

Community Investment Strategy

B. Database Inventory and Grant Resources

1. Database Inventory
2. Plan and Program List by Fiscal Years
3. 2014 United Front Federal Priorities Book
4. Community investment Revenue Sources
5. Grant Resources; Natural Resources and Transportation Possible Grant Resources

Plans and Programs by Fiscal Year

[illegible]

[illegible]

[illegible]

Proj_ID	Org_No	Page_No	Project_Name Description	Impact_Area	Location	FY_11_12	FY_12_13
1	4	4	Emergency SI St. Vincent de Human Servic	Eugene		\$164,694	\$154,813
2	4	4	Emergency SI ShelterCare-B Human Servic	Eugene & Spr		\$82,577	\$76,797
3	4	4	Emergency SI ShelterCare-F Human Servic	Eugene		\$42,000	\$0
4	4	4	Emergency SI Looking Glass Housing	Eugene		\$236,056	\$221,893
5	4	4	Emergency SI St. Vincent de Human Services			\$30,000	\$28,200
6	4	4	Day Shelter A Looking Glass Human Servic	Eugene		\$42,001	\$39,481
7	4	4	Day Shelter A St. Vincent de Human Servic	Eugene		\$164,695	\$154,813
8	4	4	Community Si Catholic Com Human Servic	Eugene		\$164,694	\$154,812
9	4	4	Community Si Community SI Human Servic	Cottage Grove		\$106,183	\$106,813
10	4	4	Community Si Catholic Com Human Servic	Springfield		\$175,000	\$162,750
11	4	4	Community Si Siuslaw Outre Human Servic	Florence		\$58,210	\$58,210
12	4	4	Hunger Relief. Food for Lane Human Services			\$175,000	\$164,500
13	4	4	Hunger Relief. Food for Lane Human Servic	Eugene		\$45,000	\$42,300
14	4	4	Hunger Relief. Upper Willam Human Servic	Oakridge		\$12,000	\$12,000
15	4	4	Hunger Relief. Lane Council Human Services			\$60,000	\$56,400
16	4	4	Detoxification Willamette Fa Human Servic	Eugene		\$75,000	\$70,500
17	4	4	Hepatitis C C HIV Alliance Community H	Eugene		\$35,000	\$32,900
18	4	4	Primary Health White Bird Cli Community H	Eugene		\$86,000	\$80,840
19	4	4	Amazon Trans Catholic Com Housing	Eugene		\$146,766	\$0
20	4	4	McKenzie Tra HACSA Housing	Eugene		\$0	\$0
22	2 99		City Hall Rebuild City Public Building	City Hall, Eug		\$0	\$0
23	2 100		Building Servi Preserve and Public Building	Eugene Cityw		\$0	\$0
24	2 101		Health, Safety Typical projec Public Building	Eugene Cityw		\$0	\$0
25	2 102		Primary Buildi Preserve and Public Building	Eugene Cityw		\$0	\$0
26	2 103		Secondary Bu Preserve and Public Building	Eugene Cityw		\$0	\$0
27	2 104		ADA Renovati Improve and r Public Building	Eugene Cityw		\$0	\$0
28	2 105		General Site & Modify and/or Public Building	Eugene Cityw		\$0	\$0
29	2 106		Roosevelt Yar Preserve and Public Building	Ward 7 - Pres		\$0	\$0
30	2 112		Fleet Mainten: The existing f Public Building	Eugene Ward		\$0	\$0
31	2 113		Laurelwood G This item is fo Public Building	Eugene Laure		\$0	\$0
32	2 115		Deferred Main This project is Public Building	113 building c		\$0	\$0
33	2 116		Echo Hollow/5 Major repair/r Public Building	Echo Hollow a		\$0	\$0
34	2 117		Parking Garaç City parking si Public Building	Eugene Parki		\$0	\$0
36	2 109		Relocation of This project is Public Safety	Eugene Purch		\$0	\$0
37	2 111		Fire Training f Complete con Public Safety	Eugene 2nd A		\$0	\$0
38	2 114		New West Sic design and co Public Safety	West Eugene		\$0	\$0
40	2 125		Amazon Bank Stream bank f Stormwater	See map p120		\$0	\$0
41	2 126		Wetland Mitig. Enhancement Stormwater	Ward 8 - exan		\$0	\$0
43	2 128		Amazon Bank Repair slope f Stormwater	Amazon Bank		\$0	\$0
44	2 129		Amazon Cree This reach of Stormwater	Amazon Cree		\$0	\$0
45	2 130		Drywell Elimin This is a new Stormwater	Citywide		\$0	\$0
46	2 131		General Storm Rehabilitate, r Stormwater	Citywide		\$0	\$0
47	2 132		Streambank a Implement str Stormwater	Citywide		\$0	\$0
49	2 134		Willamette Riv Study and pric Stormwater	Willamette Riv		\$0	\$0
50	2 135		Stream Corrid Acquire fee tit Stormwater	Citywide		\$0	\$0
51	2 137		Metro Waterw feasibility stud Stormwater	Portions of An		\$0	\$0
52	2 138		Alton Baker C Funding woulc Stormwater	Alton Baker C		\$0	\$0
53	2 139		Ascot Park O This capital pr Stormwater	Ascot Park O		\$0	\$0
54	2 140		General Storm Rehabilitate, r Stormwater	Citywide		\$0	\$0
55	2 141		River Road ar stormwater im Stormwater	River Road ar		\$0	\$0
56	2 142		Services for N Capacity enh Stormwater	Citywide		\$0	\$0
57	2 143		Water Quality Improve water Stormwater	Citywide		\$0	\$0
58	2 144		Willamette Riv design and co Stormwater	Willamette Riv		\$0	\$0
59	2 145		Willamette River Bank Stabil Stormwater	Willamette Riv		\$0	\$0
60	2 146		Willamette River Stabilizatio Stormwater	Willamette Riv		\$0	\$0
61	2 147		Willow Creek Replace culve Stormwater	Willow Creek		\$0	\$0
62	10		Biosolids Man Line Biosolids Wastewater	Map on page :		\$0	\$4,600,000
63	10		Non-Process W WWFMP Upd Wastewater	Map on page :		\$0	\$402,181
64	10		Conveyance & Influent Pump Wastewater	Map on page :		\$0	\$222,000
65	10		Plant Perform Sodium Hypox Wastewater	Map on page :		\$0	\$16,813,615
66	10		Asset Manage Equipment Re Wastewater	Map on page :		\$0	\$1,986,307
67	2 178		Wastewater S This capital fu Wastewater	Citywide		\$0	\$0

68	2 179, 183	Community S A program to i Wastewater	Citywide	\$0	\$0
69	2 180, 184	Pump Station Program to pr Wastewater	Citywide	\$0	\$0
70	2 181, 185	Wastewater S Preserve and Wastewater	Citywide	\$0	\$0
71	2 76	ADA Park Imç Make improve Parks and Op	Eugene Cityw	\$0	\$0
72	2 77	Neighborhood and Communi Parks and Op	Eugene Cityw	\$0	\$0
73	2 78	Develop PRO Design and cc Parks and Op	Eugene Cityw	\$0	\$0
74	2 79	Parks Donatic Provide suppç Parks and Op	Eugene Cityw	\$0	\$0
75	2 80,84	Site Renovatic includes repai Parks and Op	Eugene Cityw	\$0	\$0
76	2 81	Street Tree St Provide suppç Parks and Op	Eugene Cityw	\$0	\$0
77	2 82,85	Trail System I Renovate exis Parks and Op	Eugene Cityw	\$0	\$0
78	2 86	Upgrade Neig Renovate exis Parks and Op	Eugene Cityw	\$0	\$0
79	2 87	Develop Wate Design and cc Parks and Op	Eugene Cityw	\$0	\$0
80	2 108	Housing Deve Ongoing progr Housing	Two landbank	\$0	\$0
88	2 155	Neighborhood projects on loc Transportation	See map p 15	\$0	\$0
89	2 156	Traffic Operat Safety and tra Transportation	See map p 15	\$0	\$0
90	2 157	Traffic Signal Install new tra Transportation	See map p 15	\$0	\$0
91	2 158	Pavement Preservation Proç Transportation	See map p 15	\$0	\$0
92	2 159	Pavement Preservation Proç Transportation	See map p 15	\$0	\$0
93	2 160	Services for N Unspecified pi Transportation	See map p 15	\$0	\$0
94	2 162	Accessible Pe Install accessi Transportation	Citywide	\$0	\$0
95	2 163	Coburg Road Install a fiber ç Transportation	Citywide	\$0	\$0
96	2 164	Franklin Boule Reconstruct F Transportation	Franklin betw	\$0	\$0
97	2 165	Neighborhood Neighborhood Transportation	Citywide	\$0	\$0
98	2 166	Sidewalk Accç Install sidewal Transportation	Citywide	\$0	\$0
99	2 167	Street Lightinç Install new or Transportation	Citywide	\$0	\$0
100	2 168	Traffic Signal Install new tra Transportation	Citywide	\$0	\$0
101	2 169	Shared Use P Construct a st Transportation	Amazon chan	\$0	\$0
102	2 170	Shared Use P Construct an ç Transportation	West Eugene	\$0	\$0
103	2 171	Pavement Pre 2011 Paveme Transportation	Citywide	\$0	\$0
104	2 172	Amazon Activ implement wa Transportation	Ward 2, East/	\$0	\$0
105	2 173	High/Pearl Str Investigate inç Transportation	protected bike	\$0	\$0
106	2 174	Northeast Livç Formalize the Transportation	Eugene neigh	\$0	\$0
107	2 52	Friction Testç Pavement Fric Transportation	Airport	\$0	\$0
108	2 53	Runway: Mitig Phase I was fr Transportation	Airport	\$0	\$0
109	2 54	Safety Manag comply with F. Transportation	Airport	\$0	\$0
110	2 55	Automated Cç Design and cc Transportation	Airport, reloca	\$0	\$0
111	2 56	Auxiliary Terr Design and cc Transportation	Airport	\$0	\$0
112	2 57	Snow Removç Acquire replac Transportation	Airport	\$0	\$0
113	2 58	Terminal Builç Addition of thi Transportation	Airport	\$0	\$0
114	2 59	Pavement Ma Periodic asseç Transportation	Airport	\$0	\$0
115	2 60	Taxilane Consç Reconstructio Transportation	Airport	\$0	\$0
116	2 61	Taxiway Reha Rehabilitate vç Transportation	Airport	\$0	\$0
117	2 62	Terminal Builç Replacement Transportation	Airport	\$0	\$0
118	2 63	Access Road Design and cc Transportation	Airport	\$0	\$0
119	2 64	Airport Emerg Relocation of ç Transportation	Airport	\$0	\$0
120	2 65	Airport Improv Provide fundir Transportation	Airport	\$0	\$0
121	2 66	Master Plan U assess the cu Transportation	Airport	\$0	\$0
122	2 67	Passenger Pa rehabilitation ç Transportation	Airport	\$0	\$0
123	2 68	Terminal Builç Enclose stairv Transportation	Airport	\$0	\$0
124	2 69	Terminal Builç Expansion of i Transportation	Airport	\$0	\$0
125	2 70	Jet Bridge Reç replacement c Transportation	Airport	\$0	\$0
126	1 26	Housing Rehaç Below-market Housing	Eugene City-v	\$0	\$0
127	1 27	Housing Rehaç Below-market Housing	Eugene City-v	\$0	\$0
128	1 28	Housing Rehaç Program admi Housing	99 W. 10th Av	\$0	\$0
129	1 29	Public Service Social service Human Servic	125 E. 8th Av	\$0	\$0
130	1 30	Public Service Social service Human Servic	945 W. 7th Av	\$0	\$0
131	1 31	FOOD for Lan Social service Human Servic	770 Bailey Hil	\$0	\$0
132	1 32	FOOD for Lan Social service Human Servic	270 W. 8th Av	\$0	\$0
133	1 33	Public Service Social service Human Servic	1720 W. 25th	\$0	\$0
134	1 34	Public Service Social service Human Servic	1995 Amazon	\$0	\$0
135	1 35	Public Service Social service Human Servic	450 Hwy 99 N	\$0	\$0
136	1 36	Public Service Social service Community Hi	1400 Mill St., I	\$0	\$0
137	1 37	Public Access Installation of Transportation	Eugene City-v	\$0	\$0

138	1 38	Public Access Installation of Transportation Eugene City-v	\$0	\$0
139	1 39	Business Dev Business loan Economic Dev Eugene City-v	\$0	\$0
140	1 40	Business Dev Program admin Economic Dev 99 W. 10th Av	\$0	\$0
141	1 41	Micro-Enterpri Micro-business Economic Dev 101 West 10th	\$0	\$0
142	1 42	Grant Plannin General man Public Building 99 W. 10th Av	\$0	\$0
143	1 43	Grant Plannin Supports eligil Public Building 99 W. 10th Av	\$0	\$0
144	1 44	Grant Plannin Coordination & Housing 99 W. 10th Av	\$0	\$0
145	1 56	Housing Deve Housing acqu Housing Eugene Cityw	\$0	\$0
146	1 57	Interim Financ Short term loa Housing 99 W. 10th Av	\$0	\$0
147	1 58	Security Depo Security depo Housing Eugene Cityw	\$0	\$0
148	1 59	Community H Capacity build Housing Consortium w	\$0	\$0
149	1 60	HOME Grant , Supports eligil Housing 99 W. 10th Av	\$0	\$0
150	1 79	Springfield Se Catholic Com Public Building 1025 G Street	\$0	\$0
151	1 81	Hatch Microer NEDCO is rec Economic Dev 418 A St., 216	\$0	\$0
152	1 83	Catholic Com Renovation of Public Building 1025 G Street	\$0	\$0
153	1 84	SEDA – Acqu Acquisition of Housing Main Street ar	\$0	\$0
154	1 86	NEDCO – Hal Provide assist Economic Dev Downtown, Sp	\$0	\$0
155	1 87	NEDCO – Spr Make improve Public Building 418 A Street,	\$0	\$0
156	1 88	Housing Reh Rehabilitation Housing City-wide, Spr	\$0	\$0
157	1 89	Human Servic Social Service Human Servic 125 E. 8th Av	\$0	\$0
158	1 90	HSC/Catholic Social service Human Servic 1025 G Street	\$0	\$0
159	1 91	HSC/Food for Social service Human Servic 770 Bailey Hil	\$0	\$0
160	1 92	HSC/White Bi Social service Community H 1400 Mill St., I	\$0	\$0
161	1 93	HSC/Relief N Social service Human Servic 71720 West 2	\$0	\$0
162	1 94	CDBG Progra General man Public Building 225 Fifth Stre	\$0	\$0
163	1 111, 113	R Street Deve The Springfiel Housing R Street (sout	\$0	\$0
164	1 80, 85, 110, 1	Metropolitan F HACSA, in pa Housing 4224 Franklin	\$0	\$0
165	1 115	Springfield Hc Downpayment Housing City-wide, Spr	\$0	\$0
166	1 116	HOME Grant , Supports eligil Housing 225 5th St., S	\$0	\$0
177	20 1	Parenting Nov MPAP/F3Y P Human Servic 86 Centennial	\$0	\$10,115
178	20	Downtown Lai Pilas! Family I Human Servic 1035 Willame	\$0	\$4,333
179	20	Family Conne 3C's Commur Human Servic Lane Commu	\$0	\$15,667
180	20	OSLC Develo KITS in the Pr Human Servic Promise Neigl	\$0	\$15,667
181	20	Pearl Buck C Preschool Pro Human Servic 3690 W 1st A	\$0	\$20,000
182	20	Willamalane F Promise Neigl Human Servic Promise Neigl	\$0	\$6,183
183	20	Boys & Girls C Financial Liter Human Servic 1545 West 22	\$0	\$1,000
184	20	Centro Latino Tax Aid to Clie Human Servic 944 West 5th	\$0	\$2,014
185	20	Downtown Lai Pasos al Futu Human Servic 1035 Willame	\$0	\$6,000
186	20	FOOD for Lan Youth Farm L Human Servic 770 Bailey Hil	\$0	\$3,333
187	20	Goodwill Indu Prosperity Ce Human Servic 1010 Green A	\$0	\$21,667
188	20	Looking Glass Individual Dev Human Servic 1790 West 11	\$0	\$6,667
189	20	Looking Glass Individual Dev Human Servic 1790 West 11	\$0	\$2,333
190	20	NEDCO OpportunityW Human Servic 212 Main Stre	\$0	\$6,667
191	20	Planned Pare Comprehensive Human Servic 3579 Franklin	\$0	\$6,667
192	20	St Vincent del Ind. Dev. Acc Human Servic 2890 Chad Dr	\$0	\$2,000
193	20	St Vincent del Second Chan Human Servic 2890 Chad Dr	\$0	\$3,333
194	20	Boys & Girls C Financial Liter Human Servic 1545 West 22	\$0	\$5,000
195	20	Ophelia's Plac Girls Rule! Ev Human Servic 1577 Pearl St	\$0	\$1,667
196	20	4J School Bas Soy Sano Pro Human Servic 120 W. Hilliar	\$0	\$4,167
197	20	Child Center Youth Mental Human Servic 3995 Marcola	\$0	\$5,667
198	20	HIV Alliance Needle Excha Human Servic 1966 Garden	\$0	\$45,000
199	20	Laurel Hill Health Home Community H United Way of	\$0	\$10,000
200	20	ShelterCare Community H Community H 499 West 4th	\$0	\$8,333
201	20	South Lane M Community-B Community H 1345 Birch Av	\$0	\$5,000
202	20	WhiteBird Clir Mental Health Human Servic 341 East 12th	\$0	\$3,167
203	20	WhiteBird Clir Dental Access Community H 341 East 12th	\$0	\$6,833
204	20	Willamette Fa Family Health Community H 149 West 12th	\$0	\$15,833
205	20	211Info Basic Needs / Human Servic 3171 Gateway	\$0	\$7,000
206	20	4J School Bas Basic Needs / Community Health	\$0	\$3,259
207	20	American Rec Basic Needs / Human Servic 862 Bethel Dr	\$0	\$12,083
208	20	ARC of Lane Basic Needs / Human Servic 4181 E Street	\$0	\$3,267
209	20	Bethel Studen Basic Needs / Community H 1525 Echo Hc	\$0	\$9,984
210	20	Birth to 3 - Pa Basic Needs / Human Servic 86 Centennial	\$0	\$3,933

211	20	Centro Latino/ Basic Needs / Human Servic	944 Weset 5th	\$0	\$8,639
212	20	Christians as / Basic Needs / Human Services		\$0	\$2,667
213	20	Community Sl Basic Needs / Human Servic	1440 Birch St,	\$0	\$7,381
214	20	Direction Serv Basic Needs / Human Servic	3411 Willame	\$0	\$4,033
215	20	Florence Foo Basic Needs / Human Servic	2190 Spruce /	\$0	\$5,000
216	20	FOOD for Lan Basic Needs / Human Servic	770 Bailey Hil	\$0	\$14,500
217	20	HIV Alliance Basic Needs / Community Hi	1966 Garden .	\$0	\$5,040
218	20	Junction City / Basic Needs / Human Servic	265 West 6th	\$0	\$1,833
219	20	Lane County / Basic Needs / Human Servic	Cottage Grov	\$0	\$6,833
220	20	Lane County / Basic Needs / Human Servic	376 East 11th	\$0	\$3,400
221	20	Looking Glas Basic Needs / Human Servic	2485 Rooseve	\$0	\$18,524
222	20	Mid Lane Con Basic Needs / Human Servic	88149 Territor	\$0	\$1,000
223	20	Pearl Buck Cc Basic Needs / Human Servic	3690 West 1s	\$0	\$4,833
224	20	Planned Pare Basic Needs / Community Hi	3579 Franklin	\$0	\$6,152
225	20	Relief Nursery Basic Needs / Human Servic	1720 West 25	\$0	\$17,041
226	20	Sexual Assau Basic Needs / Human Servic	591 West 19th	\$0	\$3,333
227	20	ShelterCare - Basic Needs / Human Servic	499 West 4th	\$0	\$19,333
228	20	Siuslaw Outre Basic Needs / Human Servic	1576 West 12	\$0	\$833
229	20	Siuslaw Outre Basic Needs / Human Servic	1576 West 12	\$0	\$4,417
230	20	South Lane M Basic Needs / Community Hi	1345 Birch Av	\$0	\$2,801
231	20	South Lane V Basic Needs / Human Servic	1450 Birch Av	\$0	\$867
232	20	Sponsors Basic Needs / Human Servic	338 Hwy 99N,	\$0	\$5,000
233	20	Springfield Cc Basic Needs / Human Servic	525 Mill Stree	\$0	\$767
234	20	St Vincent del Basic Needs / Human Servic	1995 Amazon	\$0	\$5,381
235	20	Upper Willam Basic Needs / Human Servic	47674 School	\$0	\$2,000
236	20	VolunteersIn Basic Needs / Community Hi	2260 Marcola	\$0	\$5,926
237	20	WhiteBird Clir Basic Needs / Community Hi	341 East 12th	\$0	\$14,801
238	20	Willamette Fa Basic Needs / Community Hi	149 West 12th	\$0	\$7,031
239	20	Womenspace Basic Needs / Human Servic	1577 Pearl St	\$0	\$10,000
240	16	6th and Oak / 64-workforce / Housing	6th and Oak /	\$0	\$0
241	16	Glenwood, 42 / 150 workforce Housing	4224 Franklin	\$0	\$0
242	16	Turtle Creek / 20 energy-effi Housing	East of NW E.	\$0	\$0
243	16	Bascom Villa / 101 affordable Housing	Located in noi	\$0	\$0
244	16	River Road sit / 3.5 acres at 4' Housing	475 River Roa	\$0	\$0
245	16	48th & Main, 8 acres, Spring Housing	48th and Main	\$0	\$0
246	7	OR126: Noti / Pavement Inla Transportation	PRES 20, OR	\$0	\$0
247	7	Region 2 Rurr / CL Rumbles - Transportation	OPS 07, OR6	\$0	\$0
248	7	Region 2 Inter Lighting Repl. Transportation	OPS 13, Delta	\$0	\$0
249	7	OR126E: MP / Slide repair Transportation	OPS 16, OR1	\$0	\$0
250	7	Willamette Riv / Deck Transportation	BR44, OR 56	\$0	\$0
251	7	Willamette Riv / Bearings, Dec Transportation	BR45, OR569	\$0	\$0
252	7	Hwy 69 over / Deck, Structui Transportation	BR46, OR569	\$0	\$0
253	7	Willamette Riv / Deck Transportation	BR47, OR126	\$0	\$0
254	7	Willamette Riv / Deck Transportation	BR48, OR126	\$0	\$0
255	7	SCS Canal & / Deck Transportation	BR49, OR569	\$0	\$0
256	7	1st to 7th Ave / Deck Transportation	BR 50, OR12	\$0	\$0
257	7	1st to 7th Ave / Deck Transportation	BR51, OR126	\$0	\$0
258	17	Stellar Apartm / 54 one, two, a Housing	1535 City Vie	\$0	\$10,242,242
259	17	Bascom Villa / New construct Housing	Park View Dri	\$0	\$0
260	11 70	Salaries	Schools K-12 Nine High Scr	\$71,798,000	\$0
261	11 70	Benefits	Schools K-12 Nine High Scr	\$46,110,000	\$0
262	11 70	Services	Schools K-12 Nine High Scr	\$14,292,000	\$0
263	11 70	Supplies	Schools K-12 Nine High Scr	\$3,454,000	\$0
264	11 70	Equipment	Schools K-12 Nine High Scr	\$53,000	\$0
265	11 70	Other	Schools K-12 Nine High Scr	\$1,389,000	\$0
266	11 70	Contingency	Schools K-12 Nine High Scr	\$2,730,000	\$0
267	15 15	Allen Hall Exp / Allen Hall Exp Higher Educat	UO, Allen Hall	\$0	\$5,300,000
268	15 15	Barnhart Hall / replacement c Higher Educat	UO, Barnhart	\$0	\$1,700,000
269	15 16	Bean Residen / Exterior renov Higher Educat	UO, Bean Hal	\$0	\$1,500,000
270	15 16	Earl Residen / Installation of Higher Educat	UO, Earl Resi	\$0	\$750,000
271	15 17	Lewis Integrat / AKA Integrativ Higher Educat	UO, Property	\$0	\$10,000,000
272	15 17	Steam Servic / Design and cc Higher Educat	UO (off-campi	\$0	\$2,500,000
273	15	Huestis baser / 13,000 sf exp Higher Educat	UO Huestis H	\$0	\$9,100,000

274	15	Casanova Center * Project not in Higher Education UO, Casanova	\$0	\$1,700,000
275	15	Straub Hall Development Implement in Higher Education UO, Straub Hall	\$0	\$63,000,000
276	15	Student Recreation Additions/renovations Higher Education UO, Student F	\$0	\$22,319,000
277	15	Straub Hall, plus or minus 1,000 new Higher Education UO, Straub Hall	\$0	\$22,000,000
278	15	Erb Memorial Additions/renovations Higher Education UO, EMU, 12th	\$0	\$95,000,000
279	15	Central Kitchen Create 25,000 Higher Education Preferred local	\$0	\$8,500,000
280	15	University Hotel ~ 800 beds of Higher Education UO Near Mos	\$0	\$84,750,000
281	15	Chapman Hall ~ 23,000 square feet Higher Education UO Chapman	\$0	\$10,250,000
282	15	Science Center ~ 39,500 square feet Higher Education UO Science C	\$0	\$16,750,000
283	15	Huestis Hall 2nd Floor Renovation Higher Education UO HUESTIS	\$0	\$8,000,000
284	8	Electric Infrastructure - General Electricity	\$0	\$1,966,710
285	8 9	Electric Infrastructure - Substation Electricity	\$0	\$1,455,456
286	8 9	Electric Infrastructure - Transmission Electricity	\$0	\$7,623,284
287	8 9	General Plant - IS Resource: Electricity	\$0	\$3,382,287
288	8 9	General Plant - Work, Asset, Electricity	\$0	\$4,024,624
289	8 9	General Plant - Buildings & Land Electricity	\$0	\$770,594
290	8 9	General Plant - Electric Fleet Electricity	\$0	\$1,528,700
291	8 9	General Plant - Customer & Electricity	\$0	\$48,509
292	8 9	Power Management Electricity	\$0	\$428,000
293	8 9	AMI Deployment - Non Meter Electricity	\$0	\$0
294	8 9	Type II Project - Infrastructure Electricity	\$0	\$0
295	8 9	Type II Project - Infrastructure Electricity	\$0	\$2,738,659
296	8 9	Type II Project - Infrastructure Electricity	\$0	\$4,226,145
297	8 9	AMI Deployment - Meter Access Electricity	\$0	\$0
298	8 9	Carmen Smith License Implementation Electricity	\$0	\$2,961,000
299	8 9	Riverfront Decommissioning Electricity	\$0	\$420,800
300	8 17	Water Infrastructure - Intake Water	\$0	\$946,100
301	8 17	Water Infrastructure - Pump Water	\$0	\$397,688
302	8 17	Water Infrastructure - Transmission Water	\$0	\$3,922,662
303	8 17	Water Infrastructure - Service Water	\$0	\$618,000
304	8 17	Water Infrastructure - Meter Water	\$0	\$515,000
305	8 17	Water Infrastructure - General Water	\$0	\$359,101
306	8 17	Information Resources Water	\$0	\$725,990
307	8 17	Strategic Technology - WAC Water	\$0	\$861,899
308	8 17	Facilities Capital Water	\$0	\$175,500
309	8 17	Fleet Water	\$0	\$318,000
310	8 17	AMI Deployment - Non Meter Water	\$0	\$0
311	8 17	Water Infrastructure - Intake Water	\$0	\$5,713,452
312	8 17	Water Infrastructure - Pump Water	\$0	\$1,321,500
313	8 17	Water Infrastructure - Transmission Water	\$0	\$3,538,909
314	8 17	AMI Deployment Water	\$0	\$0
315	8 17	Meter Body Replacement Water	\$0	\$0
316	8 17	Second Source Water	\$0	\$0
317	1 79	Acquisition of acquisition of Economic Development 138 Main Street	\$0	\$0
318	1 80	Glenwood Plaza HACSA, in place Housing 4224 Franklin	\$0	\$0
319	1 81	Marketplace@ Phase 3 of the Public Building 418 A Street,	\$0	\$0
320	12 7	Instructional Services Schools K-12 Springfield School	\$58,491,340	\$0
321	12 7	Support services Schools K-12 Springfield School	\$35,396,424	\$0
322	12 7	Nutrition and community services Schools K-12 Springfield School	\$3,705,439	\$0
323	12 7	Facilities services Schools K-12 Springfield School	\$40	\$0
324	12 7	Interest on long-term debt Schools K-12 Springfield School	\$4,153,584	\$0
325	5 80	Pierce Park Expansion Parks and Open Space Pierce Park	\$0	\$66,000
326	5 80	Pacific Park Parks and Open Space Pacific Park	\$0	\$86,400
327	5 80	Gamebird Park Expansion Parks and Open Space Gamebird Park	\$0	\$5,000
328	5 80	(Former) Brattain School/Park Parks and Open Space (Former) Bratt	\$0	\$2,510
329	5 80	18th and H Park Parks and Open Space 18th and H Park	\$0	\$5,030
330	5 80	Jasper-Natron School/Park Parks and Open Space Jasper-Natron	\$0	\$100,500
331	5 80	James Park Expansion Parks and Open Space James Park E	\$0	\$82,500
332	5 80	Glenwood Neighborhood Park Parks and Open Space Glenwood Nei	\$0	\$153,260
333	5 80	Willamalane Park Expansion Parks and Open Space Willamalane F	\$0	\$0
334	5 80	Island Park Expansion Parks and Open Space Island Park	\$0	\$41,670
335	5 80	Harvest Landing Parks and Open Space Harvest Landi	\$0	\$4,380
336	5 80	Weyerhaeuser McKenzie Neighborhood Parks and Open Space Weyerhaeuser	\$0	\$35,000

