

Transportation

The following appropriations for Oregon are being considered for inclusion in the Transportation, Housing and Urban Development and Related Agencies appropriations bill for fiscal year 2011.

Bend Applied Research Center - \$4,900,000

City of Bend, Bend, OR

The Bend Applied Research Center is directly aimed at growing small high-tech businesses by providing facilities, research and expertise, along with links to universities, investors and outside funding. Its mission is to create hundreds of permanent jobs in companies noted for high wages, innovation and entrepreneurship. Focus areas, based on sectors already here, include bioscience and clean energy. Facilities include a business incubator with R&D space and shared research equipment. Collaborators include EDCO and Oregon's research universities: UO, OSU and OHSU.

Badger Hill Realignment (Crooked River Ranch) - \$300,000

Crooked River Ranch Special Road District, Crooked River Ranch, OR

Construct and maintain roads in the Crooked River Ranch subdivision. The Crooked River Ranch Special Road District is a public municipal corporation.

Marine Park Entrance - \$900,000

Port of Cascade Locks, Cascade Locks, OR

This project will construct a new overpass entrance from the Historic Columbia River Highway (Wa Na Pa Street/State Route 30 and a designated NHS Highway) to the Historic Marine Park in Cascade Locks, Oregon.

US 20 Sisters Downtown Improvement - \$2,000,000

Oregon Department of Transportation, Sisters, OR

The work envisioned by this project will complement efforts to build an alternate truck route around downtown Sisters.

US 20 provides a connection across the Cascades Mountains between the rapidly-growing communities of Central Oregon and the Willamette Valley's major population centers, serving thousands of trucks and passenger vehicles each day. Where it passes through the tourism-based town of Sisters at the edge of the Deschutes National Forest, US 20 is both a main street that supports dozens of businesses and a major regional freight route.

As a result, conflicts regularly arise between through traffic and people crossing the street to enjoy shops and restaurants in this scenic downtown. The number of conflicts is particularly high during the summer tourist season when many special events are held and the level of both pedestrian activity and through traffic is very high. In addition, the pedestrian environment in the central business area of Sisters is less than ideal. Despite its orientation toward pedestrian activity, the area suffers from narrow sidewalks, worn crosswalks, poor pavement conditions and deteriorating curbs that create an unsafe environment for travelers and negatively impact the downtown business climate.

ODOT is working with the City of Sisters to develop improvements to US 20 that will address pedestrian/motorist conflicts.

Community Access Improvements - \$750,000

City of Bend, Bend, OR

The Community Access Improvement Project will include adding sidewalks and related curb ramps in high-use pedestrian areas around the City of Bend. Staff recently facilitated an educational curb ramp forum to receive community feedback on the priority zone areas that the City should focus its resources on enhancing. The top two areas that have been identified are the Downtown core and Medical overlay district. The requested funding will be used to supplement the current capital funding, and increase the connectivity of the areas impacted by these enhancements.

US Highway 97 & J Street Project - \$6,040,000

City of Madras, Madras, OR

This project addresses intersection failure affecting two major highways (US 26 and US 97) within the State of Oregon. The highway intersection is now obsolete, inefficient and unsafe. Federal assistance is appropriate because it helps ensure the safe and efficient flow of interstate traffic through this intersection. Federal assistance is fair and reasonable because it is proportionate to the use and design standards of a federal highway. Local government (City of Madras) is contributing a proportional share that is commensurate with its ability to pay. The project is listed on the State Transportation Improvement Plan. The State of Oregon has listed this project in its 