337	5 80	Georgia-Pacific Park	Parks and Op Georgia-Pacif	\$0	\$25,000
338	5 80	Booth-Kelly/Mill Pond Park	Parks and Op Booth-Kelly/M	\$0	\$62,000
339	5 80	Jasper Meadows Wetlands F	Parks and Op Jasper Meadc	\$0	\$57,260
340	5 80	Thurston Hills Ridgeline Parl	Parks and Op Thurston Hills	\$0	\$320,630
341	5 80	Thurston Hills Ridgeline Parl	Parks and Op Thurston Hills	\$0	\$221,250
342	5 80	MountainGate Ridgeline Parl	Parks and Op MountainGate	\$0	\$45,330
343	5 81	Moe Mountain Linear Park	Parks and Op Moe Mountain	\$0	\$7,000
344	5 81	Thurston Hills Ridgeline Trai	Parks and Op Thurston Hills	\$0	\$22,880
345	5 81	McKenzie River Connector	Parks and Op McKenzie Riv	\$0	\$288,850
346	5 81	Weyerhaeuser Haul Rd Path	Parks and Op Weyerhaeuse	\$0	\$323,200
347	5 81	Glenwood Riverfront Linear I	Parks and Op Glenwood Riv	\$0	\$264,030
348	5 81	Lower Mill Race Path (S. 2n	Parks and Op Lower Mill Ra	\$0	\$180,350
349	5 81	Mill Race Connector Path (S	Parks and Op Mill Race Con	\$0	\$32,000
350	5 81	Upper Mill Race Path (S.32n	Parks and Op Upper Mill Ra	\$0	\$194,810
351	5 81	Middle Fork Path Phase 3	Parks and Op Middle Fork P	\$0	\$109,500
352	5 81	Clearwater Park Master Plan	Parks and Op Clearwater Pa	\$0	\$61,830
353	5 81	Dorris Ranch Master Plan Inr	Parks and Op Dorris Ranch	\$0	\$220,000
354	5 81	Dorris Ranch Hist Dist Expar	Parks and Op Dorris Ranch	\$0	\$1,000
355	5 81	Ruff Park Master Plan Imple	Parks and Op Ruff Park	\$0	\$31,680
356	5 81	32nd St Community Sports F	Parks and Op 32nd St Comr	\$0	\$340,000
357	5 81	Adult Activity Center Parking	Parks and Op Adult Activity i	\$0	\$10,000
358	5 82	Gamebird Park	Parks and Op Gamebird Par	\$0	\$2,000
359	5 82	Meadow Park	Parks and Op Meadow Park	\$0	\$31,840
360	5 82	Menlo Park	Parks and Op Menlo Park	\$0	\$1,250
361	5 82	Jesse Maine Memorial Park	Parks and Op Jesse Maine I	\$0	\$4,560
362	5 82	Bluebelle Park	Parks and Op Bluebelle Park	\$0	\$45,000
363	5 82	Island Park	Parks and Op Island Park	\$0	\$31,250
364	5 82	Willamalane Park	Parks and Op Willamalane F	\$0	\$35,000
365	5 82	West D St Greenway	Parks and Op West D St Gr	\$0	\$17,500
366	5 82	Bob Artz Memorial Park	Parks and Op Bob Artz Mem	\$0	\$200,000
367	5 82	Guy Lee Park	Parks and Op Guy Lee Park	\$0	\$27,500
368	5 82	Natural Resource MP and R	Parks and Op district wide	\$0	\$25,000
369	5 82	Willamalane Park Swim Cen	Public Building; Willamalane F	\$0	\$27,500
370	5 82	Adult Activity Center	Public Building; Adult Activity i	\$0	\$9,000
371	5 82	Lively Park Swim Center	Public Building; Lively Park Sv	\$0	\$60,000
372	5 82	Willamalane Center for Spor	Public Building; Willamalane C	\$0	\$5,000
373	5 88	Willamalane unfunded proje	Parks and Op district wide	\$0	\$0
374	5 87	Willamalane Phase 2 projec	Parks and Op district wide	\$0	\$0
375	6 5,6,7	Gateway EmX Frequent Tran	Transportation 4	\$0	\$2,080,000
376	6 5,6,7	Main Street/M Main Street/M	Transportation 5	\$0	\$450,000
377	6 5,6,7	West Eugene West Eugene	Transportation 8	\$0	\$5,039,600
378	6 5,6,7	West Eugene West Eugene	Transportation 8	\$0	\$13,241,200
379	6 5,6,7	West Eugene West Eugene	Transportation 8	\$0	\$0
380	6 5,6,7	Northwest Eu; Northwest Eu;	Transportation 6	\$0	\$0
381	6 5,6,7	Pavilion EmX NULL	Transportation 7	\$0	\$0
382	6 5,6,7	EmX Vehicle I NULL	Transportation 1	\$0	\$0
383	6 5,6,7	Franklin Boule NULL	Transportation 2	\$0	\$0
384	6 5,6,7	Future Corrid; Future Corrid;	Transportation 3	\$0	\$0
385	6 5,6,7	Future Corrid; Future Corrid;	Transportation 3	\$0	\$0
386	6 5,6,7	Main Street/M Main Street/M	Transportation 5	\$0	\$0
387	6 5,6,7	Main Street/M Main Street/M	Transportation 5	\$0	\$0
388	6 5,6,7	Northwest Eu; Northwest Eu;	Transportation 6	\$0	\$0
389	6 5,6,7	Northwest Eu; Northwest Eu;	Transportation 6	\$0	\$0
390	6 5,6,7	10 Gillig 40-F; Ten Gillig 40-f	Transportation 15	\$0	\$0
391	6 5,6,7	3 New Flyer H Three New Fl;	Transportation 16	\$0	\$0
392	6 5,6,7	770s Engine F Bus Engine R	Transportation 9	\$0	\$0
393	6 5,6,7	Brake Lathe Shop Equipm;	Transportation 13	\$0	\$0
394	6 5,6,7	Caterpillar For Shop Equipm;	Transportation 13	\$0	\$28,500
395	6 5,6,7	Dual Parallel I Energy Stora;	Transportation 10	\$0	\$0
396	6 5,6,7	ESS Replacer Energy Stora;	Transportation 10	\$0	\$0
397	6 5,6,7	ESS Replacer Energy Stora;	Transportation 10	\$0	\$0
398	6 5,6,7	ESS Replacer Energy Stora;	Transportation 10	\$0	\$0
399	6 5,6,7	ESS Replacer Energy Stora;	Transportation 10	\$0	\$0

400	6 5,6,7	Floor Sweep Shop Equipm	Transportation 13	\$0	\$20,000
401	6 5,6,7	Shop Equipm	Transportation 13	\$0	\$30,000
402	6 5,6,7	Support Vehic	Transportation 14	\$0	\$60,000
403	6 5,6,7	Revenue Vehi	Transportation 11	\$0	\$0
404	6 5,6,7	Revenue Vehi	Transportation 12	\$0	\$0
405	6 5,6,7	Admin Lobby	Transportation 17	\$0	\$50,000
406	6 5,6,7	Amazon Statc	Transportation 25	\$0	\$50,000
407	6 5,6,7	Board Room	Transportation 17	\$0	\$200,000
408	6 5,6,7	Bus Lot Expar	Transportation 22	\$0	\$0
409	6 5,6,7	Bus Stop Sigr	Transportation 18	\$0	\$4,700
410	6 5,6,7	Conference R	Transportation 17	\$0	\$5,000
411	6 5,6,7	Data Center	Transportation 17	\$0	\$0
412	6 5,6,7	DDC's Glenw	Transportation 17	\$0	\$110,000
413	6 5,6,7	Electric Chrg	Transportation 17	\$0	\$0
414	6 5,6,7	Electric Chrg	Transportation 25	\$0	\$0
415	6 5,6,7	Eugene Static	Transportation 19	\$0	\$0
416	6 5,6,7	Eugene Static	Transportation 17	\$0	\$0
417	6 5,6,7	Eugene Static	Transportation 17	\$0	\$0
418	6 5,6,7	Facilities Serv	Transportation 22	\$0	\$150,000
419	6 5,6,7	Finishes Rest	Transportation 17	\$0	\$250,000
420	6 5,6,7	Henderson St	Transportation 22	\$0	\$50,000
421	6 5,6,7	LCC Station	Transportation 25	\$0	\$0
422	6 5,6,7	Miscellaneous	Transportation 24	\$0	\$50,000
423	6 5,6,7	Miscellaneous	Transportation 24	\$0	\$75,000
424	6 5,6,7	Plumbing Upg	Transportation 17	\$0	\$15,000
425	6 5,6,7	Relamp Glen	Transportation 22	\$0	\$25,000
426	6 5,6,7	River Road St	Transportation 25	\$0	\$150,000
427	6 5,6,7	Roof Replace	Transportation 17	\$0	\$20,000
428	6 5,6,7	Roof Replace	Transportation 20	\$0	\$0
429	6 5,6,7	Roof Replace	Transportation 20	\$0	\$0
430	6 5,6,7	Roof Replace	Transportation 22	\$0	\$0
431	6 5,6,7	Roof Replace	Transportation 20	\$0	\$0
432	6 5,6,7	Shelter Install	Transportation 18	\$0	\$25,000
433	6 5,6,7	Transit Enhan	Transportation 24	\$0	\$87,400
434	6 5,6,7	U of O Station	Transportation 25	\$0	\$550,700
435	6 5,6,7	Vehicle Lifts-F	Transportation 20	\$0	\$0
436	6 5,6,7	Admin Parkin	Transportation 22	\$0	\$0
437	6 5,6,7	River Road St	Transportation 27	\$0	\$0
438	6 5,6,7	Future Park &	Transportation 21	\$0	\$0
439	6 5,6,7	Glenwood En	Transportation 22	\$0	\$0
440	6 5,6,7	Glenwood Fac	Transportation 23	\$0	\$0
441	6 5,6,7	RideSource P	Transportation 26	\$0	\$0
442	6 5,6,7	Valley River C	Transportation 28	\$0	\$0
443	6 5,6,7	Communications & Network	Transportation 29	\$0	\$743,500
444	6 5,6,7	Computer Hardware	Transportation 30	\$0	\$29,665
445	6 5,6,7	Computer Software	Transportation 31	\$0	\$1,474,733
446	6 5,6,7	Computer Workstations & P	Transportation 32	\$0	\$64,440
447	6 5,6,7	Copiers/Printers/Scanners	Transportation 33	\$0	\$125,000
448	6 5,6,7	Data Backup Systems	Transportation 34	\$0	\$70,000
449	6 5,6,7	Disaster Recovery/Secondar	Transportation 36	\$0	\$525,000
450	6 5,6,7	TransitMaster Vehicle Upgra	Transportation 38	\$0	\$0
451	6 5,6,7	Fare Management System	Transportation 37	\$0	\$0
452	6 5,6,7	Facilities Security System	Transportation 40	\$0	\$200,150
453	6 5,6,7	Bus Security System Upgrac	Transportation 39	\$0	\$166,160
454	6 5,6,7	Miscellaneous Office Equipn	Transportation 42	\$0	\$40,000
455	6 5,6,7	Preventive Maintenance	Transportation 43	\$0	\$4,482,227
456	6 5,6,7	Transportation Options	Transportation 44	\$0	\$81,700
457	6 5,6,7	Accessible Services Vehicle	Transportation 41	\$0	\$200,000
458	6 5,6,7	Transportation Options	Transportation 44	\$0	\$416,100
459	13 74	Instruction	Schools K-12 Bethel School	\$31,159,833	\$0
460	13 74	Support Services	Schools K-12 Bethel School	\$19,370,791	\$0
461	13 74	Enterprise and community s	Schools K-12 Bethel School	\$2,142,818	\$0
462	13 74	Facilities acquisition & const	Schools K-12 Bethel School	\$4,231	\$0

463	13 74	Principal debt service	Schools K-12 Bethel School	\$9,575,000	\$0
464	13 74	Interest debt service	Schools K-12 Bethel School	\$961,623	\$0
465	13 74	Refinancing costs	Schools K-12 Bethel School	\$0	\$0
466	13 74	Capital outlay	Schools K-12 Bethel School	\$374,617	\$0
467	14 24	Instruction	Higher Educal Lane Commu	\$0	\$72,220,565
468	14 24	Instructional Support	Higher Educal Lane Commu	\$0	\$6,015,469
469	14 24	Student Services	Higher Educal Lane Commu	\$0	\$32,232,087
470	14 24	Community Services	Higher Educal Lane Commu	\$0	\$9,092,370
471	14 24	College Support Services	Higher Educal Lane Commu	\$0	\$18,463,889
472	14 24	Plant Operation & Maintenan	Higher Educal Lane Commu	\$0	\$7,984,140
473	14 24	Plant Additions	Higher Educal Lane Commu	\$0	\$46,751,698
474	14 24	Financial Aid	Higher Educal Lane Commu	\$0	\$108,293,355
475	14 24	Debt Service	Higher Educal Lane Commu	\$0	\$10,751,399
476	14 24	Fund Transfers	Higher Educal Lane Commu	\$0	\$9,966,375
477	14 24	Contingency	Higher Educal Lane Commu	\$0	\$6,890,350
478	2 16	Central services	Public Building Eugene citywi	\$9,804,909	\$0
479	2 16	Fire and emergency medical	Public Safety Eugene citywi	\$28,641,938	\$0
480	2 16	Library, recreation, and cultu	Public Building Eugene citywi	\$28,820,958	\$0
481	2 16	Planning and development	Public Building Eugene citwid	\$19,651,543	\$0
482	2 16	Public works	Public Building Eugene citywi	\$30,285,866	\$0
483	2 16	Interest on long-term debt	Public Building Eugene citywi	\$6,650,862	\$0
484	2 16	Ambulance transport	Transportator Eugene citywi	\$6,950,263	\$0
485	2 16	Municipal airport	Transportator Eugene airpor	\$11,969,227	\$0
486	2 16	Parking services	Transportator Eugene citywi	\$4,554,259	\$0
487	2 16	Stormwater utility	Stormwater Eugene citywi	\$13,301,129	\$0
488	2 16	Wastewater utility	Wastewater Eugene citywi	\$22,359,079	\$0
489	3 20	General government	Public Building Springfield cit	\$965,107	\$0
490	3 20	Fire	Public Safety Springfield cit	\$11,847,128	\$0
491	3 20	Police	Public Safety Springfield cit	\$19,694,617	\$0
492	3 20	Library	Public Building Springfield cit	\$1,519,866	\$0
493	3 20	Public works	Public Building Springfield cit	\$7,899,474	\$0
494	3 20	Development Services	Public Building Springfield cit	\$3,485,221	\$0
495	3 20	Depreciation & amortization,	Public Building Springfield cit	\$284,439	\$0
496	3 20	Interest on long-term debt	Public Building Springfield	\$1,220,457	\$0
497	3 20	Sanitary sewer	Wastewater Springfield cit	\$5,190,475	\$0
498	3 20	Storm drainage	Wastewater Springfield cit	\$3,843,225	\$0
499	3 20	Booth Kelly In 1985, Geor	Economic Dev Booth Kelly	\$1,430,803	\$0
500	3 20	Ambulance	Public Safety Springfield cit	\$5,184,271	\$0
501	3 20	Metropolitan Wastewater Ma	Wastewater Springfield	\$23,635,638	\$0
502	11	Roosevelt Mic New building c	Schools K-12 Roosevelt Mic	\$0	\$10,500,000
503	11	Jefferson/ATA Build new clas	Schools K-12 Jefferson/ATA	\$0	\$8,750,000
504	11	Howard Elem New building \	Schools K-12 Howard Elem	\$0	\$8,000,000
505	11	River Road El New building \	Schools K-12 River Road El	\$0	\$6,000,000
506	11	Gilham Eleme Add classroom	Schools K-12 Gilham Eleme	\$0	\$1,250,000
507	11	Kelly Middle S Construct new	Schools K-12 Kelly Middle S	\$0	\$0
508	11	District-wide tr Improve class	Schools K-12 All 4j schools	\$0	\$2,620,000
509	11	Bus purchases	Schools K-12 4j school distr	\$0	\$1,500,000
510	11	District-wide ir Science curric	Schools K-12 All 4j Schools	\$0	\$1,305,000
511	11	Building repai Upgrade build	Schools K-12 All 4j schools	\$0	\$1,075,000
512	11	School Securi Improve stude	Schools K-12 All 4j schools	\$0	\$750,000
513	11	Safe routes to School improv	Schools K-12 unknown	\$0	\$250,000
514	11	North Eugene Replace or co	Schools K-12 North Eugene	\$0	\$0
515	11	Camas Ridge New building \	Schools K-12 Camas Ridge	\$0	\$0
516	11	Edison Eleme Determine ho	Schools K-12 Edison Eleme	\$0	\$0
517	11	Sheldon High Expand or ren	Schools K-12 Sheldon High	\$0	\$0
518	24 24	Muddy Creek 2005 dollar es	Parks and Op Coburg	\$0	\$0
519	24 24	Mill Slough Lir 2005 dollar es	Parks and Op Coburg	\$0	\$0
520	24 24	Westside Mini 2005 dollar es	Parks and Op Coburg	\$0	\$0
521	24 24	Pfeiffer Park (2005 dollar es	Parks and Op Coburg	\$0	\$0
522	24 24	Wetland Park 2005 dollar es	Parks and Op Coburg	\$0	\$0
523	24 24	Moody Park (2005 dollar es	Parks and Op Coburg	\$0	\$0
524	24 24	Coburg Estate 2005 dollar es	Parks and Op Coburg	\$0	\$0
525	24 25	Pavilion Park 2005 dollar es	Parks and Op Coburg	\$0	\$0

526	24 25	Eastside Mini 2005 dollar es Parks and Op Coburg	\$0	\$0
527	24 25	Southwest Mir 2005 dollar es Parks and Op Coburg	\$0	\$0
528	24 25	Future Emplo 2005 dollar es Parks and Op Coburg	\$0	\$0
529	24 25	Muddy Creek 2005 dollar es Parks and Op Coburg	\$0	\$0
530	24 25	Muddy Creek 2005 dollar es Parks and Op Coburg	\$0	\$0
531	24 25	Community P 2005 dollar es Parks and Op Coburg	\$0	\$0
532	24 25	Southeast Mir 2005 dollar es Parks and Op Coburg	\$0	\$0
533	24 25	Future Emplo 2005 dollar es Parks and Op Coburg	\$0	\$0
534	24 25	Muddy Creek 2005 dollar es Parks and Op Coburg	\$0	\$0
535	24 25	Southside Nei 2005 dollar es Parks and Op Coburg	\$0	\$0
536	24 25	Northside Nei 2005 dollar es Parks and Op Coburg	\$0	\$0
537	24 25	Community P (rest rooms, b Parks and Op Coburg	\$0	\$0
538	24 25	Westside Mini 2005 dollar es Parks and Op Coburg	\$0	\$0
539	24 25	Southeast Mir 2005 dollar es Parks and Op Coburg	\$0	\$0
540	24 25	Future Emplo 2005 dollar es Parks and Op Coburg	\$0	\$0
541	24 25	Pfeifer Park E 2005 dollar es Parks and Op Coburg	\$0	\$0
542	24 25	Pavilion Park 2005 dollar es Parks and Op Coburg	\$0	\$0
543	24 25	Moody Park E 2005 dollar es Parks and Op Coburg	\$0	\$0
544	24 25	Coburg Estate 2005 dollar es Parks and Op Coburg	\$0	\$0
545	24 25	Mill Slough Lir 2005 dollar es Parks and Op Coburg	\$0	\$0
546	24 25	Muddy Creek 2005 dollar es Parks and Op Coburg	\$0	\$0
547	24 25	Muddy Creek 2005 dollar es Parks and Op Coburg	\$0	\$0
552	15 (7,11,12, 16)	Residence Ha Add capacity : Higher Education	\$0	\$0
553	15 (7,11,12)	Parking Struct Build parking : Higher Education	\$0	\$0
554	15 (7,13,15)	Gateways Identify and de Higher Education	\$0	\$0
555	15 (7,11,12,16)	Student Succ Create the St Higher Education	\$0	\$0
556	15 (10,11,12,13,1	Academic Bui Create a new Higher Education	\$0	\$0
557	15 (8,10,11,12,1	Academic Ga Build new gat Higher Education	\$0	\$0
558	15 (13,16)	Science Library Higher Education	\$0	\$0
559	15 (8,11,13)	Science Gate A new science Higher Educalong the nort	\$0	\$0
560	15 (8,11,13)	Town/Gown V Redevelopme Higher Education	\$0	\$0
561	15 (11,13)	Town/Gown E Ecological Vill Higher Education	\$0	\$0
562	15 (8,11,13)	UO Administr: A collection of Higher Education	\$0	\$0
563	15 (8,9,11,13,14,	Architecture & Locate new bt Higher Education	\$0	\$0
564	15 (9,11,14)	13th Ave Axis Enhance 13th Higher Education	\$0	\$0
565	15 (9,11,14)	14th Ave Pror Enhance 14th Higher Education	\$0	\$0
566	15 (9,14)	15th Ave Axis Enhance 15th Higher Education	\$0	\$0
567	15 (11,14)	University St / Enhance Univ Higher Education	\$0	\$0
568	15 (11,14)	HEDCO Clinic Additior Higher Education	\$0	\$0
569	15 (11,14)	Esslinger Red Esslinger Red Higher Education	\$0	\$0
570	15 (10,15,16)	Global Studie: Global Studie: Higher Education	\$0	\$0
571	15 (10,11,15,16)	Condon Hall Condon Hall E Higher Education	\$0	\$0
572	15 (10,11,15)	PLC Prince Lt Add to and re Higher Education	\$0	\$0
573	15 (10,15)	New Academi Build at least Higher Education	\$0	\$0
574	15 (10,15)	Hendricks Hal Renovate and Higher Education	\$0	\$0
575	15 (10,15)	Susan Campt Renovate and Higher Education	\$0	\$0
576	15 (10,15)	Fenton Hall Fenton Hall A Higher Education	\$0	\$0
577	15 (10,15)	Redevelop Cc Redevelop Cc Higher Education	\$0	\$0
578	15 16	Museum of N: Museum of N: Higher Education	\$0	\$0
580	9	Distribution: 1 Distribution: 1 Water Distribution: 1	\$52,250	\$0
581	9	Distribution: E Distribution: E Water Distribution: E	\$85,250	\$0
582	9	Distribution: E Distribution: E Water Distribution: E	\$125,550	\$0
583	9	Production: R Production: R Water Production: R	\$193,000	\$0
584	9	Production: S. Production: S. Water Production: S.	\$101,300	\$0
585	9	Production: Tl Production: Tl Water Production: Tl	\$87,050	\$0
586	9	Production: W Production: W Water Production: W	\$2,359,750	\$0
587	9	Production: Tl Production: Tl Water Production: Tl	\$66,250	\$0
588	9	Production: W Production: W Water Production: W	\$21,625	\$0
589	9	Production: Tl Production: Tl Water Production: Tl	\$529,500	\$0
590	9	Production: 67 Production: 67 Water Production: 67	\$114,625	\$0
591	9	Distribution: 2 Distribution: 2 Water Distribution: 2	\$0	\$210,000
592	9	Transmission: Transmission: Water Transmission:	\$0	\$40,000
593	9	Production: S Production: S Water Production: S	\$0	\$101,400

594	9	Source: Willar	Source: Willar Water	Source: Willar	\$0	\$309,700
595	9	Transmission: Transmission:	Water	Transmission:	\$0	\$25,000
596	9	Source: Morris	Source: Morris Water	Source: Morris	\$0	\$41,400
597	9	Source: Thurs	Source: Thurs Water	Source: Thurs	\$0	\$2,469,600
598	9	Production: Pi	Production: Pi Water	Production: Pi	\$0	\$8,500
599	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$30,400
600	9	Source: CL2 M	Source: CL2 M Water	Source: CL2 M	\$0	\$72,400
601	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$6,750
602	9	Production: W	Production: W Water	Production: W	\$0	\$80,250
603	9	Distribution: 2	Distribution: 2 Water	Distribution: 2	\$0	\$0
604	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
605	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
606	9	Production: W	Production: W Water	Production: W	\$0	\$0
607	9	Source: Weyc	Source: Weyc Water	Source: Weyc	\$0	\$0
608	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
609	9	Production: Si	Production: Si Water	Production: Si	\$0	\$0
610	9	Source: CL2 M	Source: CL2 M Water	Source: CL2 M	\$0	\$0
611	9	Production: Pi	Production: Pi Water	Production: Pi	\$0	\$0
612	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$0
613	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$0
614	9	Production: W	Production: W Water	Production: W	\$0	\$0
615	9	Distribution: 2	Distribution: 2 Water	Distribution: 2	\$0	\$0
616	9	Production: M	Production: M Water	Production: M	\$0	\$0
617	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
618	9	Production: W	Production: W Water	Production: W	\$0	\$0
619	9	Source: CL2 M	Source: CL2 M Water	Source: CL2 M	\$0	\$0
620	9	Source: Weyc	Source: Weyc Water	Source: Weyc	\$0	\$0
621	9	Production: Pi	Production: Pi Water	Production: Pi	\$0	\$0
622	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$0
623	9	Production: Si	Production: Si Water	Production: Si	\$0	\$0
624	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$0
625	9	Production: W	Production: W Water	Production: W	\$0	\$0
626	9	Distribution: 2	Distribution: 2 Water	Distribution: 2	\$0	\$0
627	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
628	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
629	9	Production: Si	Production: Si Water	Production: Si	\$0	\$0
630	9	Source: CL2 M	Source: CL2 M Water	Source: CL2 M	\$0	\$0
631	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
632	9	Production: Pi	Production: Pi Water	Production: Pi	\$0	\$0
633	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
634	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$0
635	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$0
636	9	Production: W	Production: W Water	Production: W	\$0	\$0
637	9	Source: Resai	Source: Resai Water	Source: Resai	\$0	\$0
638	9	Distribution: 2	Distribution: 2 Water	Distribution: 2	\$0	\$0
639	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
640	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
641	9	Production: Si	Production: Si Water	Production: Si	\$0	\$0
642	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
643	9	Production: Pi	Production: Pi Water	Production: Pi	\$0	\$0
644	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$0
645	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$0
646	9	Production: W	Production: W Water	Production: W	\$0	\$0
647	9	Distribution: 2	Distribution: 2 Water	Distribution: 2	\$0	\$0
648	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
649	9	Source: Treati	Source: Treati Water	Source: Treati	\$0	\$0
650	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
651	9	Production: Pi	Production: Pi Water	Production: Pi	\$0	\$0
652	9	Transmission: Transmission:	Water	Transmission:	\$0	\$0
653	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$0
654	9	Production: Si	Production: Si Water	Production: Si	\$0	\$0
655	9	Source: Pump	Source: Pump Water	Source: Pump	\$0	\$0
656	9	Source: Resai	Source: Resai Water	Source: Resai	\$0	\$0

657	9	Production: W	Production: W	Production: W	\$0	\$0
658	9	Distribution: 2	Distribution: 2	Distribution: 2	\$0	\$0
659	9	Transmission: Water	Transmission: Water	Transmission: Water	\$0	\$0
660	9	Source: Willar	Source: Willar	Source: Willar	\$0	\$0
661	9	Transmission: Water	Transmission: Water	Transmission: Water	\$0	\$0
662	9	Source: Treati	Source: Treati	Source: Treati	\$0	\$0
663	9	Transmission: Water	Transmission: Water	Transmission: Water	\$0	\$0
664	9	Production: P	Production: P	Production: P	\$0	\$0
665	9	Source: Pumç	Source: Pumç	Source: Pumç	\$0	\$0
666	9	Source: Pumç	Source: Pumç	Source: Pumç	\$0	\$0
667	9	Production: S	Production: S	Production: S	\$0	\$0
668	9	Production: W	Production: W	Production: W	\$0	\$0
669	9	Distribution: 2	Distribution: 2	Distribution: 2	\$0	\$0
670	9	Distribution: 2	Distribution: 2	Distribution: 2	\$0	\$0
671	9	Transmission: Water	Transmission: Water	Transmission: Water	\$0	\$0
672	9	Production: M	Production: M	Production: M	\$0	\$0
673	9	Source: Treati	Source: Treati	Source: Treati	\$0	\$0
674	9	Transmission: Water	Transmission: Water	Transmission: Water	\$0	\$0
675	9	Production: W	Production: W	Production: W	\$0	\$0
676	9	Production: P	Production: P	Production: P	\$0	\$0
677	9	Source: Pumç	Source: Pumç	Source: Pumç	\$0	\$0
678	9	Production: S	Production: S	Production: S	\$0	\$0
679	9	Source: Pumç	Source: Pumç	Source: Pumç	\$0	\$0
680	9	Source: Willar	Source: Willar	Source: Willar	\$0	\$0
681	9	Source: Resa	Source: Resa	Source: Resa	\$0	\$0
682	9	Production: W	Production: W	Production: W	\$0	\$0
683	9	Pole Replacer	Pole Replacer Electricity	Pole Replacer	\$185,450	\$0
684	9	Underground	Underground Electricity	Underground	\$159,400	\$0
685	9	Distribution R	Distribution R Electricity	Distribution R	\$250,900	\$0
686	9	Transformer F	Transformer F Electricity	Transformer F	\$117,000	\$0
687	9	Distribution Ef	Distribution Ef Electricity	Distribution Ef	\$81,400	\$0
688	9	Distribution R	Distribution R Electricity	Distribution R	\$72,444	\$0
689	9	Distribution R	Distribution R Electricity	Distribution R	\$89,654	\$0
690	9	Pole Replacer	Pole Replacer Electricity	Pole Replacer	\$0	\$165,100
691	9	Underground	Underground Electricity	Underground	\$0	\$188,700
692	9	Transformer F	Transformer F Electricity	Transformer F	\$0	\$141,995
693	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$128,060
694	9	Distribution Ef	Distribution Ef Electricity	Distribution Ef	\$0	\$306,800
695	9	Transmission	Transmission Electricity	Transmission	\$0	\$219,998
696	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$213,030
697	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$13,000
698	9	Substation Tr	Substation Tr Electricity	Substation Tr	\$0	\$680,000
699	9	Pole Replacer	Pole Replacer Electricity	Pole Replacer	\$0	\$0
700	9	Underground	Underground Electricity	Underground	\$0	\$0
701	9	Transformer F	Transformer F Electricity	Transformer F	\$0	\$0
702	9	Substation Tr	Substation Tr Electricity	Substation Tr	\$0	\$0
703	9	Distribution Ef	Distribution Ef Electricity	Distribution Ef	\$0	\$0
704	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$0
705	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$0
706	9	Transmission	Transmission Electricity	Transmission	\$0	\$0
707	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$0
708	9	Pole Replacer	Pole Replacer Electricity	Pole Replacer	\$0	\$0
709	9	Underground	Underground Electricity	Underground	\$0	\$0
710	9	Distribution Ef	Distribution Ef Electricity	Distribution Ef	\$0	\$0
711	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$0
712	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$0
713	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$0
714	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$0
715	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$0
716	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$0
717	9	Transmission	Transmission Electricity	Transmission	\$0	\$0
718	9	Distribution R	Distribution R Electricity	Distribution R	\$0	\$0
719	9	Pole Replacer	Pole Replacer Electricity	Pole Replacer	\$0	\$0

720	9	Underground	Underground	Electricity	Underground	\$0	\$0
721	9	Distribution	Electricity	Distribution	Electricity	\$0	\$0
722	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
723	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
724	9	Transformer	Transformer	Electricity	Transformer	\$0	\$0
725	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
726	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
727	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
728	9	Pole Replacer	Pole Replacer	Electricity	Pole Replacer	\$0	\$0
729	9	Underground	Underground	Electricity	Underground	\$0	\$0
730	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
731	9	Transformer	Transformer	Electricity	Transformer	\$0	\$0
732	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
733	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
734	9	Pole Replacer	Pole Replacer	Electricity	Pole Replacer	\$0	\$0
735	9	Underground	Underground	Electricity	Underground	\$0	\$0
736	9	Transformer	Transformer	Electricity	Transformer	\$0	\$0
737	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
738	9	Transformer	Transformer	Electricity	Transformer	\$0	\$0
739	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
740	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
741	9	Transmission	Transmission	Electricity	Transmission	\$0	\$0
742	9	Pole Replacer	Pole Replacer	Electricity	Pole Replacer	\$0	\$0
743	9	Underground	Underground	Electricity	Underground	\$0	\$0
744	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
745	9	Transformer	Transformer	Electricity	Transformer	\$0	\$0
746	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
747	9	Oil Containme	Oil Containme	Electricity	Oil Containme	\$0	\$0
748	9	Transmission	Transmission	Electricity	Transmission	\$0	\$0
749	9	Pole Replacer	Pole Replacer	Electricity	Pole Replacer	\$0	\$0
750	9	Underground	Underground	Electricity	Underground	\$0	\$0
751	9	Oil Containme	Oil Containme	Electricity	Oil Containme	\$0	\$0
752	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
753	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
754	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
755	9	Distribution	Distribution	Electricity	Distribution	\$0	\$0
756	9	Transmission	Transmission	Electricity	Transmission	\$0	\$0
757	3	Jasper Trunk	Extend a trunk	Wastewater	Springfield	\$0	\$5,015,000
758	3	10th & N Stre	Construct app	Wastewater	Springfield	\$0	\$4,815,034
759	3	58th Street Fl	Construct a fl	Wastewater	Springfield	\$0	\$2,125,000
760	3	S. 2nd Street	Replace S. 2n	Wastewater	Springfield	\$0	\$230,000
761	3	Sewer Wet W	Setting money	Wastewater	Springfield	\$0	\$0
762	3	Hayden Lo PS	Update the Pl	Wastewater	Springfield	\$0	\$200,000
763	3	River Glen PS	Update the Pl	Wastewater	Springfield	\$0	\$250,000
764	3	Wastewater M	Review and u	Wastewater	Springfield	\$0	\$85,000
765	3	E. 17th Avenu	Install Local S	Wastewater	Springfield	\$0	\$0
766	3	Franklin Expa	Expand Frank	Wastewater	Springfield	\$0	\$625,000
767	3	City Participat	Program supp	Wastewater	Springfield	\$0	\$105,000
768	3	Wastewater R	Money for Mai	Wastewater	Springfield	\$0	\$200,000
769	3	A Street Unit	Expansion in I	Wastewater	Springfield	\$0	\$0
770	3	A Street Unit	Expansion in I	Wastewater	Springfield	\$0	\$0
771	3	A Street Unit	Expansion in I	Wastewater	Springfield	\$0	\$0
772	3	UGB Expansio	Analyze the n	Wastewater	Springfield	\$0	\$0
773	3	Main Street In	Expansion in I	Wastewater	Springfield	\$0	\$0
774	3	Nugget Way F	Upgrades to F	Wastewater	Springfield	\$0	\$0
775	3	Peacehealth-F	New PS to se	Wastewater	Springfield	\$0	\$0
776	3	Main Street In	Expansion in I	Wastewater	Springfield	\$0	\$0
777	3	Mckenzie Higl	Expansion in I	Wastewater	Springfield	\$0	\$0
778	3	Local Sewer E	Extend lines t	Wastewater	Springfield	\$0	\$0
779	3	Topographic F	Project to repl	Wastewater	Springfield	\$0	\$0
780	3	19th Street S	Replace existi	Wastewater	Springfield	\$0	\$0
781	3	Marcola Rd. S	Install Local S	Wastewater	Springfield	\$0	\$0
782	3	Glenwood Coi	Extend Glenw	Transportation	Springfield	\$0	\$0

783	3	Glenwood Cor Connect the C Transportation Springfield	\$0	\$87,297
784	3	TSP Update* Federal & Sta Transportation Springfield	\$0	\$71,000
785	3	"A" Street Over STP-U Project Transportation Springfield	\$0	\$191,387
786	3	Thurston Road STP-U Project Transportation Springfield	\$0	\$142,626
787	3	E. 17th Avenue Improve pavement Transportation Springfield	\$0	\$0
788	3	Glenwood Blvd Improve bridge Transportation Springfield	\$0	\$5,000
789	3	City Participate Funding to project Transportation Springfield	\$0	\$0
790	3	ADA Transition Required transportation Transportation Springfield	\$0	\$0
791	3	Signal System Strategically n Transportation Springfield	\$0	\$0
792	3	Transportation Matching fund Transportation Springfield	\$0	\$15,000
793	3	Arterial-Collector Preserve Arterial Transportation Springfield	\$0	\$150,000
794	3	Traffic Control Improvements Transportation Springfield	\$0	\$150,000
795	3	Gateway Traffic Transportation Transportation Springfield	\$0	\$0
796	3	Intelligent Traffic Funding for project Transportation Springfield	\$0	\$66,000
797	3	S. 48th Street New Street construction Transportation Springfield	\$0	\$175,000
798	3	Franklin Boulevard Franklin Blvd. Transportation Springfield	\$0	\$260,027
799	3	Bridge Preservation Funding set aside Transportation Springfield	\$0	\$0
800	3	Gateway-Beltline Phase 1 construction Transportation Springfield	\$0	\$137,690
801	3	MUTCD Compliance Update Traffic Transportation Springfield	\$0	\$40,000
802	3	Light Pole Test and Tread Transportation Springfield	\$0	\$25,000
803	3	Downtown District Evaluate, Design Transportation Springfield	\$0	\$0
804	3	Light Infill & Line Update City lighting Transportation Springfield	\$0	\$0
805	3	Local-Resident Preserve Local Transportation Springfield	\$0	\$0
806	3	Arterial/Collector Program set up Transportation Springfield	\$0	\$0
807	3	Arterial/Collector Program set up Transportation Springfield	\$0	\$0
808	3	Local/Resident Program set up Transportation Springfield	\$0	\$0
809	3	Local/Resident Program set up Transportation Springfield	\$0	\$0
810	3	Maple Island Improvement Necessary up Transportation Springfield	\$0	\$0
811	3	Franklin Boulevard Urbanize Franklin Transportation Springfield	\$0	\$0
812	3	Franklin Boulevard Urbanize Franklin Transportation Springfield	\$0	\$0
813	3	Intelligent Light Upgrades to n Transportation Springfield	\$0	\$0
814	3	Main Street Line Add lighting al Transportation Springfield	\$0	\$0
815	3	Wire Theft Replace/repair Transportation Springfield	\$0	\$0
816	3	RRFB Installation Installations a Transportation Springfield	\$0	\$0
817	3	FYA Left Turn Evaluation project Transportation Springfield	\$0	\$0
818	3	Oakdale Phase Install bike Lane Transportation Springfield	\$0	\$0
819	3	UGB Expansion Evaluate infrastructure Transportation Springfield	\$0	\$0
820	3	Cherokee Drive Restore the lot Transportation Springfield	\$0	\$0
821	3	Traffic Signal Evaluate center Transportation Springfield	\$0	\$0
822	3	Weyerhaeuser Haul Road Arterial Transportation Springfield	\$0	\$0
823	3	42nd St. Operational, Safety Transportation Springfield	\$0	\$0
824	3	Topographic Field Project to replace Transportation Springfield	\$0	\$0
825	3	Mill Race Reservoir Restore and improve Stormwater Springfield	\$0	\$603,000
826	3	59th, Aster, & Install in a 42" Stormwater Springfield	\$0	\$233,602
827	3	Island Park* Water Quality Stormwater Springfield	\$0	\$494,768
828	3	Lower Mill Race Restore the lot Stormwater Springfield	\$0	\$182,713
829	3	Mill Race Storage Construct a stormwater Springfield	\$0	\$581,452
830	3	Booth Kelly Drive Implement Bo Stormwater Springfield	\$0	\$349,220
831	3	Drainage Rep Fund for Misc. Stormwater Springfield	\$0	\$200,000
832	3	Metro Waterway Study of water Stormwater Springfield	\$0	\$270,000
833	3	Channel Improvement Fund for misc Stormwater Springfield	\$0	\$526,000
834	3	MS4 Permit Requirements Supports com Stormwater Springfield	\$0	\$30,000
835	3	Riparian Land Funding set aside Stormwater Springfield	\$0	\$261,319
836	3	Channel 6 FIF Preparing a stormwater Springfield	\$0	\$20,000
837	3	Mill Race FIF Preparing a stormwater Springfield	\$0	\$20,000
838	3	42nd Street Drive Study to verify Stormwater Springfield	\$0	\$50,000
839	3	Stormwater Facility Review and Update Stormwater Springfield	\$0	\$184,542
840	3	Glenwood Blvd Improve SW r Stormwater Springfield	\$0	\$50,000
841	3	City Participate Funding to project Stormwater Springfield	\$0	\$105,000
842	3	Over-Under C Upgrades and Stormwater Springfield	\$0	\$1,116,185
843	3	S & T Drainage Construction c Stormwater Springfield	\$0	\$0
844	3	Jasper-Natron Study and expansion Stormwater Springfield	\$0	\$720,000
845	3	Channel 6 Improvements Stormwater Springfield	\$0	\$500,000

846	3	Cedar Creek	Water quality	Stormwater	Springfield	\$0	\$500,000
847	3	Woodstave R	Project to take	Stormwater	Springfield	\$0	\$0
848	3	Irving Slough	Open channel	Stormwater	Springfield	\$0	\$0
849	3	S. 67th Street	Pipe system in	Stormwater	Springfield	\$0	\$0
850	3	Glenwood***	Study and sys	Stormwater	Springfield	\$0	\$0
851	3	N. Willamette	Develop a bas	Stormwater	Springfield	\$0	\$0
852	3	Jasper Slough	Culvert and o	Stormwater	Springfield	\$0	\$0
853	3	Gray Creek -	Includes cons	Stormwater	Springfield	\$0	\$0
854	3	Corporate Wa	Develop a veg	Stormwater	Springfield	\$0	\$0
855	3	UGB Expansio	Planning for n	Stormwater	Springfield	\$0	\$0
856	3	I-5 N. Gatewa	Construct a c	Stormwater	Springfield	\$0	\$0
857	3	Q Street Char	Channel repai	Stormwater	Springfield	\$0	\$0
858	3	Maple Island	Conduct an er	Stormwater	Springfield	\$0	\$0
859	3	Topographic F	Project to repl	Stormwater	Springfield	\$0	\$0
860	3	Firing Range I	Clean-up the	Public Building	Springfield	\$0	\$0
861	3	Booth Kelly In	This project w	Public Building	Springfield	\$0	\$0
862	3	Booth Kelly R	Complete roof	Public Building	Springfield	\$0	\$0
863	3	Booth Kelly B	Removal of b	Public Building	Springfield	\$0	\$0
864	3	Booth Kelly W	Water isolatio	Public Building	Springfield	\$0	\$0
865	3	Building Pres	Perform prese	Public Building	Springfield	\$0	\$0
866	3	City Building	Perform major	Public Building	Springfield	\$0	\$0
867	3	Fire Station 1	The Project w	Public Safety	Springfield	\$0	\$0
868	3	Fire Station 4	The Project w	Public Safety	Springfield	\$0	\$0
869	3	Municipal Parl	This project is	Public Building	Springfield	\$0	\$0
870	3	City Storage F	This project is	Public Building	Springfield	\$0	\$0
871	3	Library	Construct an	Public Building	Springfield	\$0	\$0
872	3	City Hall Renc	Once the Libr	Public Building	Springfield	\$0	\$0
873	3	FS3 Parking	This project w	Public Building	Springfield	\$0	\$0
874	3	Electric Vehic	The City of Sp	Public Building	Springfield	\$0	\$0
875	3	Solar Improve	This project is	Public Building	Springfield	\$0	\$0
876	13	Fixing leaky r	Bond-funded	Schools K-12	Bethel School	\$0	\$150,000
877	13	Upgraded sec	Upgraded sch	Schools K-12	Bethel School	\$0	\$150,000
878	13	Carpet replacement		Schools K-12	Bethel School	\$0	\$60,000
879	13	Door Locks	New door lock	Schools K-12	Bethel School	\$0	\$50,000
880	13	Willamette HS	Modern and s	Schools K-12	Willamette Hig	\$0	\$0
881	13	Fairfield repla	Bethel's two o	Schools K-12	Fairfield Scho	\$0	\$0
882	13	Malabon Schc	Bethel's two o	Schools K-12	Malabon Schc	\$0	\$0
883	4 48	Lane County	'Requirements	Housing	Budget	\$0	\$0
884	4 48	County Admin	'Requirements	Public Buildings and Adminis		\$0	\$0
885	4 48	District Attom	'Requirements	Public Buildings and Adminis		\$0	\$0
886	4 48	General Expe	'Requirements	Public Buildings and Adminis		\$0	\$0
887	4 48	Health & Hum	'Requirements	Human Services		\$0	\$0
888	4 48	Information S	'Requirements	Public Buildings and Adminis		\$0	\$0
889	4 48	Public Works	'Requirements	Public Buildings and Adminis		\$0	\$0
890	4 48	Sheriff's Offic	'Requirements	Public Safety		\$0	\$0
891	4 48	Workforce Pa	'Requirements	Public Buildings and Adminis		\$0	\$0
892	4 48	County Couse	'Requirements	Public Buildings and Adminis		\$0	\$0
894	3 16	City Managers	This project w	Public Building	City of Springt	\$0	\$1,511,061
895	3 16	Development	This project w	Public Building	City of Springt	\$0	\$3,489,594
896	3 16	Finance	This project w	Public Building	City of Springt	\$0	\$1,126,549
897	3 16	Fire and Life	This project w	Public Safety	City of Springt	\$0	\$17,820,448
898	3 16	Human Resol	This project w	Public Building	City of Springt	\$0	\$1,214,915
899	3 16	Information T	This project w	Public Building	City of Springt	\$0	\$1,535,217
900	3 16	Legal and Jud	This project w	Public Buildings and Adminis		\$0	\$1,821,588
901	3 16	Library	This project w	Public Building	City of Springt	\$0	\$1,488,108
902	3 16	Police	This project w	Public Safety	City of Springt	\$0	\$18,951,023
903	3 16	Public Works	This project w	Public Building	City of Springt	\$0	\$33,931,540
904	4 32	General Gove	This project w	Public Building	Lane County	\$15,104,348	\$0
905	4 32	Public safety	This project w	Public Safety	Lane County	\$76,789,023	\$0
906	4 32	Public health	This project w	Community Hi	Lane County	\$92,244,498	\$0
907	4 32	Parks	This project w	Parks and Op	Lane County	\$2,519,308	\$0
908	4 32	Roads and bri	This project w	Transportatio	Lane County	\$30,058,494	\$0
909	4 32	Community de	This project w	Public Building	Lane County	\$6,309,160	\$0

910	4 32	Debt service F This project w Public Building Lane County	\$4,670,000	\$0
911	4 32	Debt service I This project w Public Building Lane County	\$2,390,689	\$0
912	4 32	Capital outlay This project w Public Building Lane County	\$17,736,187	\$0
913	2 2-13, 14-23	Emergency M Adds one mer Public Safety City of Eugene	\$1,175,000	\$1,210,000
914	2 2-13, 14-24	Rescue Vehic Purchase a NI Public Safety City of Eugene	\$650,000	\$100,000
915	2 2-13, 14-25	Equipment Re Increase fundi Public Building City of Eugene	\$772,000	\$2,414,000
916	2 2-13, 14-26	Hult Center Si Replace Front Public Building City of Eugene	\$35,000	\$75,000
917	2 2-13, 14-27	Retiree Health Other post em Public Building City of Eugene	\$800,000	\$800,000
918	2 2-13, 14-28	After School F Currently, a pr Schools K-12 City of Eugene	\$76,000	\$230,000
919	2 2-13, 14-29	Park Lighting Replace deter Parks and Op City of Eugene	\$0	\$0
920	2 2-13, 14-30	PROS Priority These project Parks and Op City of Eugene	\$0	\$180,000
921	2 2-13, 14-31	PROS Priority These project Parks and Op City of Eugene	\$0	\$0
922	2 2-13, 14-32	Renovate Par Renovate or r Parks and Op City of Eugene	\$250,000	\$295,000
923	2 2-13, 14-33	Spencer Butte hiking destina Parks and Op City of Eugene	\$0	\$0
924	2 2-13, 14-34	Hult Metal/Gl Repair pitcher Public Building City of Eugene	\$250,000	\$250,000
925	2 2-13, 14-35	Consolidated Funding to res Public Building City of Eugene	\$0	\$250,000
926	2 2-13, 14-36	Eugene Depo The Depot Ph Transportator City of Eugene	\$3,800,000	\$1,000
927	2 2-13, 14-37	Cultural Policy In 2005, a Cul Public Building City of Eugene	\$275,000	\$200,000
928	2 2-13, 14-38	Willow Creek Construction e Public Building City of Eugene	\$0	\$0
929	2 2-13, 14-39	Command Tr Constructing, Public Safety City of Eugene	\$0	\$2,627,000
930	2 2-13, 14-40	Fire Training F Complete con Public Safety City of Eugene	\$250,000	\$250,000
931	2 2-13, 14-41	Envision Eugene The purpose c Public Building City of Eugene	\$0	\$0
932	2 2-13, 14-42	Municipal Cou Adds 4.0 FTE Public Building City of Eugene	\$0	\$180,000
933	2 2-13, 14-43	Ferndale Park Develop, oper Parks and Op City of Eugene	\$0	\$0
934	2 2-13, 14-44	PROS Priority These project Parks and Op City of Eugene	\$0	\$0
935	2 2-13, 14-45	Ridgeline Trai Add new trails Parks and Op City of Eugene	\$5,000	\$92,000
936	2 2-13, 14-46	Royal/Danebc Develop 2 acr Parks and Op City of Eugene	\$0	\$0
937	2 2-13, 14-47	Downtown Pu When the Poli Public Safety City of Eugene	\$0	\$0
938	2 2-13, 14-48	Police Special Renovate exis Public Safety City of Eugene	\$1,000,000	\$20,000
939	2 2-13, 14-49	Police Staffing Adds 30 Offic Public Safety City of Eugene	\$1,812,000	\$3,001,000
940	2 2-13, 14-50	Police Staffing Add sworn su Public Safety City of Eugene	\$865,000	\$1,058,000
941	2 2-13, 14-51	City Hall – Fut This is a place Public Building City of Eugene	\$0	\$0
942	2 2-13, 14-52	Fairmount Nei Placeholder fc Public Building City of Eugene	\$0	\$0
943	2 2-13, 14-53	Railroad Quie Placeholder fc Transportator City of Eugene	\$0	\$0
944	2 2-13, 14-54	Walnut Station Placeholder fc Transportator City of Eugene	\$0	\$0
945	2 2-13, 14-55	Downtown Lib The Downtow Public Building City of Eugene	\$0	\$1,250,000
946	2 2-13, 14-56	Homeless Init Placeholder fc Human Servic City of Eugene	\$0	\$0
947	2 2-13, 14-57	General Fund Resources ne Public Building City of Eugene	\$0	\$5,000,000
948	2 2-13, 14-58	Ambulance Tr The Ambulan Transportator City of Eugene	\$0	\$355,000
949	2 2-13, 14-59	Parking Fund The Parking F Transportator City of Eugene	\$0	\$2,423,000
950	2 2-13, 14-60	Parks & Open The voter-app Parks and Op City of Eugene	\$2,000,000	\$2,000,000
951	2 2-13, 14-61	Deferred Main This item is fo Public Building City of Eugene	\$2,308,000	\$2,345,000
952	2 2-13, 14-62	Pavement Pre The 2010 Pav Transportator City of Eugene	\$7,260,000	\$7,030,000
953	2 2-13, 14-63	Envision Eugene The purpose c Public Building City of Eugene	\$300,000	\$300,000
954	2 2-13, 14-64	Jail Bed Addit This item will : Public Safety City of Eugene	\$0	\$357,000
955	4 35	Personnel ser This project w Public Building Lane County	\$22,571,322	\$0
956	4 35	Materials and This project w Public Building Lane County	\$61,805,192	\$0
957	4 35	Landfill clousur This project w Public Building Lane County	\$167,112	\$0
958	4	McKenzie Tra Catholic Com Housing Springfield	\$174,999	\$352,073
959	4	McKenzie Tra ShelterCare Housing Eugene	\$111,773	\$119,744
960	4	McKenzie Tra Looking Glass Housing Eugene	\$62,765	\$64,896
961	4	Emerald Optic Mainstream H Housing Springfield	\$141,789	\$141,789
962	4	Emerald Optic Looking Glass Housing Eugene	\$25,520	\$25,520
963	4	Emerald Optic Oregon Health Housing Eugene	\$28,188	\$28,188
964	4	Safe Haven - ShelterCare- f Housing Eugene	\$591,465	\$591,465
965	4	Supportive Hc ShelterCare- T Housing Springfield	\$40,000	\$37,780
966	4	Homeless Pre ShelterCare Housing Eugene	\$138,789	\$151,360
967	4	Homeless Pre Catholic Com Housing Springfield	\$0	\$107,712
968	4	Stable Housin Looking Glass Housing Eugene	\$40,000	\$0
969	4	Housing & Se Siuslaw Outre Housing Florence	\$88,275	\$88,275
970	4	Housing & Se Community SI Housing Cottage Grove	\$109,858	\$109,858
971	4	Employment f Looking Glass Human Servic Eugene	\$4,586	\$4,265
972	4	Employment f Goodwill of La Human Servic Cottage Grove	\$51,167	\$51,167

973	4	Financial & Rt St. Vincent de Human Servic Eugene	\$25,000	\$23,250
974	4	Domestic Viol WomenSpace Human Servic Eugene	\$160,868	\$104,607
975	4	Sexual Exploit Looking Glass Human Servic Eugene	\$24,216	\$22,521
976	4	Child Abuse S Relief Nursery Human Servic Eugene & Spr	\$94,483	\$87,869
977	4	Parent Trainin Pearl Buck Human Servic Eugene	\$64,319	\$59,817
978	4	Homeless Adt White Bird Human Servic Eugene	\$70,069	\$35,035
979	4	At-Risk & Hon Looking Glass Human Servic Eugene	\$61,248	\$30,624
980	4	Latino Access Centro Latino Human Servic Eugene	\$50,000	\$46,500
981	4	Chronic Home ShelterCare Human Servic Eugene & Spr	\$40,410	\$0
982	24 87	Additional We 2006 dollar es Water Coburg	\$0	\$0
983	24 87	Elevated rese 2006 dollar es Water Coburg	\$0	\$0
984	24 87	Elevated Stor: 2006 dollar es Water Coburg	\$0	\$0
985	24 87	Easement Acr 2006 dollar es Water Coburg	\$0	\$0
986	24	Water Rights 2006 dollar es Water Coburg	\$0	\$0
987	24 87	Storage Shed. 2006 dollar es Water Coburg	\$0	\$0
988	24 87	Second Eleva 2006 dollar es Water Coburg	\$0	\$0
989	24 87	New Well Fac 2006 dollar es Water Coburg	\$0	\$0
990	24 87	Southside Nei 2005 dollar es Parks and Op Coburg	\$0	\$0
991	24 24	Northside Nei 2005 dollar es Parks and Op Coburg	\$0	\$0
992	24 24	Community P: 2005 dollar es Parks and Op Coburg	\$0	\$0
993	24 24	Mill Slough Lir 2005 dollar es Parks and Op Coburg	\$0	\$0
994	24 24	Muddy Creek 2005 dollar es Parks and Op Coburg	\$0	\$0
995	24 24	Westside Mini 2005 dollar es Parks and Op Coburg	\$0	\$0
996	24 24	Southside Nei 2005 dollar es Parks and Op Coburg	\$0	\$0
997	24 24	Northside Nei 2005 dollar es Parks and Op Coburg	\$0	\$0
998	24 24	Wetland Park 2005 dollar es Parks and Op Coburg	\$0	\$0
999	24 24	Westside Mini 2005 dollar es Parks and Op Coburg	\$0	\$0
1002	1	Bertelsen Roæ Upgrade to mi Transportation	\$0	\$863,000
1003	1	Jeppesen Acr Upgrade to a : Transportation	\$0	\$1,109,000
1012	1	Eugene Regic Participate an Transportation	\$0	\$44,578
1015	1	Springfield Re Participate an Transportation	\$0	\$44,578
1023	1	Franklin Blvd: Conduct NEP, Transportation	\$0	\$445,782
1025	1	Lane Co. Reg Participation ii Transportation	\$0	\$27,861
1028	1	30th Avenue: Mill and fill a n Transportation	\$0	\$1,092,535
1029	1	HYACINTH S' Improve Hyac Transportation	\$0	\$497,174
1031	1	Preventative M Preventative M Transportation	\$0	\$5,375,000
1032	1	LTD Vehicles Purchase of b Transportation	\$0	\$2,228,200
1034	1	Bus Support E Equipment pu Transportation	\$0	\$2,400,000
1036	1	TDM Program Transportatior Transportation	\$0	\$119,000
1037	1	LTD Regional Participate an Transportation	\$0	\$27,861
1040	1	Regional TO/ Implement reç Transportation	\$0	\$334,336
1044	1	OR69: Delta F Deck overlay i Transportation	\$0	\$1,662,000
1045	1	Passenger Bc Shelters, pass Transportation	\$0	\$190,000
1046	1	Intelligent Trai ITS that may i Transportation	\$0	\$50,000
1047	1	Radio Improve Upgrade radic Transportation	\$0	\$1,000,000
1054	1	LTD Van Pool Capital cost oi Transportation	\$0	\$102,125
1060	1	LTD Preventa Reduce the in Transportation	\$0	\$560,098
1061	1	Central Lane I MPO planning Transportation	\$0	\$501,505
1063	1	Coburg Regio Participate an Transportation	\$0	\$16,717
1069	1	I-5 @ BELTLI Interchange M Transportation	\$0	\$60,650,000
1073	1	Glenwood Coi Construct bike Transportation	\$0	\$200,000
1074	1	I-5@Beltline Li Interchange M Transportation	\$0	\$8,000,000
1075	1	OR69: River F Development Transportation	\$0	\$2,500,000
1077	1	OR126: Beltlir Rebuild signal Transportation	\$0	\$811,000
1101	1	Coburg Loop l Construct 10 f Transportation	\$0	\$391,000
1106	1	Bertelsen Roæ Upgrade to mi Transportation	\$0	\$0
1107	1	Jeppesen Acr Upgrade to a : Transportation	\$0	\$1,109,000
1110	1	Eugene Regic Participate an Transportation	\$0	\$44,578
1112	1	Springfield Re Participate an Transportation	\$0	\$44,578
1119	1	Franklin Blvd: Conduct NEP, Transportation	\$0	\$445,782
1120	1	A St/Thurston Pavement Pre Transportation	\$0	\$1,151,000
1121	1	Lane Co. Reg Participation ii Transportation	\$0	\$27,861
1124	1	30th Avenue: Mill and fill a n Transportation	\$0	\$1,499,160

1125	1	HYACINTH S' Improve Hyac Transportation	\$0	\$537,174
1126	1	Coburg Rd: B Pavement pre Transportation	\$0	\$699,955
1127	1	Preventative M Preventative M Transportation	\$0	\$5,375,000
1128	1	LTD Vehicles Purchase of b Transportation	\$0	\$2,228,200
1129	1	Bus Support E Equipment pu Transportation	\$0	\$2,400,000
1130	1	TDM Program 10 Transportation	\$0	\$119,000
1131	1	LTD Regional Participate an Transportation	\$0	\$27,861
1134	1	Regional TO/ Implement reç Transportation	\$0	\$334,336
1136	1	Job Access/R Develop and r Transportation	\$0	\$214,969
1137	1	New Freedom Provide servic Transportation	\$0	\$194,955
1138	1	OR69: Delta F Deck overlay i Transportation	\$0	\$1,662,000
1139	1	Passenger Bc Shelters, pass Transportation	\$0	\$739,200
1140	1	Intelligent Trai ITS that may i Transportation	\$0	\$525,000
1141	1	Radio Improvç Upgrade radio Transportation	\$0	\$1,000,000
1148	1	LTD Van Pool Capital cost of Transportation	\$0	\$102,125
1151	1	West Eugene West Eugene Transportation	\$0	\$5,081,913
1153	1	Regional Safe Promote alteri Transportation	\$0	\$130,000
1154	1	LTD Preventa Reduce the in Transportation	\$0	\$560,098
1155	1	Central Lane I MPO planning Transportation	\$0	\$501,505
1156	1	Coburg Regio Participate an Transportation	\$0	\$16,717
1162	1	FFO: I-5@Be Interchange M Transportation	\$0	\$61,000,000
1167	1	I-5@Beltline Ii Interchange M Transportation	\$0	\$8,000,000
1168	1	OR69: River F Development Transportation	\$0	\$2,500,000
1169	1	OR225: mcva Rebuild signal Transportation	\$0	\$193,761
1170	1	Lane Co Sign: Rebuild signal Transportation	\$0	\$1,787,006
1181	1	Amazon & Wi Construct sha Transportation	\$0	\$625,000
1187	1	OR 126B (MA Construct mid Transportation	\$0	\$205,000
1190	1	Fern Ridge Pç Repair of failir Transportation	\$0	\$242,095
1191	1	Coburg Loop I Construct 10 f Transportation	\$0	\$305,000
1192	1	Regional Bicy Regional Bicy Transportation	\$0	\$100,300
1193	1	OR 126B (MA CONSTRUCT Transportation	\$0	\$768,000
1201	1	LTD Mass Trç Purchase of h Transportation	\$0	\$6,739,458
1202	1	Main St/McVa Main St/McVa Transportation	\$0	\$937,500
1205	1	RX 1580 GRE Install auto ga Transportation	\$0	\$425,000
1209	1	LTD Rideshar Rideshare out Transportation	\$0	\$23,082
1214	1	Middle Fk Will Construct a M Transportation	\$0	\$1,005,000
1215	1	OR99: Roose: Construct side Transportation	\$0	\$4,758,646
1216	1	Point2point Rç Continued de\ Transportation	\$0	\$384,487
1220	1	OR126: WILL PAINT AND R Transportation	\$0	\$750,000
1221	1	SRTS Improvç Construct croç Transportation	\$0	\$93,000

FY_13_14	FY_14_15	FY_15_16	FY_16_17	FY_17_18	FY_18_19	FY_19_20
\$154,813	\$0	\$0	\$0	\$0	\$0	\$0
\$76,797	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$221,893	\$0	\$0	\$0	\$0	\$0	\$0
\$28,200	\$0	\$0	\$0	\$0	\$0	\$0
\$39,481	\$0	\$0	\$0	\$0	\$0	\$0
\$154,813	\$0	\$0	\$0	\$0	\$0	\$0
\$154,812	\$0	\$0	\$0	\$0	\$0	\$0
\$106,183	\$0	\$0	\$0	\$0	\$0	\$0
\$162,750	\$0	\$0	\$0	\$0	\$0	\$0
\$58,210	\$0	\$0	\$0	\$0	\$0	\$0
\$164,500	\$0	\$0	\$0	\$0	\$0	\$0
\$42,300	\$0	\$0	\$0	\$0	\$0	\$0
\$12,000	\$0	\$0	\$0	\$0	\$0	\$0
\$56,400	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$32,900	\$0	\$0	\$0	\$0	\$0	\$0
\$80,840	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$406,872	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$8,700,000	\$0	\$0	\$0	\$0	\$0
\$836,000	\$858,000	\$881,000	\$904,000	\$927,000	\$949,000	\$0
\$576,000	\$592,000	\$608,000	\$624,000	\$639,000	\$655,000	\$0
\$1,153,000	\$1,184,000	\$1,215,000	\$1,247,000	\$1,278,000	\$1,310,000	\$0
\$264,000	\$272,000	\$279,000	\$286,000	\$293,000	\$300,000	\$0
\$143,000	\$147,000	\$151,000	\$155,000	\$159,000	\$163,000	\$0
\$292,000	\$300,000	\$308,000	\$316,000	\$324,000	\$332,000	\$0
\$180,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$0
\$0	\$0	\$20,000,000	\$0	\$0	\$0	\$0
\$0	\$0	\$400,000	\$0	\$0	\$0	\$0
\$2,383,000	\$2,421,000	\$2,460,000	\$2,499,000	\$2,539,000	\$2,582,000	\$0
\$0	\$0	\$500,000	\$1,000,000	\$0	\$0	\$0
\$300,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$0
\$0	\$500,000	\$0	\$0	\$0	\$0	\$0
\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$0
\$0	\$500,000	\$0	\$0	\$6,500,000	\$0	\$0
\$200,000	\$0	\$0	\$0	\$0	\$0	\$0
\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0
\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
\$200,000	\$300,000	\$300,000	\$200,000	\$0	\$0	\$0
\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$0
\$250,000	\$350,000	\$400,000	\$300,000	\$400,000	\$400,000	\$0
\$200,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$0
\$100,000	\$100,000	\$150,000	\$250,000	\$300,000	\$300,000	\$0
\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$0
\$0	\$0	\$700,000	\$700,000	\$1,000,000	\$500,000	\$0
\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0
\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0
\$750,000	\$650,000	\$600,000	\$700,000	\$600,000	\$600,000	\$0
\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$0
\$0	\$0	\$20,000	\$20,000	\$100,000	\$100,000	\$0
\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$400,000	\$0
\$0	\$0	\$0	\$0	\$0	\$600,000	\$0
\$0	\$0	\$0	\$0	\$0	\$650,000	\$0
\$0	\$0	\$250,000	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$70,000	\$1,419,000	\$70,000	\$70,000	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$16,222,000	\$13,071,400	\$0	\$31,296,000	\$0	\$0	\$0
\$1,653,749	\$3,259,064	\$1,905,615	\$1,414,661	\$0	\$0	\$0
\$200,000	\$200,000	\$200,000	\$150,000	\$150,000	\$150,000	\$0

\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$0
\$310,000	\$320,000	\$310,000	\$320,000	\$320,000	\$320,000	\$0
\$1,660,000	\$1,660,000	\$1,610,000	\$1,600,000	\$1,600,000	\$1,600,000	\$0
\$150,000	\$150,000	\$100,000	\$150,000	\$150,000	\$150,000	\$0
\$0	\$0	\$450,000	\$550,000	\$550,000	\$550,000	\$0
\$0	\$0	\$0	\$0	\$800,000	\$500,000	\$0
\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$0
\$705,000	\$716,000	\$577,000	\$588,000	\$599,000	\$610,000	\$0
\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$0
\$175,000	\$150,000	\$175,000	\$0	\$0	\$0	\$0
\$300,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0
\$0	\$750,000	\$0	\$0	\$0	\$0	\$0
\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$0
\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0
\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$0
\$3,700,000	\$3,700,000	\$3,650,000	\$3,600,000	\$3,600,000	\$3,600,000	\$0
\$2,490,000	\$8,000,000	\$8,290,000	\$8,590,000	\$8,900,000	\$9,220,000	\$0
\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$0
\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$0
\$0	\$0	\$720,000	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$16,300,000	\$0	\$0	\$0
\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$0
\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$0
\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$0
\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$0
\$0	\$0	\$0	\$1,351,000	\$0	\$0	\$0
\$0	\$0	\$1,630,000	\$0	\$0	\$0	\$0
\$11,810,000	\$6,300,000	\$6,060,000	\$5,810,000	\$5,500,000	\$5,180,000	\$0
\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$0
\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
\$0	\$0	\$720,000	\$0	\$0	\$0	\$0
\$140,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0
\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$2,100,000	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$845,000	\$0
\$0	\$0	\$600,000	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$6,700,000	\$0
\$0	\$90,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$1,485,000	\$400,000	\$0	\$0
\$0	\$0	\$2,000,000	\$436,000	\$0	\$0	\$0
\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$3,350,000	\$0
\$0	\$225,000	\$0	\$0	\$0	\$0	\$0
\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$0
\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0
\$737,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$300,000	\$0	\$0	\$0	\$0	\$0
\$5,998,000	\$5,429,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$1,000	\$0	\$0	\$0	\$0
\$75,000	\$0	\$0	\$0	\$0	\$0	\$0
\$125,000	\$0	\$0	\$0	\$0	\$0	\$0
\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
\$350,000	\$0	\$0	\$0	\$0	\$0	\$0
\$25,189	\$0	\$0	\$0	\$0	\$0	\$0
\$133,462	\$0	\$0	\$0	\$0	\$0	\$0
\$13,099	\$0	\$0	\$0	\$0	\$0	\$0
\$57,990	\$0	\$0	\$0	\$0	\$0	\$0
\$39,223	\$0	\$0	\$0	\$0	\$0	\$0
\$27,207	\$0	\$0	\$0	\$0	\$0	\$0
\$53,830	\$0	\$0	\$0	\$0	\$0	\$0
\$65,994	\$0	\$0	\$0	\$0	\$0	\$0

\$49,496	\$0	\$0	\$0	\$0	\$0	\$0
\$1,136,233	\$0	\$0	\$0	\$0	\$0	\$0
\$170,000	\$0	\$0	\$0	\$0	\$0	\$0
\$24,748	\$0	\$0	\$0	\$0	\$0	\$0
\$360,000	\$0	\$0	\$0	\$0	\$0	\$0
\$70,000	\$0	\$0	\$0	\$0	\$0	\$0
\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
\$783,536	\$0	\$0	\$0	\$0	\$0	\$0
\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
\$100,000	\$0	\$0	\$0	\$0	\$0	\$0
\$32,989	\$0	\$0	\$0	\$0	\$0	\$0
\$75,631	\$0	\$0	\$0	\$0	\$0	\$0
\$17,500	\$0	\$0	\$0	\$0	\$0	\$0
\$30,000	\$0	\$0	\$0	\$0	\$0	\$0
\$17,500	\$0	\$0	\$0	\$0	\$0	\$0
\$50,000	\$0	\$0	\$0	\$0	\$0	\$0
\$23,033	\$0	\$0	\$0	\$0	\$0	\$0
\$23,353	\$0	\$0	\$0	\$0	\$0	\$0
\$80,000	\$0	\$0	\$0	\$0	\$0	\$0
\$64,485	\$0	\$0	\$0	\$0	\$0	\$0
\$23,708	\$0	\$0	\$0	\$0	\$0	\$0
\$18,501	\$0	\$0	\$0	\$0	\$0	\$0
\$8,029	\$0	\$0	\$0	\$0	\$0	\$0
\$14,247	\$0	\$0	\$0	\$0	\$0	\$0
\$85,979	\$0	\$0	\$0	\$0	\$0	\$0
\$30,250	\$0	\$0	\$0	\$0	\$0	\$0
\$81,580	\$0	\$0	\$0	\$0	\$0	\$0
\$100,000	\$0	\$0	\$0	\$0	\$0	\$0
\$36,991	\$0	\$0	\$0	\$0	\$0	\$0
\$10,115	\$10,115	\$0	\$0	\$0	\$0	\$0
\$4,333	\$4,333	\$0	\$0	\$0	\$0	\$0
\$15,667	\$15,667	\$0	\$0	\$0	\$0	\$0
\$15,667	\$15,667	\$0	\$0	\$0	\$0	\$0
\$20,000	\$20,000	\$0	\$0	\$0	\$0	\$0
\$6,183	\$6,183	\$0	\$0	\$0	\$0	\$0
\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0
\$2,014	\$2,014	\$0	\$0	\$0	\$0	\$0
\$6,000	\$6,000	\$0	\$0	\$0	\$0	\$0
\$3,333	\$3,333	\$0	\$0	\$0	\$0	\$0
\$21,667	\$21,667	\$0	\$0	\$0	\$0	\$0
\$6,667	\$6,667	\$0	\$0	\$0	\$0	\$0
\$2,333	\$2,333	\$0	\$0	\$0	\$0	\$0
\$6,667	\$6,667	\$0	\$0	\$0	\$0	\$0
\$6,667	\$6,667	\$0	\$0	\$0	\$0	\$0
\$2,000	\$2,000	\$0	\$0	\$0	\$0	\$0
\$3,333	\$3,333	\$0	\$0	\$0	\$0	\$0
\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0
\$1,667	\$1,667	\$0	\$0	\$0	\$0	\$0
\$4,167	\$4,167	\$0	\$0	\$0	\$0	\$0
\$5,667	\$5,667	\$0	\$0	\$0	\$0	\$0
\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$0
\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$0
\$8,333	\$8,333	\$0	\$0	\$0	\$0	\$0
\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0
\$3,167	\$3,167	\$0	\$0	\$0	\$0	\$0
\$6,833	\$6,833	\$0	\$0	\$0	\$0	\$0
\$15,833	\$15,833	\$0	\$0	\$0	\$0	\$0
\$7,000	\$7,000	\$0	\$0	\$0	\$0	\$0
\$3,259	\$3,259	\$0	\$0	\$0	\$0	\$0
\$12,083	\$12,083	\$0	\$0	\$0	\$0	\$0
\$3,267	\$3,267	\$0	\$0	\$0	\$0	\$0
\$9,984	\$9,984	\$0	\$0	\$0	\$0	\$0
\$3,933	\$3,933	\$0	\$0	\$0	\$0	\$0

[illegible]

\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
\$62,000	\$62,000	\$62,000	\$62,000	\$62,000	\$62,000	\$62,000
\$57,260	\$57,260	\$57,260	\$57,260	\$57,260	\$57,260	\$57,260
\$320,630	\$320,630	\$320,630	\$320,630	\$320,630	\$320,630	\$320,630
\$221,250	\$221,250	\$221,250	\$221,250	\$221,250	\$221,250	\$221,250
\$45,330	\$45,330	\$45,330	\$45,330	\$45,330	\$45,330	\$45,330
\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000
\$22,880	\$22,880	\$22,880	\$22,880	\$22,880	\$22,880	\$22,880
\$288,850	\$288,850	\$288,850	\$288,850	\$288,850	\$288,850	\$288,850
\$323,200	\$323,200	\$323,200	\$323,200	\$323,200	\$323,200	\$323,200
\$264,030	\$264,030	\$264,030	\$264,030	\$264,030	\$264,030	\$264,030
\$180,350	\$180,350	\$180,350	\$180,350	\$180,350	\$180,350	\$180,350
\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000
\$194,810	\$194,810	\$194,810	\$194,810	\$194,810	\$194,810	\$194,810
\$109,500	\$109,500	\$109,500	\$109,500	\$109,500	\$109,500	\$109,500
\$61,830	\$61,830	\$61,830	\$61,830	\$61,830	\$61,830	\$61,830
\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000
\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
\$31,680	\$31,680	\$31,680	\$31,680	\$31,680	\$31,680	\$31,680
\$340,000	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000
\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
\$31,840	\$31,840	\$31,840	\$31,840	\$31,840	\$31,840	\$31,840
\$1,250	\$1,250	\$1,250	\$1,250	\$1,250	\$1,250	\$1,250
\$4,560	\$4,560	\$4,560	\$4,560	\$4,560	\$4,560	\$4,560
\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000
\$31,250	\$31,250	\$31,250	\$31,250	\$31,250	\$31,250	\$31,250
\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
\$17,500	\$17,500	\$17,500	\$17,500	\$17,500	\$17,500	\$17,500
\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
\$27,500	\$27,500	\$27,500	\$27,500	\$27,500	\$27,500	\$27,500
\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
\$27,500	\$27,500	\$27,500	\$27,500	\$27,500	\$27,500	\$27,500
\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000
\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$487,500	\$0	\$0	\$0	\$0	\$0	\$0
\$10,432,000	\$21,096,700	\$26,884,000	\$0	\$0	\$0	\$0
\$3,353,500	\$2,789,500	\$2,830,900	\$366,700	\$253,000	\$0	\$0
\$0	\$9,280,200	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$500,000	\$1,750,000	\$0	\$0	\$0
\$800,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0
\$0	\$0	\$0	\$300,000	\$300,000	\$120,000	\$120,000
\$0	\$0	\$0	\$0	\$0	\$6,900,000	\$6,900,000
\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000	\$2,000,000
\$0	\$450,000	\$400,000	\$0	\$0	\$0	\$0
\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000
\$0	\$5,999,000	\$0	\$0	\$0	\$0	\$0
\$2,916,500	\$0	\$0	\$0	\$0	\$0	\$0
\$120,000	\$186,000	\$0	\$0	\$0	\$0	\$0
\$0	\$64,050	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$150,000	\$150,000	\$150,000	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$325,000	\$0	\$0
\$330,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$330,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$305,000	\$0	\$0	\$0	\$0

\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$30,000	\$30,000	\$30,000	\$50,000	\$30,000	\$30,000	\$30,000
\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
\$0	\$0	\$0	\$0	\$0	\$2,600,000	\$2,600,000
\$0	\$0	\$0	\$0	\$0	\$2,600,000	\$2,600,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$500,000	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$10,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$30,000	\$30,000	\$0	\$0	\$0	\$0
\$30,000	\$0	\$0	\$0	\$0	\$0	\$0
\$50,000	\$0	\$0	\$0	\$0	\$0	\$0
\$50,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
\$20,000	\$20,000	\$20,000	\$50,000	\$50,000	\$50,000	\$50,000
\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$250,000	\$0	\$0	\$0	\$0	\$0	\$0
\$150,000	\$0	\$0	\$0	\$0	\$0	\$0
\$35,000	\$0	\$0	\$0	\$0	\$0	\$0
\$35,000	\$0	\$0	\$0	\$0	\$0	\$0
\$35,000	\$0	\$0	\$0	\$0	\$0	\$0
\$100,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
\$45,000	\$46,750	\$48,500	\$50,375	\$52,250	\$58,491	\$58,491
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$250,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000
\$0	\$0	\$0	\$0	\$0	\$100,000	\$10,000
\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,000
\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0
\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0
\$269,060	\$41,000	\$39,000	\$15,000	\$161,900	\$157,660	\$157,660
\$41,200	\$57,000	\$17,500	\$29,700	\$17,500	\$32,580	\$32,580
\$198,500	\$373,629	\$167,500	\$300,629	\$150,000	\$310,577	\$310,577
\$23,600	\$76,560	\$18,560	\$59,400	\$73,560	\$49,432	\$49,432
\$128,800	\$20,000	\$20,000	\$100,000	\$122,000	\$61,400	\$61,400
\$17,000	\$17,000	\$90,000	\$200,000	\$95,000	\$97,000	\$97,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$275,500	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$2,800,000	\$0	\$0	\$0	\$0
\$87,500	\$90,000	\$135,000	\$0	\$0	\$0	\$0
\$411,600	\$411,600	\$411,600	\$0	\$0	\$0	\$0
\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
\$3,800,000	\$4,300,000	\$4,500,000	\$4,600,000	\$4,200,000	\$2,560,000	\$2,560,000
\$81,700	\$81,700	\$81,700	\$81,700	\$81,700	\$81,700	\$81,700
\$700,000	\$840,000	\$840,000	\$840,000	\$840,000	\$840,000	\$840,000
\$416,100	\$416,100	\$416,100	\$416,100	\$416,100	\$416,100	\$416,100
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0

[illegible]

[illegible]

\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$210,000	\$0	\$0	\$0	\$0	\$0	\$0
\$325,000	\$0	\$0	\$0	\$0	\$0	\$0
\$399,000	\$0	\$0	\$0	\$0	\$0	\$0
\$160,400	\$0	\$0	\$0	\$0	\$0	\$0
\$720,900	\$0	\$0	\$0	\$0	\$0	\$0
\$903,800	\$0	\$0	\$0	\$0	\$0	\$0
\$407,000	\$0	\$0	\$0	\$0	\$0	\$0
\$72,400	\$0	\$0	\$0	\$0	\$0	\$0
\$8,500	\$0	\$0	\$0	\$0	\$0	\$0
\$30,400	\$0	\$0	\$0	\$0	\$0	\$0
\$6,750	\$0	\$0	\$0	\$0	\$0	\$0
\$80,250	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$210,000	\$0	\$0	\$0	\$0	\$0
\$0	\$41,400	\$0	\$0	\$0	\$0	\$0
\$0	\$131,100	\$0	\$0	\$0	\$0	\$0
\$0	\$21,400	\$0	\$0	\$0	\$0	\$0
\$0	\$72,400	\$0	\$0	\$0	\$0	\$0
\$0	\$2,357,000	\$0	\$0	\$0	\$0	\$0
\$0	\$8,500	\$0	\$0	\$0	\$0	\$0
\$0	\$30,400	\$0	\$0	\$0	\$0	\$0
\$0	\$407,000	\$0	\$0	\$0	\$0	\$0
\$0	\$6,750	\$0	\$0	\$0	\$0	\$0
\$0	\$80,250	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$210,000	\$0	\$0	\$0	\$0
\$0	\$0	\$214,900	\$0	\$0	\$0	\$0
\$0	\$0	\$280,000	\$0	\$0	\$0	\$0
\$0	\$0	\$407,000	\$0	\$0	\$0	\$0
\$0	\$0	\$72,400	\$0	\$0	\$0	\$0
\$0	\$0	\$615,000	\$0	\$0	\$0	\$0
\$0	\$0	\$8,500	\$0	\$0	\$0	\$0
\$0	\$0	\$1,005,000	\$0	\$0	\$0	\$0
\$0	\$0	\$30,400	\$0	\$0	\$0	\$0
\$0	\$0	\$6,750	\$0	\$0	\$0	\$0
\$0	\$0	\$80,250	\$0	\$0	\$0	\$0
\$0	\$0	\$187,000	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$210,000	\$0	\$0	\$0
\$0	\$0	\$0	\$249,000	\$0	\$0	\$0
\$0	\$0	\$0	\$750,000	\$0	\$0	\$0
\$0	\$0	\$0	\$407,000	\$0	\$0	\$0
\$0	\$0	\$0	\$280,000	\$0	\$0	\$0
\$0	\$0	\$0	\$8,500	\$0	\$0	\$0
\$0	\$0	\$0	\$30,400	\$0	\$0	\$0
\$0	\$0	\$0	\$6,750	\$0	\$0	\$0
\$0	\$0	\$0	\$80,250	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$210,000	\$0	\$0
\$0	\$0	\$0	\$0	\$750,000	\$0	\$0
\$0	\$0	\$0	\$0	\$517,400	\$0	\$0
\$0	\$0	\$0	\$0	\$244,300	\$0	\$0
\$0	\$0	\$0	\$0	\$8,500	\$0	\$0
\$0	\$0	\$0	\$0	\$280,000	\$0	\$0
\$0	\$0	\$0	\$0	\$30,400	\$0	\$0
\$0	\$0	\$0	\$0	\$407,000	\$0	\$0
\$0	\$0	\$0	\$0	\$6,750	\$0	\$0
\$0	\$0	\$0	\$0	\$187,000	\$0	\$0

[illegible]

\$0	\$0	\$243,500	\$0	\$0	\$0	\$0
\$0	\$0	\$326,900	\$0	\$0	\$0	\$0
\$0	\$0	\$63,300	\$0	\$0	\$0	\$0
\$0	\$0	\$340,135	\$0	\$0	\$0	\$0
\$0	\$0	\$100,542	\$0	\$0	\$0	\$0
\$0	\$0	\$14,420	\$0	\$0	\$0	\$0
\$0	\$0	\$130,600	\$0	\$0	\$0	\$0
\$0	\$0	\$571,600	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$222,300	\$0	\$0	\$0
\$0	\$0	\$0	\$308,300	\$0	\$0	\$0
\$0	\$0	\$0	\$723,824	\$0	\$0	\$0
\$0	\$0	\$0	\$163,159	\$0	\$0	\$0
\$0	\$0	\$0	\$146,460	\$0	\$0	\$0
\$0	\$0	\$0	\$15,680	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$213,040	\$0	\$0
\$0	\$0	\$0	\$0	\$301,660	\$0	\$0
\$0	\$0	\$0	\$0	\$160,000	\$0	\$0
\$0	\$0	\$0	\$0	\$148,062	\$0	\$0
\$0	\$0	\$0	\$0	\$160,000	\$0	\$0
\$0	\$0	\$0	\$0	\$293,095	\$0	\$0
\$0	\$0	\$0	\$0	\$333,900	\$0	\$0
\$0	\$0	\$0	\$0	\$86,095	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$197,500	\$0
\$0	\$0	\$0	\$0	\$0	\$290,600	\$0
\$0	\$0	\$0	\$0	\$0	\$252,100	\$0
\$0	\$0	\$0	\$0	\$0	\$57,346	\$0
\$0	\$0	\$0	\$0	\$0	\$191,760	\$0
\$0	\$0	\$0	\$0	\$0	\$612,800	\$0
\$0	\$0	\$0	\$0	\$0	\$66,632	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$197,500
\$0	\$0	\$0	\$0	\$0	\$0	\$290,600
\$0	\$0	\$0	\$0	\$0	\$0	\$245,800
\$0	\$0	\$0	\$0	\$0	\$0	\$138,400
\$0	\$0	\$0	\$0	\$0	\$0	\$332,700
\$0	\$0	\$0	\$0	\$0	\$0	\$54,400
\$0	\$0	\$0	\$0	\$0	\$0	\$235,800
\$0	\$0	\$0	\$0	\$0	\$0	\$94,749
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$21,000	\$21,000	\$21,000	\$21,000	\$21,000	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$124,000	\$124,000	\$124,000	\$124,000	\$124,000	\$0	\$0
\$57,000	\$57,000	\$57,000	\$57,000	\$57,000	\$0	\$0
\$36,000	\$36,000	\$36,000	\$36,000	\$36,000	\$0	\$0
\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0	\$0
\$420,400	\$420,400	\$420,400	\$420,400	\$420,400	\$0	\$0
\$288,600	\$288,600	\$288,600	\$288,600	\$288,600	\$0	\$0
\$637,800	\$637,800	\$637,800	\$637,800	\$637,800	\$0	\$0
\$229,000	\$229,000	\$229,000	\$229,000	\$229,000	\$0	\$0
\$336,600	\$336,600	\$336,600	\$336,600	\$336,600	\$0	\$0
\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$124,000	\$124,000	\$124,000	\$124,000	\$124,000	\$0	\$0
\$46,000	\$46,000	\$46,000	\$46,000	\$46,000	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0

[illegible]

[illegible]

\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$2,743,000	\$2,567,000	\$2,644,000	\$2,724,000	\$0	\$0	\$0
\$103,000	\$106,000	\$109,000	\$112,000	\$0	\$0	\$0
\$1,302,000	\$1,110,000	\$673,000	\$3,673,000	\$0	\$0	\$0
\$250,000	\$0	\$0	\$0	\$0	\$0	\$0
\$800,000	\$800,000	\$800,000	\$800,000	\$0	\$0	\$0
\$319,000	\$326,000	\$333,000	\$339,000	\$0	\$0	\$0
\$0	\$600,000	\$0	\$0	\$0	\$0	\$0
\$370,000	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
\$295,000	\$5,000	\$5,000	\$5,000	\$0	\$0	\$0
\$0	\$550,000	\$0	\$0	\$0	\$0	\$0
\$250,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$200,000	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
\$0	\$0	\$20,000,000	\$1,950,000	\$0	\$0	\$0
\$130,000	\$134,000	\$143,000	\$147,000	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$250,000	\$435,000	\$470,000	\$645,000	\$0	\$0	\$0
\$0	\$0	\$796,000	\$40,000	\$0	\$0	\$0
\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0
\$413,000	\$425,000	\$106,000	\$4,000	\$0	\$0	\$0
\$0	\$0	\$0	\$448,000	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$20,000	\$20,000	\$0	\$0	\$0	\$0	\$0
\$4,150,000	\$5,502,000	\$6,896,000	\$8,342,000	\$0	\$0	\$0
\$1,479,000	\$1,793,000	\$2,241,000	\$2,579,000	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$85,000	\$87,000	\$88,000	\$90,000	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$5,105,000	\$5,222,000	\$5,337,000	\$5,449,000	\$0	\$0	\$0
\$1,290,000	\$1,670,000	\$2,064,000	\$2,464,000	\$0	\$0	\$0
\$215,000	\$837,000	\$0	\$0	\$0	\$0	\$0
\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0
\$2,383,000	\$2,421,000	\$2,460,000	\$2,499,000	\$0	\$0	\$0
\$6,660,000	\$14,500,000	\$14,500,000	\$14,500,000	\$0	\$0	\$0
\$300,000	\$300,000	\$300,000	\$0	\$0	\$0	\$0
\$364,000	\$371,000	\$378,000	\$385,000	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$176,482	\$0	\$0	\$0	\$0	\$0	\$0
\$93,336	\$0	\$0	\$0	\$0	\$0	\$0
\$45,903	\$0	\$0	\$0	\$0	\$0	\$0
\$174,618	\$0	\$0	\$0	\$0	\$0	\$0
\$25,520	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$591,465	\$0	\$0	\$0	\$0	\$0	\$0
\$37,780	\$0	\$0	\$0	\$0	\$0	\$0
\$75,654	\$0	\$0	\$0	\$0	\$0	\$0
\$32,215	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$88,275	\$0	\$0	\$0	\$0	\$0	\$0
\$109,858	\$0	\$0	\$0	\$0	\$0	\$0
\$4,265	\$0	\$0	\$0	\$0	\$0	\$0
\$51,167	\$0	\$0	\$0	\$0	\$0	\$0

[illegible]

\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$5,375,000	\$5,250,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$4,686,750	\$2,035,000	\$0	\$0	\$0	\$0	\$0
\$119,358	\$119,358	\$0	\$0	\$0	\$0	\$0
\$27,861	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$188,250	\$140,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$501,505	\$0	\$0	\$0	\$0	\$0	\$0
\$16,717	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$27,000,000	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$161,000	\$0	\$0	\$0	\$0	\$0	\$0

Currency	Statu	Indicators	Maintenance	Agency_and_	Funds_Distrib	Mapped	TopicArea
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
				Lane County	Human Service	N	HHHS
In Progress	na	na		City of Eugene	New Construc	Y	CommFacils
In Progress	or na	na		City of Eugene	Ongoing Main	N	CommFacils
In Progress	or na	na		City of Eugene	Retrofit of Exi	N	CommFacils
In Progress	or na	na		City of Eugene	Ongoing Main	N	CommFacils
In Progress	or na	na		City of Eugene	Retrofit of Exi	N	CommFacils
In Progress	or na	na		City of Eugene	New Construc	N	CommFacils
In Progress	or na	na		City of Eugene	Retrofit of Exi	N	CommFacils
In Progress	or na	Is for mainten		City of Eugene	Ongoing Main	Y	CommFacils
Not started	na	na		City of Eugene	Retrofit of Exi	Y	CommFacils
Not started	na	na		City of Eugene	Retrofit of Exi	Y	CommFacils
Not started	na	Is for mainten		City of Eugene	New Construc	N	CommFacils
Not started	na	Is for mainten		City of Eugene	Ongoing Main	Y	CommFacils
Not started	na	Is for mainten		City of Eugene	Ongoing Main	Y	CommFacils
Not Started	na	na		City of Eugene	New Construc	Y	CommFacils
In progress	na	na		City of Eugene	New Construc	Y	CommFacils
Not Started	na	na		City of Eugene	New Construc	Y	CommFacils
In Progress - r	na	na		City of Eugene	Retrofit of Exi	Y	Utils
In Progress, o	na	na		City of Eugene	Retrofit of Exi	Y	Utils
In Progress	na	na		City of Eugene	Retrofit of Exi	Y	Utils
In Progress	na	na		City of Eugene	Retrofit of Exi	Y	Utils
In Progress	na	na		City of Eugene	Retrofit of Exi	N	Utils
In Progress	na	na		City of Eugene	Retrofit of Exi	N	Utils
In Progress	na	na		City of Eugene	Retrofit of Exi	N	Utils
In Progress	na	na		City of Eugene	Retrofit of Exi	N	Utils
In Progress	na	na		City of Eugene	Administratio	N	Utils
Not started	na	na		City of Eugene	Administratio	N	Utils
Not started	na	na		City of Eugene	Retrofit of Exi	Y	Utils
Not started	na	na		City of Eugene	Retrofit of Exi	Y	Utils
In Progress	na	na		City of Eugene	Retrofit of Exi	N	Utils
Not started	na	na		City of Eugene	Retrofit of Exi	N	Utils
In Progress	na	na		City of Eugene	Retrofit of Exi	N	Utils
In Progress	na	na		City of Eugene	New Construc	N	Utils
Not started	na	na		City of Eugene	Retrofit of Exi	Y	Utils
Not started	na	na		City of Eugene	Retrofit of Exi	Y	Utils
Not started	na	na		City of Eugene	Retrofit of Exi	Y	Utils
CIP FY12-17	See plan sum	See plan sum		Metropolitan V	Retrofit of Exi	Y	Utils
CIP FY12-18	See plan sum	See plan sum		Metropolitan V	Administratio	N	Utils
CIP FY12-19	See plan sum	See plan sum		Metropolitan V	Retrofit of Exi	N	Utils
CIP FY12-20	See plan sum	See plan sum		Metropolitan V	Ongoing Main	Y	Utils
CIP FY12-21	See plan sum	See plan sum		Metropolitan V	Retrofit of Exi	N	Utils
CIP FY14-19	na	na		City of Eugene	Ongoing Main	N	Utils

CIP FY14-19, na	na	City of Eugene	Retrofit of Exi	Utils
CIP FY14-19, na	na	City of Eugene	Retrofit of Exi	Utils
CIP FY14-19, na	na	City of Eugene	Retrofit of Exi	Utils
FY14-19 CIP Not Started - This project was		City of Eugene	Retrofit of Exi	CommFacils
FY14-19 CIP In Progress This is an ongoin		City of Eugene	New Construc	CommFacils
FY14-19 CIP Not Started New project in FY		City of Eugene	New Construc	CommFacils
FY14-19 CIP In Progress This is an ongoin		City of Eugene	Administratior	CommFacils
FY14-19 CIP In Progress This is an ongoin		City of Eugene	Retrofit of Exi	CommFacils
FY14-19 CIP In Progress This is an ongoin		City of Eugene	New Construc	CommFacils
FY14-19 CIP Not Started New project in FY		City of Eugene	New Construc	CommFacils
FY14-19 CIP Not Started New project in FY		City of Eugene	Retrofit of Exi	CommFacils
FY14-19 Not Started This project was previ		City of Eugene	New Construc	CommFacils
Ongoing na	na	City of Eugene	New Construc	HHHS
Ongoing na	na	City of Eugene	New Construc	Trans
Ongoing na	na	City of Eugene	New Construc	Trans
Ongoing na	na	City of Eugene	New Construc	Trans
Ongoing na	na	City of Eugene	Ongoing Main	Trans
In progress na	na	City of Eugene	Ongoing Main	Trans
In progress na	na	City of Eugene	Retrofit of Exi	Trans
CIP FY14-19 na	na	City of Eugene	New Construc	Trans
CIP FY14-19 na	na	City of Eugene	New Construc	Trans
CIP FY14-19 na	na	City of Eugene	Retrofit of Exi	Trans
In progress na	na	City of Eugene	Retrofit of Exi	Trans
In progress na	na	City of Eugene	New Construc	Trans
In progress na	na	City of Eugene	New Construc	Trans
In progress na	na	City of Eugene	New Construc	Trans
Not started na		Preservation ε	City of Eugene	Trans
Not started na		Preservation ε	City of Eugene	Trans
In progress na	na	City of Eugene	Ongoing Main	Trans
Not started na	na	City of Eugene	New Construc	Trans
Not started na	na	City of Eugene	Administratior	Trans
Not started na	na	City of Eugene	New Construc	Trans
Not started na	na	City of Eugene	Ongoing Main	Trans
In progress - F na	na	City of Eugene	Ongoing Main	Trans
Not started na	na	City of Eugene	Administratior	Trans
Not started na	na	City of Eugene	New Construc	Trans
Not started na	na	City of Eugene	New Construc	Trans
Not started na	na	City of Eugene	Ongoing Main	Trans
Not started na	na	City of Eugene	New Construc	Trans
In progress, ci na		Pavement pla	City of Eugene	Trans
In progress na	na	City of Eugene	Retrofit of Exi	Trans
In progress na	na	City of Eugene	Retrofit of Exi	Trans
Not started na	na	City of Eugene	Retrofit of Exi	Trans
Not started na	na	City of Eugene	New Construc	Trans
Not started na	na	City of Eugene	Retrofit of Exi	Trans
In progress, o na	na	City of Eugene	Retrofit of Exi	Trans
Not started na	na	City of Eugene	Administratior	Trans
Not started na	na	City of Eugene	Retrofit of Exi	Trans
Not started na	na	City of Eugene	Retrofit of Exi	Trans
Not started na	na	City of Eugene	New Construc	Trans
Not started na	na	City of Eugene	Retrofit of Exi	Trans
na	na	Eugene Sprin	Retrofit of Exi	HHHS
na	na	Eugene Sprin	Retrofit of Exi	HHHS
na	na	Eugene Sprin	Administratior	HHHS
na	na	Eugene Sprin	Administratior	HHHS
na	na	Eugene Sprin	Administratior	HHHS
na	na	Eugene Sprin	Administratior	HHHS
na	na	Eugene Sprin	Administratior	HHHS
na	na	Eugene Sprin	Administratior	HHHS
na	na	Eugene Sprin	Administratior	HHHS
na	na	Eugene Sprin	Administratior	HHHS
na	na	Eugene Sprin	New Construc	Trans

[illegible]

[illegible]

[illegible]

[illegible]

1,3	I	Lane Transit [Ongoing Main Y	Trans
1,3	I	Lane Transit [Ongoing Main Y	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	II	Lane Transit [Ongoing Main N	Trans
1,3	II	Lane Transit [Ongoing Main N	Trans
1,2,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi N	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Ongoing Main Y	Trans
1,3	I	Lane Transit [Ongoing Main Y	Trans
1,3	I	Lane Transit [Ongoing Main Y	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Ongoing Main Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [New Construc Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi N	Trans
1,3	I	Lane Transit [Retrofit of Exi N	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [New Construc N	Trans
1,3	I	Lane Transit [Retrofit of Exi N	Trans
1,3	I	Lane Transit [New Construc Y	Trans
1,3	I	Lane Transit [Ongoing Main Y	Trans
1,3	III	Lane Transit [Retrofit of Exi Y	Trans
1,2,3	III	Lane Transit [Retrofit of Exi Y	Trans
1,2,3	IV	Lane Transit [New Construc N	Trans
1,3	IV	Lane Transit [Retrofit of Exi Y	Trans
1,3	IV	Lane Transit [Retrofit of Exi Y	Trans
1,3	IV	Lane Transit [Retrofit of Exi N	Trans
1,3	IV	Lane Transit [Retrofit of Exi Y	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	II	Lane Transit [Administrator N	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	II	Lane Transit [Ongoing Main N	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,3	I	Lane Transit [Ongoing Main N	Trans
1,2,3	I	Lane Transit [Ongoing Main N	Trans
1,2,3	II	Lane Transit [Ongoing Main N	Trans
1,2,3	II	Lane Transit [Ongoing Main N	Trans
Fiscal Year 2011-2012		Bethel School Administrator N	CommFacils
Fiscal Year 2011-2012		Bethel School Administrator N	CommFacils
Fiscal Year 2011-2013		Bethel School Administrator N	CommFacils
Fiscal Year 2011-2014		Bethel School Administrator N	CommFacils

Fiscal Year 2011-2015	Bethel School Administrator N	CommFacils
Fiscal Year 2011-2016	Bethel School Administrator N	CommFacils
Fiscal Year 2011-2017	Bethel School Administrator N	CommFacils
Fiscal Year 2011-2018	Bethel School Administrator N	CommFacils
Adopted Budget FY2012-2013	Lane Commu Administrator Y	CommFacils
Adopted Budget FY2012-2013	Lane Commu Administrator Y	CommFacils
Adopted Budget FY2012-2013	Lane Commu Administrator Y	CommFacils
Adopted Budget FY2012-2013	Lane Commu Administrator Y	CommFacils
Adopted Budget FY2012-2013	Lane Commu Administrator Y	CommFacils
Adopted Budget FY2012-2013	Lane Commu Ongoing Main Y	CommFacils
Adopted Budget FY2012-2013	Lane Commu Administrator Y	CommFacils
Adopted Budget FY2012-2013	Lane Commu Administrator Y	CommFacils
Adopted Budget FY2012-2013	Lane Commu Administrator Y	CommFacils
Adopted Budget FY2012-2013	Lane Commu Administrator Y	CommFacils
Adopted Budget FY2012-2013	Lane Commu Administrator Y	CommFacils
Through June 2012	City of Eugene Ongoing Main N	CommFacils
Through June 2012	City of Eugene Ongoing Main N	CommFacils
Through June 2012	City of Eugene Ongoing Main N	CommFacils
Through June 2012	City of Eugene Administrator N	CommFacils
Through June 2012	City of Eugene Ongoing Main N	CommFacils
Through June 2012	City of Eugene Administrator N	CommFacils
Through June 2012	City of Eugene Ongoing Main N	Trans
Through June 2012	City of Eugene Ongoing Main Y	Trans
Through June 2012	City of Eugene Ongoing Main N	Trans
Through June 2012	City of Eugene Ongoing Main N	Utils
Through June 2012	City of Eugene Ongoing Main N	Utils
Through June 2012	City of Spring Administrator N	CommFacils
Through June 2012	City of Spring Ongoing Main N	CommFacils
Through June 2012	City of Spring Ongoing Main N	CommFacils
Through June 2012	City of Spring Ongoing Main N	CommFacils
Through June 2012	City of Spring Ongoing Main N	CommFacils
Through June 2012	City of Spring Administrator N	CommFacils
Through June 2012	City of Spring Administrator N	CommFacils
Through June 2012	City of Spring Administrator N	CommFacils
Through June 2012	City of Spring Ongoing Main N	Utils
Through June 2012	City of Spring Ongoing Main N	Utils
Through June 2012	City of Spring New Construc Y	HHHS
Through June 2012	City of Spring Ongoing Main N	CommFacils
Through June 2012	City of Spring Ongoing Main N	Utils
Bond will be paid back over 20 years - App 4J Bond Fund New Construc Y		CommFacils
Bond will be paid back over 20 years - App 4J Bond Fund New Construc Y		CommFacils
Bond will be paid back over 20 years - App 4J Bond Fund New Construc Y		CommFacils
Bond will be paid back over 20 years - App 4J Bond Fund New Construc Y		CommFacils
Bond will be paid back over 20 years - App 4J Bond Fund New Construc Y		CommFacils
Bond will be paid back over 20 years - App 4J Bond Fund Ongoing Main N		CommFacils
Bond will be paid back over 20 years - App 4J Bond Fund Ongoing Main N		CommFacils
Bond will be paid back over 20 years - App 4J Bond Fund Ongoing Main N		CommFacils
Bond will be paid back over 20 years - App 4J Bond Fund Ongoing Main N		CommFacils
Bond will be paid back over 20 years - App 4J Bond Fund Ongoing Main N		CommFacils
Bond will be paid back over 20 years - App 4J Bond Fund New Construc N		CommFacils
Phase 2 - 2017 or 2018 Second Proposed Building 4J's f New Construc Y		CommFacils
Phase 2 - 2017 or 2018 Second Proposed Building 4J's f New Construc Y		CommFacils
Phase 2 - 2017 or 2018 Second Proposed Building 4J's f Retrofit of Exi Y		CommFacils
Phase 2 - 2017 or 2018 Second Proposed Building 4J's f Retrofit of Exi Y		CommFacils
	Coburg Parks Administrator N	CommFacils
	Coburg Parks Administrator N	CommFacils
	Coburg Parks New Construc N	CommFacils
	Coburg Parks Retrofit of Exi Y	CommFacils
	Coburg Parks Retrofit of Exi N	CommFacils
	Coburg Parks Retrofit of Exi Y	CommFacils
	Coburg Parks Retrofit of Exi N	CommFacils
	Coburg Parks Retrofit of Exi N	CommFacils

	Coburg Parks New Construc N	CommFacils
	Coburg Parks New Construc Y	CommFacils
	Coburg Parks New Construc Y	CommFacils
	Coburg Parks New Construc N	CommFacils
	Coburg Parks New Construc N	CommFacils
	Coburg Parks Administrator N	CommFacils
	Coburg Parks Administrator N	CommFacils
	Coburg Parks Administrator N	CommFacils
	Coburg Parks Administrator Y	CommFacils
	Coburg Parks New Construc N	CommFacils
	Coburg Parks New Construc Y	CommFacils
	Coburg Parks New Construc N	CommFacils
	Coburg Parks New Construc Y	CommFacils
	Coburg Parks New Construc N	CommFacils
	Coburg Parks New Construc N	CommFacils
	Coburg Parks Retrofit of Exi: N	CommFacils
	Coburg Parks Retrofit of Exi: Y	CommFacils
	Coburg Parks Retrofit of Exi: Y	CommFacils
	Coburg Parks Retrofit of Exi: Y	CommFacils
	Coburg Parks New Construc Y	CommFacils
	Coburg Parks New Construc N	CommFacils
	Coburg Parks New Construc N	CommFacils
Residential Campus/ Prioritized	University of C New Construc Y	CommFacils
Residential Campus/ Future	University of C New Construc Y	CommFacils
Residential Campus, Edges/ Not specified	University of C New Construc Y	CommFacils
Residential Campus/ Future	University of C Administrator Y	CommFacils
Residential Campus, Complete and Renew	University of C New Construc Y	CommFacils
Edges, Complete and Renew Academic Ce	University of C New Construc Y	CommFacils
Edges/ Prioritized	University of C Retrofit of Exi: Y	CommFacils
Edges/ Future	University of C New Construc Y	CommFacils
Edges/ Future	University of C Retrofit of Exi: Y	CommFacils
Edges/ Future	University of C New Construc Y	CommFacils
Edges/ Future	University of C New Construc Y	CommFacils
Edges/ Prioritized	University of C New Construc Y	CommFacils
Linkages/ Future	University of C New Construc Y	CommFacils
Linkages/ Future	University of C New Construc Y	CommFacils
Linkages/ Future	University of C New Construc Y	CommFacils
Linkages/ Future	University of C New Construc Y	CommFacils
Linkages/ Future	University of C Retrofit of Exi: Y	CommFacils
Linkages/ Future	University of C Retrofit of Exi: Y	CommFacils
Complete and Renew Academic Center/ Pr	University of C New Construc y	CommFacils
Complete and Renew Academic Center/ Pr	University of C Ongoing Main y	CommFacils
Complete and Renew Academic Center/ Fl	University of C Retrofit of Exi: Y	CommFacils
Complete and Renew Academic Center/ Fl	University of C New Construc y	CommFacils
Complete and Renew Academic Center/ Fl	University of C Retrofit of Exi: Y	CommFacils
Complete and Renew Academic Center/ Fl	University of C Retrofit of Exi: Y	CommFacils
Complete and Renew Academic Center/ Fl	University of C Retrofit of Exi: y	CommFacils
Complete and Renew Academic Center/ Fl	University of C Retrofit of Exi: Y	CommFacils
Prioritized	University of C Retrofit of Exi: y	CommFacils
	SUB Water Di Retrofit of Exi: Y	Utils
	SUB Water Di Retrofit of Exi: Y	Utils
	SUB Water Di Retrofit of Exi: Y	Utils
	SUB Water Di Ongoing Main N	Utils
	SUB Water Di Ongoing Main Y	Utils
	SUB Water Di Ongoing Main Y	Utils
	SUB Water Di New Construc Y	Utils
	SUB Water Di Ongoing Main Y	Utils
	SUB Water Di Administrator Y	Utils
	SUB Water Di New Construc Y	Utils
	SUB Water Di Ongoing Main N	Utils
	SUB Water Di Retrofit of Exi: N	Utils
	SUB Water Di Administrator N	Utils
	SUB Water Di Administrator N	Utils

SUB Water Di New Construc Y	Utils
SUB Water Di Administratior Y	Utils
SUB Water Di Retrofit of Exis Y	Utils
SUB Water Di New Construc Y	Utils
SUB Water Di Administratior N	Utils
SUB Water Di Administratior N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di New Construc Y	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis Y	Utils
SUB Water Di New Construc Y	Utils
SUB Water Di New Construc N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Administratior N	Utils
SUB Water Di Retrofit of Exis Y	Utils
SUB Water Di Administratior N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di New Construc N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di New Construc N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di New Construc N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di New Construc N	Utils
SUB Water Di Administratior N	Utils
SUB Water Di New Construc N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Ongoing Main N	Utils

SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di New Construc N	Utils
SUB Water Di Administrator Y	Utils
SUB Water Di New Construc N	Utils
SUB Water Di New Construc N	Utils
SUB Water Di New Construc N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di New Construc N	Utils
SUB Water Di Administrator N	Utils
SUB Water Di New Construc Y	Utils
SUB Water Di New Construc N	Utils
SUB Water Di Administrator N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di New Construc Y	Utils
SUB Water Di Ongoing Main N	Utils
SUB Water Di Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis Y	Utils
SUB Electric I Retrofit of Exis Y	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis Y	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Ongoing Main Y	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis Y	Utils
SUB Electric I New Construc Y	Utils
SUB Electric I Retrofit of Exis Y	Utils
SUB Electric I Ongoing Main Y	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis Y	Utils
SUB Electric I Ongoing Main N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Retrofit of Exis Y	Utils
SUB Electric I Retrofit of Exis Y	Utils
SUB Electric I Retrofit of Exis Y	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Ongoing Main N	Utils
SUB Electric I Ongoing Main N	Utils
SUB Electric I Ongoing Main N	Utils
SUB Electric I Retrofit of Exis N	Utils
SUB Electric I Ongoing Main N	Utils
SUB Electric I Retrofit of Exis N	Utils

	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Retrofit of Exis Y	Utils
	SUB Electric I Ongoing Main Y	Utils
	SUB Electric I Retrofit of Exis Y	Utils
	SUB Electric I Retrofit of Exis Y	Utils
	SUB Electric I Ongoing Main N	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I New Construc N	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Retrofit of Exis Y	Utils
	SUB Electric I Retrofit of Exis Y	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Ongoing Main N	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Ongoing Main Y	Utils
	SUB Electric I Ongoing Main Y	Utils
	SUB Electric I Ongoing Main Y	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Ongoing Main N	Utils
	SUB Electric I Ongoing Main Y	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Retrofit of Exis Y	Utils
	SUB Electric I Ongoing Main Y	Utils
	SUB Electric I Ongoing Main N	Utils
	SUB Electric I Ongoing Main Y	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Retrofit of Exis N	Utils
	SUB Electric I Ongoing Main N	Utils
	SUB Electric I Ongoing Main N	Utils
	SUB Electric I Ongoing Main N	Utils
	SUB Electric I Ongoing Main N	Utils
	SUB Electric I Ongoing Main N	Utils
	SUB Electric I Ongoing Main Y	Utils
Phase 1 Const., Phase 2 in Const.	City of Springl New Construc N	Utils
Phase 1 in Const., Phase 2 in Design	City of Springl New Construc Y	Utils
In Construction	City of Springl New Construc N	Utils
Design	City of Springl Retrofit of Exis Y	Utils
	City of Springl Administratio N	Utils
	City of Springl Retrofit of Exis N	Utils
	City of Springl Retrofit of Exis Y	Utils
On Hold	City of Springl Administratio N	Utils
Planning	City of Springl New Construc N	Utils
	City of Springl New Construc N	Utils
	City of Springl New Construc N	Utils
	City of Springl Retrofit of Exis N	Utils
	City of Springl New Construc N	Utils
	City of Springl New Construc N	Utils
	City of Springl New Construc N	Utils
	City of Springl New Construc N	Utils
On Hold	City of Springl Retrofit of Exis Y	Utils
	City of Springl New Construc Y	Utils
	City of Springl New Construc N	Utils
	City of Springl New Construc N	Utils
	City of Springl New Construc N	Utils
	City of Springl Administratio N	Utils
	City of Springl Retrofit of Exis N	Utils
	City of Springl New Construc Y	Utils
Construction	City of Springl New Construc Y	Trans

Design	City of Springl New Construc Y	Trans
	City of Springl Administratio N	Trans
Design	City of Springl Retrofit of Exi Y	Trans
Design	City of Springl Retrofit of Exi Y	Trans
Planning	City of Springl Retrofit of Exi Y	Trans
Planning	City of Springl Retrofit of Exi Y	Trans
	City of Springl New Construc N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi Y	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl New Construc Y	Trans
	City of Springl Administratio Y	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi Y	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl New Construc Y	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl New Construc Y	Trans
	City of Springl Retrofit of Exi Y	Trans
	City of Springl Retrofit of Exi Y	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl New Construc Y	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl New Construc N	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl New Construc N	Trans
	City of Springl New Construc N	Trans
	City of Springl Retrofit of Exi Y	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl New Construc Y	Trans
	City of Springl Retrofit of Exi N	Trans
	City of Springl Administratio N	Trans
	City of Springl Retrofit of Exi Y	Utils
Design, 2013 Construction	City of Springl New Construc N	Utils
Design, 2013 Construction	City of Springl Retrofit of Exi Y	Utils
Planning	City of Springl Retrofit of Exi Y	Utils
Planning	City of Springl New Construc Y	Utils
Planning	City of Springl Retrofit of Exi Y	Utils
	City of Springl Retrofit of Exi N	Utils
Planning	City of Springl Administratio N	Utils
	City of Springl Retrofit of Exi N	Utils
	City of Springl Retrofit of Exi N	Utils
	City of Springl New Construc N	Utils
	City of Springl Administratio N	Utils
	City of Springl Administratio Y	Utils
	City of Springl Administratio N	Utils
On-Hold	City of Springl Administratio N	Utils
Scoping	City of Springl Retrofit of Exi Y	Utils
	City of Springl New Construc N	Utils
Planning	City of Springl Retrofit of Exi N	Utils
	City of Springl Retrofit of Exi N	Utils
On-hold (2030)	City of Springl New Construc Y	Utils
On-Hold	City of Springl Retrofit of Exi N	Utils

On-Hold

City of Springl New Construc N	Utils
City of Springl Retrofit of Exi: Y	Utils
City of Springl Retrofit of Exi: Y	Utils
City of Springl Retrofit of Exi: y	Utils
City of Springl New Construc N	Utils
City of Springl Administrator Y	Utils
City of Springl Retrofit of Exi: Y	Utils
City of Springl New Construc N	Utils
City of Springl Retrofit of Exi: y	Utils
City of Springl New Construc N	Utils
City of Springl Retrofit of Exi: Y	Utils
City of Springl Retrofit of Exi: Y	Utils
City of Springl Administrator y	Utils
City of Springl Administrator N	Utils
City of Springl Retrofit of Exi: y	CommFacils
City of Springl Retrofit of Exi: y	CommFacils
City of Springl Retrofit of Exi: Y	CommFacils
City of Springl Retrofit of Exi: y	CommFacils
City of Springl Retrofit of Exi: Y	CommFacils
City of Springl Retrofit of Exi: N	CommFacils
City of Springl Retrofit of Exi: N	CommFacils
City of Springl New Construc y	CommFacils
City of Springl New Construc Y	CommFacils
City of Springl New Construc N	CommFacils
City of Springl New Construc N	CommFacils
City of Springl New Construc Y	CommFacils
City of Springl Retrofit of Exi: y	CommFacils
City of Springl Retrofit of Exi: y	CommFacils
City of Springl New Construc N	CommFacils
City of Springl Retrofit of Exi: N	CommFacils
Bethel School Ongoing Main N	CommFacils
Bethel School Ongoing Main N	CommFacils
Bethel School Ongoing Main N	CommFacils
Bethel School Ongoing Main N	CommFacils
Bethel School Retrofit of Exi: y	CommFacils
Bethel School New Construc y	CommFacils
Bethel School New Construc y	CommFacils
Lane County f Administrator N	HHHS
Lane County f Administrator N	CommFacils
Lane County f Administrator N	CommFacils
Lane County f Ongoing Main N	CommFacils
Lane County f Administrator N	HHHS
Lane County f Administrator N	CommFacils
Lane County f Ongoing Main N	CommFacils
Lane County f Administrator N	CommFacils
Lane County f Administrator N	CommFacils
Lane County f Administrator N	CommFacils
Lane County f Administrator N	CommFacils
City of Springl Administrator Y	CommFacils
City of Springl Administrator Y	CommFacils
City of Springl Administrator Y	CommFacils
City of Springl Administrator N	CommFacils
City of Springl Administrator Y	CommFacils
City of Springl Administrator Y	CommFacils
City of Springl Administrator Y	CommFacils
City of Springl Administrator Y	CommFacils
City of Springl Administrator N	CommFacils
City of Springl Ongoing Main N	CommFacils
Lane County (Administrator N	CommFacils
Lane County (Ongoing Main N	CommFacils
Lane County (Administrator N	HHHS
Lane County (Administrator N	CommFacils
Lane County (Ongoing Main N	Trans
Lane County (Administrator N	CommFacils

[illegible]

Lane County Human Service N	HHHS
Lane County Human Service N	HHHS
Lane County Human Service N	HHHS
Lane County Human Service N	HHHS
Lane County Human Service N	HHHS
Lane County Human Service N	HHHS
Lane County Human Service N	HHHS
Lane County Human Service N	HHHS
Lane County Human Service N	HHHS
Coburg Water Retrofit of Exi: N	Utils
Coburg Water New Construc N	Utils
Coburg Water New Construc N	Utils
Coburg Water Administrator N	Utils
Coburg Water Administrator N	Utils
Coburg Water Retrofit of Exi: N	Utils
Coburg Water New Construc N	Utils
Coburg Water New Construc N	Utils
Coburg Parks New Construc N	CommFacils
Coburg Parks New Construc N	CommFacils
Coburg Parks New Construc N	CommFacils
Coburg Parks New Construc N	CommFacils
Coburg Parks New Construc N	CommFacils
Coburg Parks New Construc N	CommFacils
Coburg Parks Administrator N	CommFacils
Coburg Parks Administrator N	CommFacils
Coburg Parks Administrator N	CommFacils
Coburg Parks Administrator N	CommFacils
Metropolitan T Retrofit of Exi: y	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Administrator Y	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Ongoing Main Y	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Ongoing Main Y	Trans
Metropolitan T Retrofit of Exi: N	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Administrator Y	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T Administrator N	Trans
Metropolitan T Ongoing Main Y	Trans

Metropolitan T New Construc Y	Trans
Metropolitan T Ongoing Main Y	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Administratior N	Trans
Metropolitan T Administratior N	Trans
Metropolitan T Administratior N	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Administratior N	Trans
Metropolitan T Ongoing Main Y	Trans
Metropolitan T Retrofit of Exi: N	Trans
Metropolitan T Administratior N	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Administratior N	Trans
Metropolitan T Administratior Y	Trans
Metropolitan T Administratior N	Trans
Metropolitan T Administratior N	Trans
Metropolitan T Administratior N	Trans
Metropolitan T Administratior N	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T Retrofit of Exi: Y	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T Administratior N	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T Ongoing Main N	Trans
Metropolitan T Administratior Y	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T Administratior N	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T New Construc Y	Trans
Metropolitan T Administratior N	Trans
Metropolitan T Ongoing Main Y	Trans
Metropolitan T New Construc N	Trans

Plans and Programs by Fiscal Year

[illegible]

[illegible]

[illegible]

UNITED FRONT PARTNERS OF LANE COUNTY, OREGON

2014 Federal Priorities



TABLE OF CONTENTS



INTRODUCTION

To the Oregon Delegation	2-5
--------------------------------	-----

REGIONAL STRENGTHS AND INNOVATIVE DRIVERS

Attaining A Better Educated, Tech-Savvy Population	7-8
Fostering A Creative Business Environment	8-9
Enhancing Transportation Connectivity	9-10
Protecting Natural Resources And Abundant Recreation Opportunities	10-11
Investing In Healthy People	11-12
Providing Housing And Reducing Homelessness	12
Improving Public Safety	12-13
Achieving Fiscal Sustainability	13

PRIORITY PROJECT SUMMARIES

Attaining A Better Educated, Tech-Savvy Population	
Virtual Schools	15
Farm Bill	15-16
Fostering A Creative Business Environment	
Goshen Region Employment and Transition Plan	16
Regional Accelerator and Innovation Network (RAIN) ...	16-17
Enhancing Transportation Connectivity	
Franklin Boulevard Redesign Environmental Analysis	17
Franklin Boulevard, Phase 2 Construction	17
Highway 126 Corridor Study	17
Pedestrian and Bicycle Master Plan	17-18

PRIORITY PROJECT SUMMARIES

Enhancing Transportation Connectivity	
Glenwood Riverfront Path	18
McKenzie River Path Connector	18-19
Middle Fork Willamette River Path	19
Alternative Fuel Fleet Conversion	19
West Eugene EmX Extension	19-20
Territorial Highway Corridor Plan	20
Interchange Analysis-Interstate 5 at 30th Avenue	20
Protecting Natural Resources And Abundant Recreation Opportunities	
Dorris Ranch Living History Farm	20-21
Confluence Area Natural Resources Preservation	21
Investing In Healthy People	
Family Reunification Center	21
Gun Violence, Mental Health funding	21-22
Providing Housing And Reducing Homelessness	
Glenwood Place	22
Improving Public Safety	
Police Operations Facility	23
Regional Command Training and Simulation Center	23
Sobering Services	23
Juvenile Justice Study	23
Achieving Fiscal Sustainability	
Secure Rural Schools	24
Municipal Bonds	24

On behalf of the United Front partners of Lane County, we are pleased to present you with our federal priorities for 2014 which reflect the region's vision for a return to prosperity and builds on our regional strengths, fosters innovation, transforms the community and enhances economic competitiveness. We present these priorities together to show local support for each and to underscore their regional importance. We hope that our regional consensus on these priorities is helpful to you as you set your own priorities for Oregon.

As always, we would like to extend our deep appreciation for the invaluable and ongoing efforts you and your staff make on behalf of the United Front partnership every year. Despite many challenges, we have been able to move forward on many local projects:

A FEDERAL LANDS MANAGEMENT FRAMEWORK

Lane County's highest federal priority for the past decade has been finding a way to restore rural economies and county revenues negatively impacted by the steep decline in timber harvests in the federal forests of Lane County. In the past year, we witnessed the House passage of "The Restoring the Healthy Forests for Healthy Communities Act" and the development of the "Oregon and California Land Grant Act of 2013," poised for introduction in the Senate.

These measures, while somewhat different in approach, represent the significant commitment to this issue by our federal delegation, and for this we extend a very sincere thank you for your efforts.

A reasonable and balanced compromise for managing the O&C land is in sight and is desperately needed. Lane County received, on average, \$10.8 million annually from O&C timber receipts and Secure Rural Schools payments from 1968-2013. The majority of these dollars were spent on supporting Lane County's public safety system, including prosecution, patrol, corrections, drug and alcohol treatment, and post-prison supervision.

We urge you to gain a conference for the two measures so that a final bill may reach the President's desk for his signature. A final bill must contain:

- Annual timber harvest goals for each forest. While the harvest levels of the NW Forest Plan have never been met, these still stand as important benchmarks. With respect to the O&C land we believe an annual harvest of 450-500 million board feet per year would return revenue consistent with historical averages.
- Provisions for land swaps. The patchwork nature of these lands increases the risk to neighboring private lands, and is not conducive to wildlife corridor

development.

- A solution to the over-reliance on the National Environmental Policy Act (NEPA) to stall or slow timber sales. Environmental litigation continues to drain federal agency budgets better spent on actual management and leaves our forests more vulnerable to wildfires.
- Legal certainty for public land managers. With certainty, revenue will automatically flow to fund local government services and agency undertakings, and stimulate employment.

BROWNFIELDS COMMUNITY-WIDE ASSESSMENT

The Brownfields Assessment Coalition is comprised of three partnering jurisdictions: the City of Eugene, the City of Springfield, and Lane County, which jointly applied for an Environmental Protection Agency (EPA) Brownfields Assessment Grant in 2011. The EPA selected the Coalition in the summer of 2012. The City of Eugene, as grant recipient lead, began work on the project in the fall of 2012.

The project seeks to assist property owners, developers, and potential purchasers with taking brownfields properties and responsibly returning them to productive uses as quickly as possible. The project has three task areas: inventory, community outreach, and environmental site assessments.

The Brownfields Coalition completed an extensive review and inventory of sites in the targeted, disadvantaged communities of West Eugene, Glenwood, and Goshen in the summer of 2013. Sites within the inventory were prioritized using an innovative "triple-bottom line" criteria developed explicitly for brownfields assessment and redevelopment in this region. The criteria were developed as part of the "Equity and Opportunity" assessment and mapping work of the Lane Livability Consortium (a Sustainable Communities Planning Grant initiative).

The project began its first Phase 1 and Phase 2 environmental site assessments for hazardous substances and petroleum contamination in the fall of 2013. Outreach activities to community groups, neighborhood associations, and property owners, as well as marketing program assessment services to property owners, will continue until the end of the grant period in July 2015.

The Coalition submitted an application on January 22nd to the Environmental Protection Agency for a Revolving Loan Fund. A Brownfields Revolving Loan Fund would provide the region with a tool to become more self-directed and independent of poor real estate market conditions to guide sites in the brownfields inventory to clean-up and re-use. The Coalition believes

CONTINUED ON NEXT PAGE

the foundation of sustainable regional planning framework and the City of Eugene's commercial loan servicing capabilities will make it a strong applicant for this competitive grant.

COMMUNITY HEALTH CLINICS

Lane County operates four Federally Qualified Health Centers. Each of the clinics provides superior, affordable primary care for the whole family. They offer compassionate care for infants, children, adolescents, adults, and seniors. During 2013, Lane County applied for, and received, two grants from the US Department of Health and Human Services:

- \$1.2 million base grant for Federally Qualified Health Clinic operations.
- \$955,000 for renovations at Riverstone (primary care) and 2411 Martin Luther King Boulevard (behavioral health).

DOMESTIC VIOLENCE PREVENTION

The Lane County Sheriff's Office and the Community Corrections Division received a \$300,000 grant from the Office on Violence Against Women termed the Victim Safety Through Enforcement of Protective Orders and Intensive Supervision Project. It enforces Release Agreements for domestic violence defendants pretrial and offenders post-sentencing stipulating monitoring/supervision when on release, random home visits, and other safeguards as appropriate. The goals of the project are to increase victim safety, increase offender accountability, and increase the effectiveness of the system to collaboratively provide assistance to victims of domestic violence and their families. Lane County was the applicant with Lane County Community Corrections, and Lane County Sheriff's Office as the lead agency within County government for the project. This project is a collaboration among Lane County Adult Corrections, Lane County Community Corrections (Parole & Probation – P&P), Lane County District Attorney's Office Victim Services Program, Oregon Circuit Court, Lane County Pretrial Services, and Womenspace (our community's nonprofit, nongovernmental domestic violence prevention program).

EmX GROWTH

LTD's EmX bus rapid transit expansion to West Eugene has reached 30 percent design completion with construction expected to commence as early as the summer of 2014, pending receipt of an anticipated federal Small Starts grant. Service will begin a year and a half after construction starts. Additionally, LTD previously received an alternatives analysis grant to conduct a Transit Feasibility Study along the Main Street

and McVay corridors in Springfield, connecting one of LTD's highest ridership corridors to Lane Community College, downtown Eugene, and the rest of the region's public transit system. LTD and the City of Springfield have partnered to conduct a series of public forums, focus groups, and other outreach events to solicit the community's vision for both corridors, and efforts to design transit improvements to fulfill that vision and facilitate economic growth.

The City of Eugene and Lane Transit District have received \$584,780 in federal Surface Transportation Program – Urban (STP-U) funds to study high capacity transit service improvements in northwest Eugene along River Road and Highway 99, linking those neighborhoods through downtown Eugene to Lane Community College's main campus. The study will look at how to improve the corridor for all modes and determine the form of frequent and reliable transit service that will be eventually developed on these streets. An additional \$2 million in funding for the NEPA phase of a future project is being sought through the Oregon Department of Transportation's STIP-Enhance funding program. The study will support the Envision Eugene goal of facilitating the transformation of key transit corridors with a mix of uses and an emphasis on transit, walking, and biking for short trips.

EUGENE DEPOT LAYOVER PLATFORM

In 2011, the City of Eugene received \$1.5 million for planning and design of a layover facility that will add much needed capacity for increased passenger and freight rail service. These funds were part of the American Recovery and Reinvestment Act (ARRA) funds for rail development. The planned improvements will include rail spurs and a crossover to permit trains stopped in Eugene to be parked off the main line, as well as a passenger platform to serve rail passengers. The goals of this project are to provide a safer rail passenger platform facility with a dedicated passenger area for safe boarding and waiting, to allow for the staging of trains to provide more rail capacity, and to allow rail traffic to access the main line without passing near the station. The improvements will eliminate the need for southbound passenger trains headed into Eugene to stop on the tracks along the Northwest Expressway for a freight train to pass so it can pull in and unload passengers.

In the past year, the city has worked closely with the Oregon Department of Transportation on preliminary engineering NEPA analysis. Both the preliminary engineering and NEPA work are scheduled for completion in June 2014. The anticipated funding needed to

CONTINUED ON NEXT PAGE



implement the project is approximately \$25.4 million.

GRANTING OF OREGON'S ESEA FLEXIBILITY WAIVER

Springfield Public Schools continues to appreciate the Elementary and Secondary Education Act waiver that was granted to the state of Oregon in 2012. This waiver is allowing the district, and all others in Oregon, to focus on improved accountability for student achievement, create a customized system of supports and interventions based on individual school needs, revise the Oregon Report Card to align federal and state reporting, and much more until such a time when the Elementary and Secondary Education Act is reauthorized.

LIVABLE COMMUNITIES GRANT

The Lane Livability Consortium is a collaborative effort of 11 agencies serving the Eugene-Springfield metropolitan area to advance community growth and prosperity. The primary focus of the Consortium is to identify opportunities for greater impacts in land use, transportation, housing, and economic development plans and investment strategies. Other elements include work on public engagement, regional investments, organizational capacity building, and identification of catalytic projects. The Consortium's efforts are funded through a \$1,450,000 grant from the HUD Sustainable Communities Regional Planning Grant program and through leveraged resources contributed by local partner agencies. Work through the Consortium commenced in 2011 and will conclude in 2014.

MIDDLE FORK WILLAMETTE RIVER PATH

Willamalane Park and Recreation District is very grateful for the support the delegation has provided for its efforts to complete the Middle Fork Willamette River Path. In October, Willamalane completed the final phase of the four-mile Middle Fork Willamette River Path between Clearwater Park and Dorris Ranch Living History Farm. The overall project was made possible through a \$5.5 million investment of federal transportation funds spread over eight years and three different transportation grant programs. The completed path has opened with rave reviews from walkers, runners, and bicyclists from throughout the metro area. To further meet the needs of recreationists and commuters, Willamalane is utilizing local funds to construct the Mill Race Path. This new path will intersect with the Middle Fork Path, creating an eight-mile loop and an improved commuter route for bicyclists. Without the initial investment of federal transportation funds in the Middle Fork Path, local support and funding for the Mill Race Path would not have materialized.

MILL RACE ECOSYSTEM RESTORATION PROJECT

The City of Springfield is excited to report that the Mill Race Ecosystem Restoration Project funded by the U.S. Army Corps of Engineers and the City of Springfield is complete. Though challenged by some very unusual river conditions during the fall and winter of 2011 and 2012, full flow has been restored to the Mill Race. Future work includes providing a base for a multi-use path along the north bank, in partnership with a Springfield Utility Board project to extend a new water line from their Willamette well fields, and completing design and beginning of construction of a storm water park north of the Mill Race. The City is already contemplating the opportunity to show off the completed project to the delegation this spring or summer.

PAVILION STATION

Taking advantage of Surface Transportation Program-Urban (STPU) federal pass-through funds, LTD is constructing a new EmX station at the PeaceHealth River Bend campus in Springfield. The stop will serve the very active surgical center and outpatient clinic while improving safety for riders who currently must either walk or request a courtesy stop from operators.

PRISON-TO-COMMUNITY TRANSITION SERVICES

The Lane County Sheriff's Office received a \$700,000 grant from the Bureau of Justice Assistance which will allow for the continuation of the current Second Chance Act Project to provide housing, treatment, and other re-entry services to 75 offenders returning to Lane County Supervision from Oregon Department of Corrections facilities.

The project is a partnership among Lane County Sheriff's Office, Lane County Community Corrections, Sponsors, Inc., Emergence, Inc., an as-yet-unidentified sex offender treatment provider, and Lane Council of Governments.

SLC COLLEGE BOUND, CAREER READY GRANT

Springfield Public Schools is in the process of completing a final evaluation of its Smaller Learning Communities grant award which ended last year. It created structures in Springfield's two large, comprehensive high schools that support an instructional framework aligned with college and career readiness standards. Its focus was on creating teams of students in 9th and 10th grades shared among one group of teachers for comprehensive and personalized support. Last year saw a 10 percent growth in the number of freshmen who completed six or more credits – an indication that the program is benefiting students and increasing achievement.

CONTINUED ON NEXT PAGE

TERRITORIAL HIGHWAY IMPROVEMENTS

The Lane County Public Works Department received a \$440,000 Transportation, Community and System Preservation Program (TCSP) grant from the Federal Highway Administration. This crucial project begins a process for renovation of six miles of narrow, winding, and geologically unstable roadway that is a critical travel route supporting forestry, farms, freight, tourism, local business, and recreation. Lane County partnered on the grant proposal with the Oregon Department of Transportation and a wide swath of private interests, including the estate of a bicyclist tragically killed by a logging truck on this roadway in 2006 and King Estate, an internationally recognized winery. The total project is valued at \$875,000 and will progress through an alternatives analysis process, NEPA work, and preliminary engineering. Lane County has held one open house to introduce the project to the community, and plans a second open house on April 14, 2014. The federal delegation is welcome to attend. Notably, this project was the only TCSP project funded within Oregon during 2012.

TRANSIT FOR THE 21ST CENTURY: ELECTRONIC FARES AND REAL-TIME SCHEDULE INFORMATION - ELECTRONIC FARE

As daily commerce becomes increasingly automated, LTD is looking to improve the customer experience by implementing electronic fares. Within the next two years, LTD will spend between \$1.5 and \$3 million to adopt an electronic fare management system designed to make bus ridership a more customer-friendly process. By allowing electronic payment, off-board purchasing, and smart phone integration, the new fare system will streamline how people get on and off the bus. Additionally, the electronic system will provide better and more immediate data on ridership trends and passenger needs.

As part of LTD's strategy to increase access to real-time arrival data, LTD and the University of Oregon are partnering to install three real-time arrival information displays at the University of Oregon Transit Center. Starting in early 2014, anyone with web access will be able to access real-time arrival data. This will improve convenience for riders who want to know when their bus will arrive and improve the ability of people planning trips via transit.

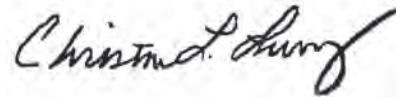
Again, many thanks to you and your staff for your invaluable assistance; we very much appreciate your partnership and are grateful to you and your staff for helping us achieve so much in our communities. If you have any questions about any of the priorities and projects identified here, please do not hesitate to contact any one of us.



**SIDNEY LEIKEN, CHAIR
BOARD OF LANE COUNTY
COMMISSIONERS**



**KITTY PIERCY, MAYOR
CITY OF EUGENE**



**CHRISTINE LUNDBERG, MAYOR
CITY OF SPRINGFIELD**



**ANNE BALLEW, PRESIDENT
WILLAMALANE PARK AND
RECREATION DISTRICT**



**DORIS TOWERY, PRESIDENT
LANE TRANSIT DISTRICT
BOARD OF DIRECTORS**



**JONATHAN LIGHT, CHAIR
SPRINGFIELD SCHOOL BOARD**

Regional Strengths and Innovative Drivers

The United Front partners of Lane County are aggressively pursuing an emerging economic model based on collaboration, resource identification, and marketing. It has enabled the community to re-envision its economic future by creating sustainable growth in three primary sectors: food production, educational technology, and manufacturing. The three emerging sectors rely heavily on existing strengths within the region, including a highly skilled workforce, premier health care, prestigious education, state of the art public transportation, abundant natural resources, and access to unparalleled recreation opportunities.

Building and maintaining prosperity will require continued attention to quality of life issues, the needs of residents, and strategic investments in education, skill development, and advanced transport.

Our federal priorities consist of eight interlocking categories, which will support our ability to grow the local economy from the ground up: Attaining a Better Educated and Tech-Savvy Population; Fostering a Creative Business Environment; Enhancing Transportation Connectivity; Protecting Natural Resources and Abundant Recreation Opportunities; Investing in Healthy People; Providing Housing and Reducing Homelessness; Increasing Public Safety; and, Achieving Fiscal Sustainability.

ATTAINING A BETTER EDUCATED, TECH-SAVVY POPULATION

A robust and comprehensive P-20 (pre-kindergarten post-secondary) education is vital to a prosperous community. Although many high-paying employers in the region, from software development to machinists, are less concerned about job applicants' degrees than their individual competencies and experiences, a high quality, generalized education, from pre-school through and beyond high school, is still the essential ingredient for 21st-century workplace readiness.

Reauthorization of the Elementary and Secondary Education Act (ESEA) is needed so that schools across the country can focus on improving student outcomes. Continuing to delay the reauthorization of ESEA will cause districts with waivers to make a costly reversal - both financially and in terms of student achievement - to implement a different mandate. Moreover, students do not learn in the same way or on the same day, so assuming linear annual increases in student test scores is unreasonable. Springfield Public Schools strongly supports the elimination of Adequate Yearly Progress benchmarks and Annual Measurable Objectives. It also supports S. 1094, the Strengthening America's Schools Act, and an overall return of local control to states and districts.



Senate and House reauthorization proposals need refinements to the current emphasis on competitive grants rather than formula funding; especially for programs like Title I, Title II, and the Individuals with Disabilities Education Improvement Act (IDEA), which were created to serve the most at-risk students and foster education equity among all children. Competitive grants will be out of the reach of many small and mid-sized districts that do not have the resources to compete with the nation's largest districts. Federal funding should level the playing field for all students and provide opportunities and resources to all. As part of the ESEA reauthorization, Springfield Public Schools seeks an increase to Title I and IIA funding and a return to formula funds rather than competitive grants.

Due to funding reductions, Springfield Public Schools eliminated Title I services in four of its elementary schools that did not meet the eligibility requirements for compulsory Title I funding (75 percent or higher participation in the federal Free and Reduced Lunch Program), but that still enroll high numbers of at-risk students. Eliminating this service translates to fewer academic supports and intervention for hundreds of students.

CONTINUED ON NEXT PAGE

As the District moves forward under reduced funding conditions and lack of ESEA reauthorization, implementing Common Core State Standards and continuing its work with Response to Intervention (RtI) will become increasingly challenging.

Federal Priorities for Attaining a Better Educated, Tech-Savvy Population:

- Support an ESEA reauthorization that reflects the concerns above.
- Fully fund costs of education mandates such as ESEA and IDEA. Support flexibility and additional resources to carry them out.
- Support programs aimed at stabilizing and strengthening families, such as the Supplemental Nutrition Assistance Program (SNAP) in the Farm Bill reauthorization.
- Eliminate the current “prior use” rule for tax credits on school renovation and reconstruction, which disallows these credits when the building is rehabilitated and used in the same manner as before the rehabilitation. This could provide a tool for rehabilitating our aging schools.
- Support programs that promote school readiness for at-risk children.
- Support programs that provide funding for technology in schools.
- Support funding which improves access to affordable, quality child care for families with low income, including increases to the Child Care and Development Block Grant and Head Start.
- Support reauthorization of the Carl D. Perkins Career and Technical Education Act and provide increased funding for school districts to create innovative, model career and technical education programs.

FOSTERING A CREATIVE BUSINESS ENVIRONMENT

With almost 550 manufacturing companies, a growing technology industry and influx of entrepreneurs, the Cities of Eugene and Springfield and Lane County are increasingly becoming desirable destinations for businesses. It is necessary to ensure a capable workforce is available to meet the increasing demand for skilled labor. A high-quality education in grades P-20, with greater attention to related science, technology, engineering, and math (STEM) skills, will encourage young people to move into better-paying careers. Since the vast majority of jobs projected in manufacturing will be



Lokey Labs photo by UO Office of Government Relations.

replacement positions for highly skilled, retiring professionals, there is even greater urgency for supplemental, learn-by-doing opportunities for younger people.

Three industrial clusters stand out for their regional concentration and exports: software and education technology, food and beverage processing, and materials manufacturing. The region also hosts the University of Oregon; many world class research and development facilities; unique, advanced material sciences equipment; and the headquarters of several renowned social and behavioral science institutes. The United Front partners urge continued federal support for basic scientific research, especially in education and behavioral sciences.

Diminished funding for research is hurting the region's efforts to diversify its industry and impacts a wide range of businesses and occupations.

Meanwhile, the United Front partners have committed state and local resources to support a local innovation ecosystem. In close partnership with the University of Oregon, local jurisdictions are positioning the region as a desirable location for entrepreneurs. The creation of this platform for entrepreneurial activity is known as the Regional Accelerator and Innovation Network (RAIN), which mirrors national economic priorities for supporting innovation, new businesses and attraction of capital investment.

Furthermore, increasing resources and improving access to project-based, experiential learning requires directed and sustained collaboration of both the public and private sectors. The region must increase on-the-job training and worker development, which will

CONTINUED ON NEXT PAGE



Ninkasi Brewing photo by Chris Pietsch.

translate into a more effective and stable workforce. The development of industry-driven workforce training programs means businesses launched from RAIN will remain in the region and contribute to our high-tech, high-growth sectors. Support for University of Oregon and Lane Community College innovative education extension services, such as UO STEM CORE, or strategic investments in knowledge-economy apprenticeships and informal learning opportunities will help our region remain competitive.

Federal Priorities Which Would Assist in Fostering a Creative Business Environment:

- Support the Workforce Investment Act (WIA), which presents a great opportunity for the United Front partners to strengthen the business environment and attract and keep the best and brightest workers. WIA funding for the Lane Workforce Partnership has declined by 33 percent since 2005. The Partnership is an integral part of our economic recovery and worked to

ensure that Lane County was one of the first certified Work Ready Communities in Oregon.

- Support for the U.S. Department of Commerce “Innovation Challenge” and other manufacturing community grant opportunities that emphasize industry, and demand-driven workforce training.
- Support reauthorization of the America COMPETES Act which supports programs that are important to the United Front partnership.
- Support real and sustainable funding for the U.S. Department of Education, the National Institutes of Health, the National Science Foundation, the National Institute of Standards and Technology, and the Department of Energy’s Office of Science.

ENHANCING TRANSPORTATION CONNECTIVITY

The level of federal investment in the nation’s transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly. Investments in transportation that main-

CONTINUED ON NEXT PAGE

tain and enhance an efficient and high quality transportation system within the community, as well as to other business markets, are critical for continued growth of a creative business environment. Lane County's need for multi-modal transportation solutions will continue to grow in size and scope. United Front partners have taken actions to substantially increase local funding for transportation infrastructure and service, and continue to explore new funding alternatives. The U.S. Department of Transportation has also recently approved new transportation funding for Lane Transit District, but Congress must also do its part, or future generations will pay the price for current inaction.

The future West Eugene EmX extension will improve the connection between key residential and low income neighborhoods, job clusters, and higher education. Access to healthcare, efficient movement of goods, transportation to and from work, and an attractive business environment are all contingent upon the effectiveness of our infrastructure. Our focus on seeking federal assistance with core infrastructure needs is a key part of the overall health and quality of life of our community.



Federal Priorities for Enhancing Transportation:

- Urge Congress to appropriate the annual portion of the \$74.99 million in Small Starts funding (to be appropriated over five years) that has been authorized for Lane Transit District's (LTD) critical capital needs. The non-federal match required by LTD to qualify for the Small Starts funds has been identified.
- Support reauthorization of the Surface Transportation Program.
- Support legislation creating permanent parity between the levels of transportation tax benefits provided for transit and for parking.

Principles for the next Surface Transportation Program Authorization:

- Examine the inclusion of any and all legislative options to increase federal transportation revenues for the Highway Trust Fund above their current funding levels to adequately address the deteriorating condition of U.S. roads, bridges and transit systems.
- Restore funding for bus capital projects that was reduced in MAP-21 and allow that at least 50 percent be discretionary funding.
- Support coordination with local governments and regional entities as USDOT develops rules to

establish performance measures and standards for numerous programs.

- Support the New and Small Starts program, the Transportation Investments Generating Economic Recovery (TIGER) program, the Federal Lands Access program (which is open to all roads on federal lands, not solely national forests), the Congestion Mitigation Air Quality program and the Transportation Alternatives program, which provides funds for multi-modal paths, recreational trails, and Safe Routes to School.
- Increase decision-making authority for metropolitan areas and local governments to determine how transportation funding is spent.
- Support safety as an important component of transportation projects.
- Support federal funding to help complete high priority projects, such as high speed rail, which contribute to the prosperity of the region.
- Reinstate the National Historic Covered Bridge Preservation Program. Lane County has the most covered bridges of any county west of the Mississippi River and received significant federal assistance in maintaining these bridges, most of which are important river crossings and provide access to residential and recreation areas.

PROTECTING NATURAL RESOURCES AND ABUNDANT RECREATION OPPORTUNITIES

The natural beauty of Oregon is not only an important environmental asset, but an integral part of all as-

CONTINUED ON NEXT PAGE

pects of community life. Protecting and enhancing our natural resources remains a high priority for the United Front. The outdoors lifestyle that Oregon provides is a major draw for our residents and as such we are committed to the restoration and maintenance of trails, parks, and natural areas. Continued federal investment in the region's vast and significant natural resources and outdoor recreation facilities is critical to our ability to maintain a healthy and competitive environment in which to live, work, and play.

One key asset for the region is our water. Not only is the water supply important to protect for environmental reasons, but it is a contributor to the success of our economy. This is evidenced by the emergence of many new breweries whose success is due in part to our pristine water.

Federal Priorities for Protecting Natural Resources and Abundant Recreation Opportunities:

- Support passage of the Water Resources Development Act.
- Support legislation that authorizes the annual allocation of 40 percent of the total Land and Water Conservation Fund to the State Assistance Program. This 50/50 matching grant program has been vital to local efforts to protect, develop, and improve 83 outstanding parks, natural areas, and recreation facilities throughout Lane County. Since its inception, the LWCF has provided over \$3.9 million in grant funds not including the \$12 million of LWCF earmark funds used to acquire the West Eugene Wetlands.
- Support grant opportunities, U.S. Department of Agriculture programs for Rural Development, U.S. Army Corps of Engineers funding for inland waterway restoration, and U.S. Environmental Protection Agency programs, such as Brownfields, to protect our natural water supplies.

INVESTING IN HEALTHY PEOPLE

Access to healthcare achieves a better quality of life and is an economically sound investment. We are dedicated to maintaining our premier health facilities and opening additional ones to support our growing population. We are actively seeking new partnerships among hospitals, the University of Oregon, Lane Community College, and insurers. Lane County has been a key partner in the implementation of a regional Coordinated Care Organization that integrates primary care, dental care, mental health, and public health services to make



better use of each Medicaid dollar and improve the overall health of our community.

Promoting healthy, local foods is another way we can encourage healthy lifestyles and support local businesses, which in our case includes our booming local food production industry.

Lane County's local food production is one of the only industries that continued to create jobs during the recession. Oregon has one of the largest concentrations of food processing businesses in the United States. Lane County in particular has a heritage and a culture that supports the local food industry, with many strong players in the niche specialty, natural, and craft food markets.

CONTINUED ON NEXT PAGE



A rendering of “Glenwood Place,” a proposed Lane County Housing Authority project designed to bring affordable and transit-oriented development to Glenwood.

Federal Priorities for Investing in Healthy People:

- Increase funding for Federally Qualified Health centers (FQHCs) and programs that waive student loans for health care professionals who serve under-represented regions.
- Preserve patient access to critical ground ambulance transport services by supporting ambulance relief. Without prompt action to bolster Medicare reimbursement, ambulance service providers in our communities and across the nation will be forced to reduce essential medical and first responder services. Medicare ambulance relief is essential for our citizens and we request a long term solution like the Medicare Ambulance Access Preservation Act of 2011 (MAPPA).
- Review Lane County’s proposal for additional mental health funding and the continuation of efforts for mental health reform and improvements to the responsiveness of the mental health system.
- Support opportunities to increase our local food exports through partnerships with the U.S. Department of Agriculture and the U.S. Economic Development Administration within the U.S. Department of Commerce.

PROVIDING HOUSING AND REDUCING HOMELESSNESS

Homelessness issues have increased over the past few years, especially in Eugene.

Since 2010, Community Development Block Grant (CDBG) funding has faced drastic cuts at a time of shrinking local tax revenue, which has resulted in diminished capacity and resources for continuing critical programs. Homelessness has increased due to our high housing-to-income ratio, mild climate, and density of social service providers. Over half of renters and one-third of homeowners in our community are housing-cost burdened due to the high cost of housing relative to household income, leaving many at risk for eviction or foreclosure.

The Home Investment Partnerships Programs provides critical resources for making decent housing available to the working poor, seniors, children, veterans, and persons with disabilities who most acutely need it. Home allocations have declined by more than 40 percent during the last decade and continued cuts to these programs will have considerable consequences for low and moderate-income families in need of quality, affordable housing.

Federal Priorities for Providing Housing and Reducing Homelessness:

- Support fully authorized levels of funding for the Community Development Block Grant (CDBG) and the HOME Investment Partnership programs.
- Support funding for homeless veterans and provide tax credits or other incentives for communities that convert vacant or foreclosed properties into sustainable housing for veterans.

IMPROVING PUBLIC SAFETY

A key element to enjoying and maintaining a high quality of life in a desirable community is maintaining public safety. The loss of federal timber revenue primarily affected public safety funding sources. It has left Lane County with less than adequate jail and police patrol capacity. In May of 2013, voters in Lane County passed a local option public safety levy to fund a minimum of 255 jail beds for local offenders, eight additional detention beds, and eight additional treatment beds for youth offenders (including associated treatment services).

While the levy passed, local public safety programs remain drastically underfunded and are desperately requesting additional funding.

Over the past two years, federal support for the criminal justice assistance grant programs through the Department of Justice decreased by 43 percent. Some programs were eliminated; others took deep cuts. For

CONTINUED ON NEXT PAGE

instance, since FY 2012 the Byrne Justice Assistance Grant (Byrne JAG) program was cut by 34 percent and Community Oriented Policing Services (COPS) Hiring grants were cut by 44 percent. In-person drug treatment supported by the Residential Substance Abuse Treatment for State Prisoners (RSAT) program was cut 67 percent, the National Instant Criminal Background Check System (NICS) was cut 75 percent and the juvenile delinquency prevention initiatives funded by the Juvenile Justice and Delinquency Prevention Act Part A (JJDP A) was cut more than 50 percent. Finally, reimbursement to state and local governments through the State Criminal Alien Assistance Program (SCAAP) was cut 27 percent.

Federal Priorities for Improving Public Safety:

- Fully fund the Department of Justice's COPS program to combat the recent rise in crime in Lane County.
- Restore funding for the Byrne JAG program. Lane County plans to target funding for at-risk youth programs, recidivism reduction, and safe neighborhood programs.
- Secure passage of federal legislation to increase annual forest harvest volume from federal lands will have an immediate public safety system benefit. Regular and consistent federal timber revenue sharing from O&C land is primarily allocated to funding public safety programs.

ACHIEVING FISCAL SUSTAINABILITY

Tax exempt municipal bonds are fundamental to providing both necessary infrastructure and attempting creative solutions for transportation, public safety, housing, health care, and education. The capacity of governments to act innovatively to improve resident well-being is at stake.

Communities are bracing for significant cuts to critical domestic programs, such as: the Community Development Block Grants, HOME Investments Partnership program, Low Income Home Energy Assistance Program, Land and Water Conservation Fund, education programs, and justice programs such as COPS and Byrne grants.

While many solutions to restore cuts or raise revenues are on the table, the short and long-term uncertainties of federal funding sources threatens adequate budget planning for local governments.



Lane County's John Serbu Youth Campus.

Federal Actions That Support Fiscal Sustainability:

- Maintain treatment of municipal bonds as tax exempt; ending the exemption would be deleterious to local government fiscal health and ability to fund necessities.
- Support a balanced approach to federal deficit reduction solutions; federal assistance to state and local governments can mitigate job losses and local budget shortfalls. Federal investments in state and local infrastructure projects helps produce private sector jobs and improve our competitiveness.
- Oppose deficit reduction actions that shift costs to localities, impose unfunded mandates, or preempt local programs and taxing authority.
- Support a proactive approach to restructuring Secure Rural Schools funding from a declining and uncertain federal program to a permanent and robust program that recognizes the impact of federal lands on the ability of local government to provide services that would otherwise be supported by property tax revenues.
- Advocate for comprehensive tax reform that will permit localities to raise and spend funds in a more productive manner. Achieving long-term, pro-growth policies are the foundation to successful implementation of United Front's vision of prosperity.

Priority Project Summaries



The following projects represent some of the regional priorities that tie into the United Front partners' eight interconnected categories of prosperity. Any assistance identifying funding opportunities would be greatly appreciated.

ATTAINING A BETTER EDUCATED, TECH-SAVVY POPULATION

VIRTUAL SCHOOLS – Springfield Public Schools

Springfield Public Schools has taken the first steps toward implementing a virtual school option for students. Currently, 126 students are enrolled in SPS Online. SPS Online is a program within the district that allows students in grades K–12 with scheduling conflicts, acceleration or remediation needs, etc. to choose from a variety of online courses, including core subjects, but also attend traditional bricks-and-mortar schools for enrichment classes such as art or music and participate in co-curricular activities. This uncommon “cross enrollment” combines the best of traditional classroom courses with online learning opportunities that allow students to extend their school day beyond regular school hours and classroom settings.

The district is seeking a one-time investment of \$350,000 to increase the number of students who are able to participate in the program. Currently, due to cost and budget constraints, space is limited for students

who only wish to take elective or advanced courses online. An investment of this size in the program would also allow Springfield Public Schools to begin utilizing local district teachers to teach online courses – furthering the opportunity for a mix of online and in-person support.

FARM BILL – Springfield Public Schools

Springfield Public Schools is seeking level funding of the Supplemental Nutrition Assistance Program (SNAP). Any cuts to SNAP will reduce the number of children eligible to receive free or reduced price breakfast or lunch at school. For many children, the Free and Reduced Lunch Program is their only consistent and nutritional source of food. In Springfield Public Schools, the number of students receiving Free and Reduced Lunch has increased during the last six years – from 52.3 percent in 2006 to 59 percent, or 6,284 children, in 2013. Five of the district's 20 schools have 75 percent or more of their students receiving Free and Reduced Lunch with one of those schools at 91 percent.

Children who do not have access to food, especially nutritious food, not only face physical development issues but are less likely to succeed in school because they cannot concentrate, they are ill more often than other students, and their cognitive abilities are impaired – including memorization. Research has found links be-

CONTINUED ON NEXT PAGE

tween nutrition and brain development, cognitive function, curiosity, behavior, and communication and social skills.

FOSTERING A CREATIVE BUSINESS ENVIRONMENT

THE GOSHEN REGION EMPLOYMENT AND TRANSITION PLAN – Lane County

Lane County has embarked on an innovative process to increase economic development and employment opportunities in the rural unincorporated Community of Goshen. The GREAT Plan seeks to enhance the economic viability of over 300 acres of existing, under utilized industrially designated land within Goshen.

In 2013, the Lane County Board of Commissioners passed an ordinance that provides for an urban level of industrial development, replacing what previously was designated for rural industrial development. This will allow for significantly larger building footprints than had been allowable. The Board further specified that such development needs to be “rail-oriented.”

In order to accomplish the goal set forth by the County, the infrastructure needs of the community must be addressed.

The County is looking for opportunities for assistance with conducting the necessary feasibility studies and infrastructure planning to get transportation and waste water infrastructure in place. Even with its prime location along I-5, at the junction of State Highway 58 and 99, improvements for access and safety pose significant challenges as redevelopment occurs. Planning and funding for these wastewater and transportation improvements are critical components to realizing the economic growth potential in Goshen.

REGIONAL ACCELERATOR AND INNOVATION NETWORK (RAIN) – Cities of Eugene and Springfield, Lane County, and LTD

The Oregon Regional Accelerator and Innovation Network (RAIN) is a regional collaboration among the University of Oregon, Oregon State University, Cities of Albany, Corvallis, Eugene, and Springfield, and the Oregon Solutions Network in Lane, Linn, and Benton counties. Its purpose is to accelerate the commercialization of university based or assisted research, foster start-up business formation, and encourage the retention of high-tech, high-paying businesses in the region.

The accelerators in Corvallis and Eugene will be hubs for the larger, intra-regional innovation network that approximates the “South Willamette Valley.” During the 2013 legislative session, the Oregon Legislature

approved \$2.5 million in capital and \$1.25 million in operations funding for RAIN. The state investment in RAIN will build connections between researchers, innovators, mentors and potential future entrepreneurs’ on campus with the wider Eugene- and Springfield-based business community.

RAIN cultivates the region’s innovation ecosystem through systematic investments in business development programs, improved facilities for talent recruitment and retention, and activities that will bolster an entrepreneurial culture both on-campus and throughout the region.

In the Eugene-Springfield area, the Eugene Chamber of Commerce, the City of Eugene, and the University of Oregon entered into a Memorandum of Understanding which outlines joint decision-making and institutional contributions to capital formation, space, and programmatic elements for the local “node.” The Chamber will provide a temporary home for the Eugene node of RAIN, as the partners look for further investment to create a permanent home.

Shared capital funds earmarked for facilities improvement as well as monies for programmatic offerings will re-align institutional relationships into stronger, consistent partnerships for supporting business development and increasing regional innovation. The partners are interested in leveraging this state investment with federal and private funding sources for specific business retention and cluster development projects.

In particular, the partners are pursuing funding from federal agencies, including the U.S. Economic Development Administration.

Partners plan to launch successful business start-ups through shared mobilization of regional assets, expansion of community and university programs, and linking resources to distinct phases of business formation. Making university assets, networking, and resources more accessible to a wider community of local technologists, innovators, and entrepreneurs—while revving up existing programs and services—will reinforce the region as a place to come and create businesses. Recruiting top talent to locate and participate in either the accelerator or innovation network will aid in attracting venture capital.

The accelerator is viewed as an organizing element to a wider set of associations, people and programs to be known as the Innovation Network. Focused support for network assets and members will support the region’s innovation ecosystem and ultimately encourage the retention of new companies.

CONTINUED ON NEXT PAGE

ENHANCING TRANSPORTATION CONNECTIVITY

FRANKLIN BOULEVARD REDESIGN ENVIRONMENTAL ANALYSIS – City of Eugene and LTD

The City of Eugene and Lane Transit District (LTD) are seeking \$1.25 million to complete the environmental analysis of possible improvements to the Walnut Station section of Franklin Boulevard between I-5 and Alder Street in Eugene. These funds would be used to conduct an environmental analysis of possible improvements to Franklin Boulevard. Improvements would include: creating a multi-way boulevard; adding sidewalks; widening existing sidewalks to enhance pedestrian movement; adding bicycle facilities; installing exclusive bi-directional EmX lanes; and improving traffic flow, safety, and aesthetics. These improvements are coordinated with planned improvements to the Glenwood section of Franklin Boulevard in Springfield (See “Franklin Boulevard, Phase 2 Construction – Springfield” below).

FRANKLIN BOULEVARD, PHASE 2 CONSTRUCTION – City of Springfield

The City of Springfield seeks \$15 million to build Phase 2 urban standards improvements to Franklin Boulevard in the Glenwood Riverfront District between downtown Springfield and the University of Oregon. In September 2012, the City adopted amendments to the Glenwood Refinement Plan implementing the mixed-use Riverfront District and calling for a complete overhaul of this tired former highway segment. The Glenwood Riverfront District, located in the heart of the Eugene-Springfield metropolitan area, is beginning to attract serious re-development interest; however, the lack of a modern multi-modal roadway that includes sidewalks and bike lanes to serve the future mixed-use neighborhoods in the area poses a serious challenge to successful redevelopment.

Phase 2 project construction will be funded with the Oregon Transportation Commission’s approval of the 2015-2018 Oregon Statewide Transportation Improvement Program (STIP). The Draft 2015-2018 STIP includes \$6 million in funding for Phase 1 construction, matched by \$3.6 million in local City funds. Phase 2 construction will complete the project’s modernization westward toward Interstate 5 and the University of Oregon. Franklin Boulevard reconstruction will include sidewalks, bicycle facilities, access lanes to improve business frontage and create a viable edge to the Riverfront District, and capacity for the region’s EmX bus rapid



transit system. The City and its partners will complete the National Environmental Policy Act (NEPA) environmental documentation process in calendar year 2014.

HIGHWAY 126 CORRIDOR STUDY – Lane County

The corridor plan for this key transportation corridor linking the Eugene-Springfield metropolitan area with the central Oregon Coast was adopted by County Commissioners and the Oregon Transportation Commission in 2013. As part of that process, the preferred alternative was selected in the spring of 2013 and includes a four-lane replacement project; however, funding for the project is deemed out of reach and the roadway will not exceed capacity within the twenty-year planning horizon. Instead, spot improvements will be pursued utilizing state money.

Further, bicycle and pedestrian access will be provided on a separate, but existing right-of-way and NEPA analysis is underway. No construction funding has been identified thus far.

PEDESTRIAN AND BICYCLE MASTER PLAN – City of Eugene

The City of Eugene has completed a Pedestrian and Bicycle Master Plan that lists the projects and policies necessary to create a first-class city for bicycling and walking. The ambitious goal of doubling the current percentage of walking and bicycling trips over the next twenty years will help the city reduce overall carbon emissions and will provide an integrated, safe, and ef-

CONTINUED ON NEXT PAGE



The City of Springfield seeks funds for a multi-use path along the Willamette River that flows through Glenwood.

ficient multimodal transportation system. The plan proposes an additional 39.8 miles of sidewalks, 13.7 miles of shared-use facilities, and 116.4 miles of bike-ways. Completion of these projects enhances choice and mobility for all transportation users by establishing connections between places of residence, employment, commerce, and recreation. Moreover, completion of these projects positions Eugene as a leader in active transportation and increases economic opportunity by attracting new employees and businesses while promoting efficient, compact land use development. The 20-year completion cost for the plan is estimated at \$54 million.

The City plans on spending approximately \$3 million each year to move the plan forward. While some funds have been identified to apply toward this effort, an estimated \$2 million per-year gap in funding, or a gap of approximately \$22 million overall, remains.

GLENWOOD RIVERFRONT PATH — City of Springfield

The City of Springfield is seeking \$1,800,000 to design and construct the Glenwood Riverfront multi-use path along the Willamette River from the South Bank Viaduct near I-5 to Seavey Loop Road in urban Lane County. The City has secured \$250,000 in MPO funding for NEPA documentation, and will complete this process in calendar year 2014. In early 2014, ODOT will complete the South Bank Viaduct to carry the riverfront path system east from Eugene under the new I-5 Willamette River Bridge. At that same time, Springfield will build the Glenwood Path Extension to connect the new viaduct to the 'on-street' system in Glenwood. The

City, in partnership with Willamalane Park and Recreation District and Lane County, desires to complete the riverfront pathway system in the metro area by constructing the final link to connect Eugene, Springfield, and parts of urban Lane County.

This pathway segment is the single-largest gap in the riverfront pathway system and creates a significant barrier to bicyclists and pedestrians travelling between key destinations including downtown Eugene and downtown Springfield, the University of Oregon, and Lane Community College.

MCKENZIE RIVER PATH CONNECTOR — City of Springfield

The City of Springfield seeks \$900,000 for a required NEPA study to determine the alignment of the planned multiuse path in north Springfield to create a multi-modal connection linking the eastern and western portions of Springfield. Currently the only usable east-west connection is on Main Street (OR 126B), which is significantly south of a majority of residential development and activity center destinations. This creates out-of-direction travel which is a known disincentive to alternate mode travel. The path corridor is in an environmentally sensitive area. A regional route determination and NEPA study must be done to select the route for the path with the least negative impact, and to determine the type of mitigation or enhancement required as appropriate. The McKenzie River Path, (MRP) will start at the McKenzie Levee Path, which was constructed in the summer of 2003 with Federal TEA-21 funds. The MRP will continue to the east through

CONTINUED ON NEXT PAGE

the McKenzie River Oxbow area and parallel the river at multiple locations until reaching High Banks Road and 52nd Street. Bridging this gap will connect the usable on-street bicycle and pedestrian network within the City of Springfield, and provide real alternatives for east-west walking and biking.

MIDDLE FORK WILLAMETTE RIVER PATH – HOWARD BUFORD RECREATION AREA BIKE/PEDESTRIAN BRIDGE – Willamalane

The Willamalane Park and Recreation District, City of Springfield, and Lane County seek \$500,000 to complete the initial feasibility study for locating a Bike/Pedestrian Bridge across the Middle Fork Willamette River from the recently-constructed Middle Fork Path to Lane County's Howard Buford Recreation Area (Mt. Pisgah).

In October 2013, Willamalane completed the final phase of the four-mile Middle Fork Willamette River Path between Clearwater Park and Dorris Ranch Living History Farm. This project was made possible through a \$5.5 million investment of federal transportation funds spread over eight years and three different transportation grant programs. Willamalane provided over \$1 million toward completing the project. The path is being highly utilized as a great place to run, walk, commute, and enjoy nature. When used in conjunction with on-street bicycle lanes on South 2nd Street, the path will connect to the extensive riverfront path system that exists between Springfield and Eugene. Willamalane is also working with the City of Springfield, Springfield Utility Board, and Springfield Public Schools to construct an additional three miles of paved path along Springfield's historic Mill Race. This new path will intersect with the Middle Fork Path creating an eight-mile loop and an improved commuter route for bicyclists. Plans call for the Mill Race Path to be completed in the fall of 2015.

To further enhance the regional use of the Middle Fork and Mill Race paths, a bridge across the Middle Fork of the Willamette River should be constructed to provide access to Lane County's 2300-acre Howard Buford Recreation Area (Mt. Pisgah) and the recently acquired 1200 acres of Wildish lands purchased by the Nature Conservancy. The eventual construction of the bridge will provide access to 16 miles of trails within the recreation area and to the preferred route of the Eugene to Pacific Crest Trail. Furthermore, the bridge could be utilized to enhance bicycle access to Lane Community College, via Seavey Loop Road. Before this project can be realized, a bridge feasibility study must be completed to determine the best location, design, acquisition



needs, and cost of a pedestrian/bicycle bridge.

ALTERNATIVE FUEL FLEET CONVERSION – City of Springfield, Springfield Public Schools & Willamalane

The City of Springfield, Springfield Public Schools, Willamalane Park and Recreation District, and the Rainbow Water District are seeking funds to help reduce agency reliance on fossil fuels and seek clean energy opportunities through collaboration. A common area of interest is to move fleets and facilities to alternative fuels that promote the use of renewable and clean energy sources. Priority first-phase project initiatives include fleet conversion to electric vehicles and facility upgrades to tap solar technology, such as installation of photovoltaic panels on the Regional Fuel Facility and adjacent Springfield Public Schools facilities. A limited number of electric vehicle charging stations were installed in Springfield via a federal grant awarded to EcoTality; however, additional funding will be needed to fully implement the vision.

WEST EUGENE EMX EXTENSION – Lane Transit District

As directed in the President's Fiscal Year 2013 Budget, Lane Transit District (LTD) is expecting to receive a \$74.99 million Small Starts grant to construct the West Eugene EmX Extension (WEEE). This next leg of the bus rapid transit (BRT) system will connect West Eugene to the main EmX Frequent Transit Network and provide a one-seat ride for residents and visitors between Eugene and Springfield. The required local

CONTINUED ON NEXT PAGE

match has been secured, and the project will likely be ready to begin construction in summer 2014.

However, cuts to the Small Starts program and additional limitations imposed by sequestration have delayed the Federal Transit Administration's ability to fund the project. Further delays could increase project delivery time and raise costs. LTD is seeking full funding for the New and Small Starts programs to allow projects to receive full funding and proceed according to schedule.

TERRITORIAL HIGHWAY CORRIDOR PLAN — Lane County

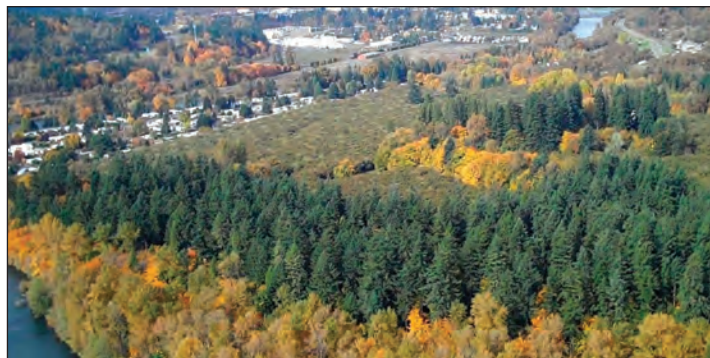
Lane County has long been interested in improvements to address safety on Territorial Highway - a narrow, often windy and steep road that is a key link to Lane County's local forest, farming and winery businesses and is used by trucks, cars, cyclists and pedestrians. Several years ago the County sought Federal funds to plan for improvements for the entire 40 miles of Territorial Highway running north to south through Lane County.

Though that request wasn't approved, in 2013 it did receive a Federal Highway Administration grant, which is supported with private donations and in-kind work from Lane County and the Oregon Department of Transportation. These funds are being used to develop a Corridor Plan and 70 percent design drawings for improvements to Territorial Highway from Gillespie Corners to the town of Lorane.

Lane County staff began working on the project last spring. Survey crews gathered baseline survey information, followed by preliminary environmental work to identify and map the significant wetlands adjacent to the road. Over the summer and early fall, preliminary engineering drawings were developed to illustrate potential design solutions and types of associated impacts to adjacent properties.

On October 28, the first open house was held at King Estate Winery, which is within the project boundary. Over 100 people representing diverse users, including freight, bikers, emergency service providers, and area residents, participated in this event. There was strong consensus from everyone that addressing safety while maintaining the rural character of the road should be the primary goal.

Over the next few months, staff will work with stakeholders and technical advisory committee members to develop design alternatives that meet the project goal. These alternatives will be vetted with the public this spring, and a preferred alternative design will follow. For more information, visit the project website at www.lanecounty.org/territorialhighway.



Dorris Ranch aerial photo by Philip Bayles/RaptorViews.com.

INTERCHANGE ANALYSIS- INTERSTATE 5 AT 30TH AVENUE — Lane County

Lane County is updating its Transportation System Plan with a project adoption date of 2016. Projects within this document become the basis for allocations the Oregon Department of Transportation will make within Lane County over the following decade.

The 30th Avenue interchange on Interstate 5 is the primary access from South Eugene to the interstate highway as well as the primary exit northbound for students attending Lane Community College. Especially during enrollment periods at the community college, congestion can produce an unsafe environment, including traffic incidents on the interstate resulting from stationary traffic within the breakdown lanes.

With proposed developments to the immediate north of the college in Glenwood and south of the college in Goshen, as well as the vision the college itself has for its 30th Avenue campus, Lane County is anticipating needed renovations to this interchange. It is too early in this process to estimate costs for the project.

PROTECTING NATURAL RESOURCES AND ABUNDANT RECREATION OPPORTUNITIES

DORRIS RANCH LIVING HISTORY FARM, INTERPRETATIVE ENHANCEMENT — Willamalane

Willamalane seeks funding to assist with enhancing and implementing a vibrant interpretative program at Dorris Ranch that will draw visitors to the region to learn about Oregon's rich agricultural and cultural history, unique habitats, and outstanding recreation opportunities.

The 258-acre Dorris Ranch is Oregon's first living history farm. This unique ranch serves as an educational center, public park, and as a working hazelnut farm. The ranch lies at the confluence of the Middle and Coast forks of the Willamette River. By 1951, more

CONTINUED ON NEXT PAGE

than one-half of all commercial hazelnut trees in the United States could be traced back to Dorris Ranch. In 1988, 109 acres of the ranch were placed on the National Register of Historic Places. In 2005, the Dorris Ranch orchards received Oregon Heritage Tree status, commemorating the 100th year anniversary of the first commercial filbert orchard at the ranch. In 2013, Willamalane completed the four-mile Middle Fork Path, which terminates at Dorris Ranch, with a new trailhead parking lot, restrooms, and interpretative displays.

Willamalane hosts over 2,500 school children each year as part of its ongoing Living History Program. Students learn about former inhabitants of the area including Native Americans, homesteaders, fur trappers, and farmers and how they used the land and natural resources to sustain themselves. Much of their learning comes from hands on activities where students have a chance to touch, see, smell, hear, and experience life from days gone by.

Opportunity exists to provide a more robust interpretative program by developing more exhibits; improving access; creating and implementing age appropriate curriculum and educational sessions for children, youth, and adults; promoting the ranch as a significant historical resource; and developing visitor support facilities. These enhancements would complement existing historical exhibits, programs, and facilities on the ranch that allow students and visitors to “live” each period of history – from the days of Native Americans and explorers to the experiences of local pioneers and farmers.

CONFLUENCE AREA NATURAL RESOURCES PRESERVATION – Lane County

The Coast and Middle Forks of the Willamette River come together just south and east of the Eugene-Springfield Metropolitan Area. This region, consisting of almost 5,000 acres of land, is managed by a mixture of public agencies and non-profit agencies. The largest property owners include Lane County, which owns and manages Mt. Pisgah, and the Nature Conservancy's Willamette Confluence Reserve. This area has the potential to become the largest, publicly-accessible open space in Oregon and as such will draw thousands of visitors from within and outside of the region.

In 2013, the Lane County Board of Commissioners agreed to sell 63 acres to the Friends of Buford Park which had previously been in the ownership of the Lane County Waste Management Division. Importantly, this parcel is at the western edge of the area; and is elevated enough that it is already being considered as a “gateway” property. Friends of Buford Park is collaborating with the Nature Conservancy and Oregon Parks

and Recreation Department to develop future compatible recreation improvements on the property. High quality riparian habitat exists on this property and unstructured recreational use is heavy, especially during the summer. The property fronts Franklin Boulevard, a key connector between Glenwood and Goshen both of which are current priorities for development for the United Front partners. A recreational path proposed by Willamalane Park and Recreation District would terminate at this property, and project planners continue to examine ways to bridge I-5 to provide additional bicycle and pedestrian access to this unique open space.

The ongoing Army Corps of Engineers Floodplain Study of the lower Willamette Coast and Middle Fork has proposed major restoration action in this confluence area and could provide significant funding for implementation in the future. Proposed restoration actions include re-contouring and re-connecting the gravel pits of the river, riparian planting, and placement of large woody debris. The Chief's Report for the Willamette Floodplain Restoration Study is almost done and is currently awaiting final approval at US Army Corps of Engineers headquarters. This is an important element dependent upon the outcome of the Water Resources Development Act conference.

INVESTING IN HEALTHY PEOPLE

FAMILY REUNIFICATION CENTER – Springfield Public Schools and Willamalane Park and Recreation District

Willamalane Park and Recreation District and Springfield Public Schools are seeking \$450,000 to create a family reunification center in the event of a natural disaster or multi-school emergency. The funding would be used to enhance the electrical back-up system and create support for a portable kitchen at the Willamalane Center for Sports and Recreation. It would also be used to create a multi-agency emergency family reunification plan, purchase any equipment necessary to aid in reunification (wristbands, web-based system, RFID identification cards and readers, etc.), and provide outreach and preparedness activities throughout the community. The reunification center would be equipped and prepared to reunite Springfield Public Schools' nearly 11,000 students, as well as any other unaccompanied children, with their families in the event of a disaster.

GUN VIOLENCE, MENTAL HEALTH FUNDING – Lane County

Lane County recognizes the need to re-build our public safety system with a solid foundation of evidence-

CONTINUED ON NEXT PAGE



based practices. It is currently working to better integrate public and behavioral health services into these conversations.

Like many other communities across the United States, gun sales in Lane County have steadily grown, increasing the likelihood that our suicide and violent crime rates will also grow. It is important to ensure that funding for mental health assistance does not take a back seat to discussions about bans or background checks.

Lane County's Behavioral Health Division is exploring ways to deploy comprehensive mental health screening within other communities it serves, while its Public Health Division is beginning to address firearm related violence.

Both divisions have established partnerships with local insurers, hospitals, and advocacy groups to expand specific behavioral health services even in the face of a reduced in overall federal funding for behavioral health services.

The Congressional delegation should be aware that there is already a framework in place which could generate additional and much needed funds for community-based mental health programs. The federal government collects tax revenue from the manufacturers of firearms and ammunition under the Pittman-Robertson Act. These funds are directly tied to the volume of gun and ammunition sales. We suggest additional tax revenue could be allocated to the states in order to maintain successful community-based programs at the local level through this existing mechanism.

The nexus between the manufacturing of firearms and the sport of hunting provides a stable and growing source of funding for wildlife conservation under the Pittman-Robertson Act.

The nexus between the manufacturing of firearms and firearm violence should also be a source of funding for early intervention mental health programs to prevent future tragedies like Aurora, Colorado, Clackamas, Oregon, and Newtown, Connecticut.

PROVIDING HOUSING AND REDUCING HOMELESSNESS

GLENWOOD PLACE — Lane County

Located between Eugene and Springfield, Glenwood is an area transitioning from a past of industrial uses with pockets of low-income, single-family housing and mobile home parks to a future as a hub of transit and higher-density housing. Glenwood Place will provide 150 units of workforce housing over ground-floor retail.

The five-story building will be the first of its kind in the neighborhood, setting a design precedent for future

development. It will be both a model and catalyst for future transit-oriented development in the area. The project is a joint partnership between Housing and Community Services Agency of Lane County (HACSA) and Metropolitan Affordable Housing, a local non-profit developer.

HACSA is the second-largest housing authority in Oregon, offering a variety of affordable housing options to individuals and families in Lane County. HACSA owns and manages 955 Public and Assisted Housing units. These units, located throughout Lane County, are a mix of single family homes, duplexes, and apartment buildings.

HACSA also provides Section 8 rental assistance vouchers to 2,904 families, including 87 Shelter Plus Care vouchers, and 135 Veterans Affairs Supportive Housing (VASH) vouchers, which were added this year through a collaboration between HUD and the Department of Veteran's Affairs.

Assistance is available to low-income individuals, families, seniors, and people with disabilities who meet the program's guidelines. Federal funding accounts for about 84 percent of HACSA's revenue (with HUD alone comprising 75 percent).

In 2012, HACSA included two new provisions within its annual Public Housing Authority plan, Section 8 Administrative Policy:

- Added a local preference for clients of Sponsors Inc. Transitional Housing Program and who meet HUD's definition of homelessness.
- Added a local preference for veteran families who meet HUD's definition of homelessness and are clients of St. Vincent de Paul.

Enterprise Community Partners, a national investor in housing and economic development, invited HACSA to present the Glenwood Place development at its Affordable Housing Design Leadership Institute in New York City in July, 2012. The annual forum selects just seven developments nationally, and the presence of this project was a real honor.

HACSA is currently receiving 82 percent of the funding HUD says is needed to operate the public housing program, 69 percent of the funding needed to administer the Section 8 housing choice voucher (HCV) program, and 93 percent of the funding needed to subsidize Section 8 rental payments to private landlords. At this level, HACSA can continue to make rental payments through the end of 2014. Unless Congress decides to adequately fund the program, HACSA has estimated that between 125-150 families will lose their vouchers, effective January 1, 2015.

CONTINUED ON NEXT PAGE

IMPROVING PUBLIC SAFETY

POLICE OPERATIONS FACILITY – City of Eugene

The City of Eugene is seeking \$495,000 to upgrade the Eugene Police Department's Special Operations Facility to meet essential service seismic standards and meet energy efficiency standards. The Lincoln Yard Police Facility has been used by the Eugene Police Department (EPD) as a Special Operations Facility since 1998. The main building was constructed in 1945 as a vehicle and equipment maintenance facility and now houses the Special Weapons and Tactics (SWAT) team, the Crisis Negotiations Team and the Explosives Disposal Unit. A separate city building also constructed in 1945, has sat empty since 2000. This building also has attached covered parking that is currently used to house EPD's mobile command bus. The building has not been maintained for many years and needs extensive remodeling for use by police. The demands on the units occupying these buildings have intensified over the past twelve years.

REGIONAL COMMAND TRAINING AND SIMULATION CENTER, PHASE 2 – City of Eugene

The City of Eugene is seeking \$230,000 to expand regional training capabilities in this Phase 2 request. Federal funds from the Office of Community Oriented Policing Services enabled Phase 2 implementation of the regional training and communications facility. The technology to be acquired in Phase 2 is essential for cost-effective, real-time response capabilities. Phase 2 implementation increases the capacity to respond to complex multi-participant scenarios and adds significant value to the regional training opportunities and expands and enhances community policing capacity.

SOBERING SERVICES – Lane County

Lane County public safety agencies annually deliver over 3,000 inebriated people to Willamette Family, Inc., which provides a facility where these individuals spend six to twelve hours regaining sobriety. At a cost of approximately \$92 per admission, this service is far less than the cost of admitting these individuals to a local emergency room or lodging them in the Lane County Jail. The service is funded on an annual basis through pledges made by local governments and by local hospitals. Seventeen percent of those admitted go on to receive detoxification treatment services. Medicaid funding is secured for the wrap-around treatments necessary to assist these clients with their addiction,

but there is no dedicated source of money for the acute sobering needs.

The Cities of Eugene and Springfield, and Lane County are seeking a permanent source of funding to ensure that the facility is able to remain functional and improve the rate at which individuals enter into treatment. This will be accomplished through:

- Changing policies to require those who return to the facility more than once to enter into treatment.
- Securing additional funding for enhanced case management funding to provide individuals with better access to peer support, mental health counseling, medical care, and community referrals.
- Developing an evidence-based practice to transition individuals from sobering services to detoxification services.

Alcohol and drug intervention services are an important component of reducing property and violent crime in Lane County. Addiction and substance abuse are predictors of future criminal behavior and Lane County's Behavioral Health Division is attempting to implement a screening tool it could apply to the client base it serves. Such a tool would create a risk-based assessment and would be useful in terms of allocating resources in both behavioral health and public safety systems. Creating links between public safety providers and behavioral health providers will improve public safety and represents a more efficient use of scarce resources.

JUVENILE JUSTICE STUDY – Lane County

Lane County operates the third-largest juvenile justice system in Oregon. In Oregon, county and state juvenile justice systems operate largely in tandem, though due to the size and topography of Oregon, there are significant regional differences in service delivery. The Lane County Youth Services Division's highest priority is to keep youth out of the state system and keep them in the area, connected to family and community and accountable to their victims.

Lane County has watched closely as the Bureau of Justice Assistance and the Pew Center worked with the Oregon Department of Corrections and the Oregon Criminal Justice Commission to develop a legislative package that ultimately resulted in the passage of HB 3194 during the 2013 Oregon Legislature. The premise was that Oregon, over the next ten years, could shift money it would have otherwise committed to prison construction to community programs designed to keep individuals out of the state system. Lane County, for example, will receive an additional \$4 million in community corrections funding over the next two years as a

CONTINUED ON NEXT PAGE





result of this effort, and if counties as a whole are successful in reducing the state prison population, that number should continue to grow.

Given the success of the federal effort on behalf of the adult system, the observation from the perspective of Lane County is that Oregon's juvenile justice system may also benefit from work that could examine these systems as a whole and make recommendations for future system design as a credible third party.

ACHIEVING FISCAL SUSTAINABILITY

SECURE RURAL SCHOOLS – Springfield Public Schools

Springfield Public Schools urges legislators to continue support of the Secure Rural Schools program at a level equal to or greater than previous funding years. Currently, SRS has been reauthorized for one more year at a 5 percent reduction from 2012 levels through the recently passed Helium Stewardship Act of 2013.

In Springfield, the loss of federal forest fees would equal a more than \$500,000 reduction – the cost of approximately six experienced classroom teachers. In Oregon, due to the state's school funding equalization

practice, this loss of funding will impact all 198 school districts in the state – not just those in counties that receive federal forest fees.

MUNICIPAL BONDS – Springfield Public Schools

Springfield Public Schools recognizes the need for Congress to reduce spending; however, it urges legislators to maintain the current municipal bond tax deduction rate. Reducing the tax deduction for municipal bonds will damage the economic momentum that is slowly building in most communities. It will also limit the ability of municipalities, including public school districts, to maintain, repair or replace facilities and infrastructure.

With limited means to procure capital funds, Springfield Public Schools' capital needs are significant. The district's current 10-Year Capital Improvement Plan outlines more than \$12.8 million in high priority projects alone, with more than \$24.6 million in additional medium-to-low priority projects and a failing middle school facility that was identified for replacement in 2006.



Thank you to Springfield Public Schools and LTD for the printing and development of this book.

Community Investment Revenue Sources

Government Funding

The information described below focuses predominately on revenue sources that support local government delivery of transportation, fire and safety, economic development, housing, public health, parks, and other public services. The list is not an exhaustive, but identifies key sources of revenue that could be used to support community investments.

Revenue from Taxes

Taxes are an essential source of revenue for all levels of government. Like other parts of the revenue structure, tax revenue setting by municipalities is restricted by state governments. In Oregon State, taxes generally include three major types: personal income tax, corporate tax, and property tax. Other taxes include, but are not limited to, cigarette tax, estate tax and the liquor apportionment transfer. Highways finance in Oregon is supported by fuel and weight-mile taxes, as well as fees (motor vehicle registration fees and vehicle titling fees) and bonding. In order to offset revenue losses due to improved fuel efficiency, Oregon State has been experimenting with a Vehicle Mile tax in several pilot studies.

Personal Income Tax

Oregon collects a state income tax at a maximum marginal tax rate percentage, spread across tax brackets. Oregon's traditionally high income taxes are partially due to the fact that Oregon has no state sales tax. Oregon's General Fund dollars come almost entirely from income taxes. The General Fund is also the most discretionary source of funds that the Governor and Legislature may spend.

Since 1997, Oregon's per person income has fallen to 91% of the U.S. Average. Because personal income in Oregon has declined to ninety-one percent of the national average, the amount of tax revenue that the government generates from the incomes of Oregonians has also declined and, as a result, Oregon state and local governments have a harder time paying for needed services.

Corporate taxes

Oregon has two types of corporate taxes: excise and income. Excise tax is the most common. Excise tax is a tax for the privilege of carrying on or doing business in Oregon. It is measured by net income. All corporations doing business in Oregon must file an Oregon corporation excise tax return and pay the minimum excise tax.

Income tax is for corporations not carrying on or doing business in Oregon, but with income from an Oregon source.

Property Tax

Property tax is a major component of local general purpose government revenue. Statewide ballot measures approved over the years have reduced local property tax rates, which reduced local revenue and, in turn, shifted much of the responsibility for funding public schools to the state's General Fund.

There are other forms of taxes that support services. For instance, one of the major sources of funding to support Lane Transit District's operations is a business tax based on gross wages for all service performed inside the transit district.

Revenue from Other Sources

In order to bolster revenue, there are several other revenue sources, including local option taxes, service charges, and fees levied by municipalities, counties or special district governments with state approval. These additional sources help municipalities gain financial stability, broaden the tax base, expand the types of activities taxed and increase their independence from state and federal finances. Below is a list of some examples of these other types of revenue.

Fees are voluntary charges imposed on an individual or business for a service or facility provided directly to that individual. For example, municipalities charge patrons access to recreational facilities or street parking.

Licenses are charges that authorize an individual or business to operate an ongoing activity. For example, a Business License charges a business operating within a jurisdiction on an ongoing basis.

Permits authorize an individual or business to undertake a one-time activity for a fixed period of time. An example is a parade that occupies specific streets at a specific time.

Development Fees are charged to construction companies for building inspections and impact assessments, which are compensation for the impact of that construction on public services. In addition, these fees help municipalities regulate new construction.

Special Assessments recoup the costs of municipal expenses from the individuals who benefit. For example, the property owners along a street will measurably benefit when a municipality undertakes a street improvement, like a sidewalk installation. Revenue from this levy usually cannot exceed the increase in property value that it creates.

Excise Taxes are 'selective sales taxes' that levy specific classes of transactions at a specific rate. Their use results from separate statutory authority and is widespread. The three types of excise taxes are:

- **Benefits-based:** like a service tax, it recovers the partial or full cost of a public service by its beneficiaries. Hotel room taxes, motor vehicle rental taxes, and motor fuel taxes are examples.
- **Sumptuary:** also known as a 'sin tax,' it is levied in part to discourage consumption of certain classes of goods, like alcohol and tobacco. Motor fuel taxes are also considered a sumptuary tax.
- **Privilege:** it is levied for the privilege of conducting a particular type of business or transaction. This includes occupational privilege taxes on particular professions or individual employees, admissions, deed transfers and bank franchises.

Utilities - electric, gas, wastewater, potable water, sewer - are required to earn enough revenue to support the service they provide to local customers in addition to operations, overhead, capital improvements, and debt service costs.

Use of Money and Property indicates the revenue gained through interest from municipal investments. Municipalities also earn fees from renting out property and equipment to businesses or for events, like

parking garages, pay phones, vending machines, concession stands and community centers. Further examples include revenue from advertisements in city publications. Additionally, cities may charge *franchise fees* to businesses for the use of city streets, including refuse collectors, cable television companies, electric utilities and oil and natural gas pipelines.

Contributions in lieu of taxes are another way to receive funding, for instance, to displace funding that the city does not receive for entities exempt from property taxes. EWEB provides contribution in lieu of taxes to the Cities of Eugene and Springfield.

Video Lottery profits flows to the Economic Development Fund. A portion of the Lottery Fund is constitutionally dedicated to be spent in specific ways. The remainder is distributed at the discretion of the Legislature for economic development.

Investment earnings are another source of funding for governments.

Municipal bonds are issued by state and local governments, including school and water districts. There are two main types: General obligation bonds and Revenue bonds.

- General Obligation (GO) bonds typically benefit a community as a whole and are secured by the full-faith-and-credit and taxing power of the issuing municipality. The municipality pledges unconditionally to pay the interest and principal on the debt as it matures. General obligation debt can be incurred for capital construction and improvements having an expected useful life of more than one year. This does not include maintenance and repair (the need for which could be reasonably anticipated), supplies, and equipment that are not intrinsic to a structure. General obligation debt has been the traditional form of financing for capital projects such as land acquisition, schools, water facilities, sewerage facilities, and roads that are owned and operated by governments.
- Revenue Bonds are usually payable from revenues generated by the project or enterprise. There are several types of revenue bonds, depending on the source of revenue, and include Enterprise Revenue Bonds, Special Revenue Bonds, Double-Barreled Revenue Bonds, and Industrial Development Revenue Bonds.

Other potential bond sources include Urban Renewal Bonds, Local Improvement District Bonds, and Private Activity Bonds. Certificates of Participation provide an alternative to bonds.¹

Local option levies can be for operations or for a capital project. Levies can be for general operating purposes or for specific uses. If the levy is for operations it is limited to no more than five years. Capital project levies are limited to the lesser of 10 years or the useful life of the capital project. New or additional property taxes must be approved by a majority of the people voting in a primary or general election.

Revenue from Intergovernmental Transfers

Intergovernmental transfers are transfers of funds from one level of government to another. This may be to fund general government operations or for specific purposes.

¹ <http://www.oregon.gov/treasury/Divisions/DebtManagement/Documents/OBEC/4%20-%20Types%20of%20Debt%20Instruments.pdf>

State Aid

Local revenue is greatly enhanced by various forms of state aid, which may include sharing a portion of state revenue from various taxes, giving grants, or payments in lieu of taxes.

Federal Aid

Federal aid reaches municipalities in the form of grants. Federal grants come in four main forms: project, formula, block, and categorical grant funding, described as follows:

- **Project Grant Funding.** Project grants fund specific projects or the delivery of specific services for a fixed period of time. Funding is generally awarded through a competitive process where the funding agency solicits applications from any eligible organization. Each application is evaluated and then funding is awarded to the applicants whose proposals best meet the evaluation criteria outlined in the funding announcement. Funding is based on the merits of the application and recipients are not pre-determined.
- **Formula Grant Funding.** Formula grant funding is allocated to recipients based upon a set of pre-existing criteria. Non-competitive awards are usually allocated to eligible entities according to population and/or other census criteria, and all applicants who meet the minimum requirements of the application process are entitled to receive money. Programs funded through these types of grants are often ongoing and serve a select group of people such as individuals with disabilities or low-income children. While this type of funding is noncompetitive, organizations may still be required to submit an application in order to receive funding.
- **Block Grant Funding.** Block grant funding is distributed on a formula basis. Block grants have a broad range of eligible activities, typically addressing a general, rather than a specific problem area. For example, a block grant may address a broad purpose such as public health, rather than more specific problems like lead poisoning or flu vaccinations. With their broad range of eligible activities, block grants give more discretion to recipients in identifying problems and designing programs to address those problems. A few examples of block grants are the Community Development Block Grant, Social Services Block Grant, and Temporary Assistance to Needy Families.
- **Categorical Grant Funding.** Categorical grants have a narrow range of eligible activities and only allow funding to be used for specific, narrowly defined purposes. Categorical grant funding is distributed by a pre-determined formula or at the discretion of the federal agencies. These grants typically include administrative and reporting requirements that help ensure both financial and programmatic accountability. Medicaid and the Food Stamp Program are two examples of categorical grants issued to states.

There are other forms of federal assistance, including direct payments, direct loans, guaranteed loans, and other sources. In Lane County, payment in lieu of taxes has historically been a significant source of funding. Though once a potential source for funding, congressional earmarks have declined precipitously as a result of funding reform.

Public Education Funding

Public education is funded from a mixture of local, state, and federal sources, as well as grants, levies, and bonds. Local sources are primarily funded by property taxes. State funding is primarily through state

income taxes and lottery revenue. Funding to support education constitutes the largest source of expenditures in the Oregon State General Fund budget. With the reorganization of the Oregon University System and the evolving role of the Higher Education Coordinating Commission, university officials are working toward a process for regional universities to move toward local appointed governing boards. State elected and higher education officials continue to look at ways to improve access to college for Oregonians, including private resources such as endowments and large donations. Despite these efforts, the state of funding of education in Oregon remains strained.

The 2007 Legislature granted school districts new taxing authority. School districts may impose a tax on new construction in the district. The tax rate cannot exceed \$1 per square foot for residential use and \$0.50 for nonresidential use. The tax on nonresidential use is also restricted to \$25,000 per structure or building permit, whichever is less. The legislation exempts certain properties from this tax.²

Non-Profit Funding

There are many different funding models for supporting the work of non-profit agencies, which may involve one or a combination of the following:

- Fees for goods and/or services
- Individual donations and major gifts
- Bequests
- Corporate contributions
- Foundation grants
- Government grants and contracts
- Interest from investments
- Loans
- Tax revenue
- Membership dues and fees
- Fundraising, capital campaigns

In the Eugene-Springfield Metro area, the cities of Eugene and Springfield, as well as Lane County, have entered into an intergovernmental agreement to form the Human Services Commission, which distributes pooled resources to agencies in the region to fund an integrated delivery system for social services, supportive housing, and healthcare services for low-income and homeless community members. Private non-profits such as United Way of Lane County and St. Vincent de Paul United Way of Lane County work closely with service providers, government, the business community and others to identify and address pressing community problems.

The following case study examines resource limitations that affect planning and delivery of capital infrastructure projects (e.g. the fundamental facilities and systems serving a county, city, or area, such as transportation and communication systems, power generation and distribution systems, schools and community buildings, etc.). The case study is intended to highlight various challenges and barriers that exist in current revenue structures that can hinder creation of an integrated investment strategy.

² <http://adminblog.cbd9.net/wp-content/uploads/2010/03/School-Funding-History-2012.pdf>

Case Study:

Revenue Resources related to Infrastructure Planning and Investment

The Eugene-Springfield metropolitan region is exploring new ways to maintain infrastructure while planning for and accommodating growth. However, funding is limited and constrained by a variety of factors. For example³:

Federal and state funding sources for infrastructure have steadily decreased over the years. The 2009 Oregon Task Force in Land Use Planning report notes that “in the 1970s, federal grants financed 75 percent of water and wastewater project costs and 80 percent of transportation projects. In the 1980s, Congress reduced these grants...and by the 1990s, federal funding sources were further reduced and converted from grants to loans.” This leaves a larger burden on local governments to develop more robust funding.

Local sources are subject to multiple limitations. Local funding sources for infrastructure such as system development charges, urban renewal and developer contributions are constrained by a variety of factors. State law prohibits jurisdictions with populations of 50,000 or more from putting more than 15 percent of assessed value or land area in urban renewal and mandates that system development charges only pay for certain capital improvements. In addition, local improvement districts and urban renewal must be approved by a vote of the people, which adds a political dimension to the utilization of these funding sources. Finally, local funding sources are often collected with the sole purpose of funding maintenance like street utility fees or capital projects like system development charges and cannot be used for other purposes.

Funding sources for infrastructure are not interchangeable. Federal, state, and local funding sources for infrastructure are often tied to a specific location or development and cannot be used interchangeably. Federal or state funding, in the form of loans or grants, is often authorized for a specific project that meets particular criteria. Local funding sources like urban renewal and local improvement districts can only be used in the areas in which they are levied. System development charges and transportation impact fees are used for a narrowly defined list of projects that is often predetermined through capital improvement plans or transportation plans.

Some federal, state, and local infrastructure funding sources are described at a high level as follows.

Federal

Community Development Block Grants and transportation funding through the Transportation Authorization Bill (SAFETEA-LU) allocates federal dollars to metropolitan regions, cities and counties based on a formula by population.

³ Summarized from Metro’s *Community Investment Strategy*, Appendix 7

State

State funding for infrastructure is provided through road taxes (i.e., state gas taxes, vehicle registration fees, and weight-mile taxes), bond measures, user fees and state lottery dollars. Oregon's gas tax has experienced a decrease in purchasing power relative to the costs for maintaining and building roads, sidewalks, transit systems. In addition, other infrastructure finance tools available to state government have not kept pace with the rate of inflation (Oregon Task Force, 2009).

The state of Oregon employs a set of loan and grant programs funded by various sources to offset the cost of large infrastructure projects. These programs focus funding on state highways and other transportation projects, clean drinking water, brownfields, Port projects and other special public works projects. Typically state monies are distributed through Business Oregon, the State's Economic Development clearinghouse, or Oregon Department of Transportation, which establish specific criteria to prioritize certain projects.

- **Infrastructure Finance Authority:** The Infrastructure Finance Authority (IFA) was created to ensure that the state's infrastructure needs, namely those around safe drinking water and wastewater systems, are better identified and prioritized to most efficiently use the state's limited resources. The IFA coordinates state funded loans or grants according to state priorities and criteria attached to certain federal funding streams that support the projects such as Community Development Block Grants (CDBG).
- **Strategic Investment Program:** The Strategic Investment Program is a state economic development initiative that exempts a portion of large capital investments from property taxes for businesses that qualify. The program is available statewide for projects that often require expensive and expansive infrastructure investments. Since this program is designed to attract large and expansive capital investments, it is typically applied to developments on the edges of the region in less developed urban areas.
- **Funding for Brownfield Assessment and Cleanup:** The state created a brownfield redevelopment fund in 1997 that was re-capitalized in 2006 with nine million dollars to fund cleanup efforts across the state. The primary purpose of this fund is to assist local governments, non-profit organizations and private interests to evaluate and clean-up contaminated sites for redevelopment (Financial Tools for Brownfield and Infill Redevelopment, 2009). Also, the State runs the Oregon Coalition Brownfields Cleanup Fund (BCF), a brownfields cleanup ongoing loan program, which is capitalized at \$2 million. Funds for this program come from the Environmental Protection Agency.

Local

The following funding sources may be available to local jurisdictions but are typically connected to specific developments. As such, they are levied on new development and help fund infrastructure to support new development.

- **Developer Contributions:** Developers typically are responsible for investing in on-site or off-site improvements that make the land ready for development. The level of developer contributions depends on the particular infrastructure needed to make the land ready for development and is subject to an agreement between a jurisdiction and developers.
- **System Development Charges:** Oregon law mandates that SDCs can only be used for five infrastructure types: water, sewer, parks, stormwater, and transportation. Jurisdictions can charge two types of SDCs: *Improvement*—charges to fund new infrastructure to serve new development and *Reimbursement*—charges to fund existing capacity in a system that will be used to serve new

development. There is flexibility in Oregon law as to whether SDCs assessed may include a reimbursement fee, an improvement fee, or a combination of the two. Each jurisdiction decides how to assess SDCs on different types of development, how to use SDCs as incentives and what percent of the cost of infrastructure to charge.

- **Tax Exemptions.** This type of tax incentive can be used by local governments to encourage certain types of development to locate in particular places. These incentives typically require state enabling legislation in order for a local government to implement. Several examples exist in the region, including City of Eugene's Multi-unit Property Tax Exemption.
- **Urban Renewal:** In order to establish an urban renewal district, a city must identify a blighted area that needs serious investment. Definitions of "blighted" include an area that lacks necessary infrastructure or has dilapidated infrastructure. However, there are political considerations associated with determining areas as "blighted" that can make it challenging for governments to establish urban renewal districts. In Oregon, jurisdictions with a population of 50,000 or higher can only put 15 percent of their total land or assessed value in urban renewal. For jurisdictions with a population of less than 50,000, this cap is at 25 percent. Urban renewal is a politically sensitive issue. Since urban renewal freezes the existing tax base and uses property tax increment for specific projects in the district, other special districts and taxing authorities may oppose urban renewal districts.
- **Street Utility Fees:** Street utility fees, which are sometimes called transportation utility fees, are monthly fees collected from residents and businesses based on their impact on the transportation system. Residential and commercial impacts on the transportation system are calculated according to number of trips a specific land use generates. Street utility fees are used exclusively for rehabilitation and maintenance of city streets and revenues cannot be used to fund capital projects to expand the transportation system. This provision makes them ineligible to be considered as useful tool to fund capital infrastructure needed to support development throughout the region.
- **Local Improvement Districts/Business Improvement Districts:** A Local Improvement District (LID) is a method by which a discrete group of property owners can share in the cost of infrastructure improvements such as installing water and sanitary sewer lines or transportation improvements. A Business Improvement District applies the same concept to businesses in a given area. Local Improvement Districts require a majority vote of the people who would be taxed.
- **County Service District:** Though LIDs are unavailable to counties, state statute enables counties to establish Special Districts, which operate similarly to a LID. Special District funds generated can be used for construction or operation of capital facilities. A district's assessments can be based on property value, in which case, as a property tax, it is subject to the tax limits associated with Measure 50/47.

GRANT RESOURCES – GENERAL AND TOPICAL

Below is a small sampling of general on-line locations to look for grant resources:

Grants.gov Opportunities Posting Update to be notified daily of federal grant opportunities; subscribe by logging on to: <http://www.fedgrants.gov/subscribe.html>

FundsNet (government funding sources): <http://www.fundsnet services.com/gov01.htm>

Federal Agencies have their own websites with funding links. Sometimes their opportunities are listed on Grants.gov postings and sometimes they are not.

Grants for Nonprofits (compiled by Michigan State University Libraries):
<http://www.lib.msu.edu/harris23/grants/2minor.htm>

The Foundation Center: http://fdncenter.org/learn/topical/sl_dir.html

Foundation DataBook: <http://www.foundationdatabook.com> (click on your state, then link at top to Foundation Links and Other Resources.

The Grantsmanship Center: <http://www.tgci.com>

NATURAL RESOURCES POSSIBLE GRANT RESOURCES

Grantor Priorities	Grant Name	Allocating Entity	Web-Site
Conservation Management Environmental Justice Toxics	Acorn Foundation	Acorn Foundation	http://www.commoncounsel.org/Acorn%20Foundation
Climate Change Technology Advances	Allen Family Foundation, Paul G. – Science and Technology Program	Paul G. Allen Family Foundation	http://www.pgafamilyfoundation.org/
Conservation Management	Freshwater Fish Conservation Initiative and other various programs	National Fish and Wildlife Foundation	http://www.nfwf.org/AM/Template.cfm?Section=Fish_Conservation2
Pollution identification / reduction Habitat restoration/conservation Enforcement	Oregon Governor's Fund for the Environment	National Fish and Wildlife Foundation (administrator)	http://www.nfwf.org/orgovfund
Ecosystem Services Energy	Bullitt Foundation	Bullitt Foundation	http://www.bullitt.org/
Restoration	NOAA Restoration Center Partnerships	NOAA Fisheries: Restoration Center	http://www.habitat.noaa.gov/funding/northwest.html
Land Acquisition Planning (Endangered Species)	Cooperative Endangered Species Conservation Fund	US Fish and Wildlife Service	http://www.fws.gov/endangered/grants/index.html
Conservation Management Energy	Doris Duke Charitable Foundation	Doris Duke Charitable Foundation	http://www.ddcf.org/
Restoration, Ecosystem Services	CREP Technical Assistance Grants	Oregon Wasteshed Enhancement Board	http://www.oregon.gov/OWEB/GRANTS/CREP_tech_assist_grants.shtml
Restoration and Conservation	Technical Assistance, Acquisition and Restoration grants,	Oregon Wasteshed Enhancement Board	http://www.oregon.gov/OWEB/GRANTS/evaluations_and_wards.shtml
Restoration (of public park lands)		Oregon Wasteshed Enhancement Board	http://www.oregon.gov/OWEB/M76_information.shtml
Restoration	Fish America Grant Program	Fish America Foundation	http://www.fishamerica.org/grants/
Restoration	Meyer Memorial Trust		http://www.mmt.org/apply
Nonpoint Source Pollution Prevention	DEQ 319 Grants		http://www.deq.state.or.us/wq/nonpoint/grants.htm
	Various	Environmental Protection Agency	http://www.epa.gov/epahome/grants.htm

TRANSPORTATION WORKING GRANT LIST
Source: Savannah Crawford, ODOT – March 2011

Grant Name	Grant Description	Application Cycle	Application Due Date	Available Funding	Match Requirement	Link
Access Management Fund	<p>The purpose of the AMF is to:</p> <ol style="list-style-type: none"> 1) Increase funding for access management improvements NOT associated with STIP projects; 2) Enhance access management outcomes in STIP project delivery; and 3) Make progress on a statewide inventory of highway approaches for asset management. 	Biennial	Summer/Fall of first fiscal year of biennium.	<p>Region Allocation = \$200k per Region</p> <p>Statewide Allocation = \$500k (planning can be used with the statewide allocation only)</p>	50% depending on where the project funds originate.	http://transnet.oregon.gov/ODOTINTRA/HWY/ACCESSMGT/fund.shtml
Annual Federal Appropriations (Annual Earmark)	<p>Appropriations projects direct federal funds to local communities to meet their needs, and invest in the local economies. Each year, requests are submitted to members of Congress for consideration as part of the annual federal spending bills.</p> <p>Requests are submitted to an Oregon Senator for review and then forwarded for funding consideration to the Senate Appropriations Committee, and that Committee will then select a limited number of projects to fund from each state.</p> <p>Modernization/Bridge/Preservation are preferred.</p>	Annual	Fall/Winter select projects to submit for ODOT review.	Approximately \$500k-\$1m is awarded per project.	10.27%	http://www.fhwa.dot.gov/reports/financingfederalaid/approp.htm http://merkley.senate.gov/issues/issue/?id=976fa5f9-1f66-49fd-87dc-bb05760ce375
Bicycle & Pedestrian Program Grant	<p>A competitive grant program providing roughly \$5 million to Oregon cities, counties & ODOT regional and district offices for design & construction of pedestrian & bicycle facilities.</p> <p>Eligible projects may include:</p>	Biennial	Applications due early summer (June/July).	\$5 million available. One application per City or County. Cities with population over 200,000 may apply for up to	10%	http://www.oregon.gov/ODOT/HWY/BIKEPED/grants1.shtml

	<p>sidewalk infill, pedestrian crossings, intersection improvements, streetscape, bike boulevards, minor roadway widening for bikeways, landscaping, lighting, bike parking, and other features that encourage walking and bicycling.</p> <p>Projects must be within public right of way of a state highway, country road, or local street. Minor right of way purchasing for widening is allowable.</p>			<p>one bike project and one pedestrian project.</p> <p>Ranges from \$25k to \$500k per project.</p>		
Bridge	<p><i>See Highway Bridge Program (below)</i></p> <p><i>See National Historic Covered Bridge Preservation (below)</i></p>					
Congestion Mitigation and Air Quality Program	<p>To fund transportation projects and programs that will contribute to attainment and maintenance of National Ambient Air Quality Standards.</p> <p>Eligible projects vary based upon ability to reduce CO, ozone precursors, or particulate matter. Projects could include public/private initiatives, alternative fuels, traffic flow improvements, telecommuting, transportation options, bike/ped facilities and programs, intermodal freight, etc.</p> <p><i>Note: Oakridge is the only area within Lane County eligible for these funds.</i></p>	Annual	Varies	<p>Varies. Formula based upon population, pollutant levels, and percentage of emissions. Some areas are provided a lump sum allocation, which varies.</p>	0 - 10.27% - may be higher for public/private initiatives.	http://www.fhwa.dot.gov/environment/air_quality/cmaq/
Connect Oregon	<p>ConnectOregon is a lottery-bond-based initiative first approved by the 2005 Oregon Legislature to invest in air, rail, marine and transit infrastructure.</p> <p>ConnectOregon is focused on improving the connections between the highway system and the other modes of transportation to better integrate the components of the system, improve flow of commerce</p>	Varies	Varies	Varies	20%	http://www.oregon.gov/ODOT/COMM/CO/about_us.shtml

	and remove delays. <i>ConnectOregon is not a standing grant process and these descriptions may change upon any new ConnectOregon processes.</i>					
Earmark	Earmarks are provided for large projects under the Authorization Bill.	Reauthorization	Varies with Reauthorization. Subject to changes.	Varies	10.27%	http://www.oregon.gov/ODOT/HWY/federal_affairs.shtml
Emergency Relief Program	Intended to assist state and local agencies when state and local resources are inadequate to cope with widespread natural disasters of catastrophic failures.	Annual	No set process, must meet criteria to apply. Usually within 30 days of disaster.	Varies. Projects must exceed \$750,000 to qualify and the Governor must have declared an emergency.	0 – 10.27% depending on timeline.	http://www.oregon.gov/ODOT/HWY/LGS/docs/A_Summary_of_Emergency_Relief_Procedures_for_FederalAid_Highways_final.pdf
Federal Lands Highways Program (FLHP)	To provide funding for a coordinated program of public roads the serve the transportation needs of the federal lands which are not a state or local government responsibility. Funds are available for transportation planning, research, engineering, and construction of highways/roads/parkways/transit facilities within the federal lands. May also include transportation planning for tourism, adjacent vehicular parking areas, interpretive signage, acquisition of necessary scenic easements/historic sites, provision for bike/peds, construction of roadside rest areas, and visitor centers.	Annual	Varies	Varies	None. Match is encouraged.	http://flh.fhwa.dot.gov/
Ferry Boats and Ferry Terminal Facilities	Construction of ferry boats and ferry terminal facilities. Eligible projects are where the ferry facility is providing a link on a public road (other than an interstate) or the ferry facility s providing passenger only ferry service; is either publicly owned, operated, or a public authority has majority ownership	Varies	Varies	Funds available until expended at approx. \$20m per year.	10.27%	http://www.oregon.gov/ODOT/HWY/LGS/

	<p>interest where it is demonstrated that the ferry operation provides substantial public benefits.</p> <p><i>Note: This will need updated, estimates ended in 2009.</i></p>					
Flexible Funds	<p>As an outcome of the 2009 Legislative Session, the Oregon Department of Transportation (ODOT) was asked to increase its investment in Non-Highway Transportation.</p> <p>The intent is to fund sustainable, non-highway transportation projects, programs and services that positively impact modal connectivity, the environment, mobility and access, livability, energy use and the overall operation of the transportation system.</p> <p>Projects include transit; bicycle and pedestrian; transportation demand management; and the planning, research and project development that supports those projects as well as related programs and services.</p> <p>Projects should further support development of a multimodal transportation system that is interconnected, safe, seamless and increasingly looks to non-highway solutions that are: Interconnected/multifaceted, Environmentally Sensitive, Sustainable, and Foster livability as well as provide Oregonians with better access and more transportation choices</p>	Varies	Varies.	<p>~\$21m per year.</p> <p>Project awards range from \$50k to \$2.1m.</p>	10.27%	http://www.oregon.gov/ODOT/TD/TP/FlexFunds.shtml
Forest Highway Enhancement	<p>Provide safe and adequate transportation access to and through the National Forest System lands for visitors, recreationalist, and resource users to assist in rural and community economic development and to promote tourism and travel.</p>	Annual	Applications due July	~ \$2m per year	Unknown	http://www.wfl.fhwa.dot.gov/

	Eligible projects may include: interpretive signage, kiosks, viewpoints, restrooms, trailheads, and culvert replacements for environmental improvements.					
High Priority Projects (HP)/Transportation Improvement (TI)	<p>Funding of certain projects at the local level. Projects are eligible if they fall under Title 23, such as interchange improvements, grade crossing improvements, safety projects, bridges, and park and ride projects.</p> <p><i>Note: These funds may be outdated</i></p>	Varies	Varies	Varies	10.27%	http://www.oregon.gov/ODOT/docs/LocalProjectSponsorsGuide.pdf
High Risk Rural Roads	<p>To carry out safety improvement project on rural roads, with identified safety issues, to achieve a significant reduction in traffic fatalities and serious injuries.</p> <p>Road must be classified as a rural major or minor collector or a rural local roads, which the accident rate of fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway and will likely have increases in traffic volumes that will create an accident rate that exceeds the statewide average.</p>	Every four years.	Varies	<p>Approx. \$1m per federal fiscal year for Oregon</p> <p>Federal Fiscal Year – Oct 1 to Sept 30</p>	7.78%	Unknown
Highway Bridge Program (HBP)	<p>Rehabilitate or replace bridges that have substantial structural deficiencies, physical deterioration, or are inadequate for current traffic conditions.</p> <p>Eligibility: bridges on public roads classified as deficient (structurally or functionally obsolete) by federal guidelines. Projects may include rehabilitations and replacement, increasing vertical clearance and widening bridges, maintenance and preservation, seismic retrofitting, and scour mitigation.</p>	Every Two Years	Start of the STIP Development Cycle.	Varies based upon available STIP funding.	10.27%	http://www.oregon.gov/ODOT/HWY/BRIDGE/local_agency.shtml
Highway Safety Improvement	The Safe, Accountable, Flexible, Efficient Transportation Equity Act:	Per STIP Cycle	Varies. Upon STIP cycle	Varies. Approx. \$14m	10% minimum	http://www.apwa.net/Documents/Advocacy/SAFETEA/FHWA-Safety-QAs-9-14-05.pdf#search='federal%20aid%20hazard%20elimination%20safety%20program

Program (HSIP)	<p>A Legacy for Users (SAFETEA-LU) creates a new Highway Safety Improvement Program (HSIP) and replaces the previous Hazard Elimination Program (STPS or HEP). HSIP is intended to make significant progress in reducing highway fatalities and serious injuries. Federal funding for HSIP was increased significantly over the previous HEP program.</p> <p>Eligible projects include intersection improvements, curve realignment, traffic calming, improved delineation or marking, fixed object removal, slope flattening and clear zone improvements, school zone safety improvements, pedestrian and bicycle safety, and installation or improvements of signs.</p>		local liaisons solicit project ideas.	per year for entire state.		
Maintenance Enhancement						
National Historic Covered Bridge Preservation	<p>To provide for the rehabilitation, repair, or preservation of covered bridges that are listed or eligible for listing on the National Register of Historic Places.</p> <p>Projects may also include installation of fire protection systems, vandal prevention, and relocation of a bridge to a preservation site.</p>	Varies	Varies	~\$10m for 06-09 cycle. New cost estimates unknown.	10.27%	http://www.oregon.gov/ODOT/HWY/BRIDGE/
National Scenic Byway	<p>The program provides grants for projects that benefit the byway traveler's experience, manage the intrinsic qualities that support the byway's designation, shape the byway's story, interpret the story for visitors, or improve visitor facilities.</p> <p>Projects may include planning/design/development of a Tribe Scenic Byway program, development of a byway corridor plan, safety improvements, development of a marketing program, or development of tourist</p>	Annual	Varies	Varies	20%	http://egov.oregon.gov/ODOT/HWY/SCENICBYWAYS/index.shtml

	implementation.					
Oregon Immediate Opportunity Fund (IOF)	The program provides grant funding for street or road improvements to influence the location, relocation or retention of a firm in Oregon, revitalize business or industrial centers, and prepare Oregon Certified Project Ready Industrial Sites.	Annual	Varies	Up to \$500k per project.	50%	http://www.oregon.gov/ODOT/HWY/LGS/funding.shtml
Public Lands Highways (PLH) Program	The program provides funding for transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands.	Annual	Varies	Varies	10.27%	http://flh.fhwa.dot.gov/programs/plh/
Railway/Highway Grade Crossing Program	This program reduces the number and severity of highway accidents by eliminating hazards to vehicles, pedestrians, and train crews at existing railroad crossings. Railroad/highway at-grade crossing improvement projects include, but are not limited to installation and upgrade of railroad protection systems to a state-of-the-art condition for at-grade crossings and grade crossing eliminations.	Annual	Varies	Based upon available funds.	No Match Required	http://www.oregon.gov/ODOT/RAIL/About_Us.shtml/html
Recreational Trails Program	Funds for the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail users. Eligible projects include development, maintenance, rehabilitation, and construction of trail facilities. Can also include purchase and lease of trail construction and maintenance equipment, acquisition of easements, and education activities.	Annual	Varies	Varies	20%	http://egov.oregon.gov/oprd/grants/trails.shtml
Safe Routes to	The program promotes walking &	Annual	Varies	Varies	None	http://www.oregon.gov/ODOT/TS/saferoutes.shtml

School	<p>bicycling to school & facilitates the planning, development and implementation of projects & activities that will improve safety and reduce traffic, fuel consumption and air pollution within two miles of the school.</p> <p>Eligibility includes sidewalk improvements, traffic calming, speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, secure bicycle parking facilities, traffic diversion improvements within two miles of a school. Non-infrastructure activities are also included, such as public awareness, outreach, traffic education, student sessions, funding for training.</p>					
Safety	<i>See Highway Safety Improvement Program (above)</i>					
Scenic Byways	<i>See National Scenic Byways (above)</i>					
Sidewalk Improvement Program Funds						
Sidewalk Improvement Program Grant						
Sidewalk Improvement Program Quick Fix						
Stormwater Fund						
Surface Transportation Program (STP)	STP is a program that may be used by local agencies for any roads, including NHS, that are functionally classified except for those classified as rural minor collectors and local roads and streets.	Varies	Varies. MPO completes at the beginning of MTIP cycle.	Varies	10.27%	www.thempo.org
Transportation and Growth Management Program (TGM)	The fund provides local governments with funding for planning projects that lead to more livable, economically vital,	Annual	Pre-Applications due Dec. Applications	Varies	11%	http://www.oregon.gov/LCD/TGM/grants.shtml

	transportation-efficient, sustainable, pedestrian-friendly communities.		due March			
Transportation and Growth Management (TGM) Code Assistance						
Transportation and Growth Management (TGM) Public Outreach						
Transportation Enhancement (TE)	The program provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system.	Biennial	First fiscal year of biennium. Notice of Intent – Due Feb. Application – Due May Take to ACTs, MPOs, for ranking of projects.	\$200,000 minimum - \$1.5 million maximum	10.27%	http://www.oregon.gov/ODOT/HWY/LGS/enhancement.shtml
Urban Trail Fund						

Recommendations for Soliciting Grant Funds

The following are suggestions and recommendations when soliciting grant funds. They are generic enough to apply to any type of grant request.

- **Plan and prioritize.** Grants typically allow little time to decide what one wants, bring partners together, and prepare the grant application. Prepare a list of ideas and agreed upon projects in advance, or develop a strategic plan with short and long term needs and priorities. It is crucial that the proposed project matches the grant.
- **Have match and/or initial funds to begin, and complete, the project.** Grant writing often takes longer to write and assemble than one might initially think. Secondly, almost all grants require a match of some sort whether cash or in-kind. And, a full life cycle analysis will ensure whether an entity can afford the on-going operations and maintenance of the program funded by a successful grant.
- **Grant guidance is set in stone.** Make sure to read the guidance carefully and attend grant workshops if possible. Pay attention to every point on the list. And if a grant contact is listed, contact that person. If the grant guidance doesn't include a check list consider making your own.
- **Graphics.** Drawings, maps, and photos are important, and so is a compelling story. Make sure all team members know their individual grant preparation tasks and when each task is due. Someone should have the role of editing the narrative and putting the full grant application package together in order for the application to read as one voice.
- **Group or regional requests are generally stronger than individual asks.** Many granting agencies prefer to see agencies working together. Locally, the United Front partnership brings individual and regional requests to the Oregon delegation in Washington, D.C. The United Front partners pay for a lobbying firm to promote their interests, evaluate and then prepare a book of their requests and take an annual trip to meet with their representatives and senators in Washington, D.C.
- **Make sure you can do what you say you will do.** The project needs to be completed within the grant's deadlines and the money needs to be spent. It is never a good idea to give back money. Being well prepared and having a track record of carrying through on promises generally means you're more likely to get the grant. By building a personal relationship with the grant administrators they're more likely to help you. Lastly, be sure to file grant reporting forms on time and close out the grant appropriately, including the project evaluation.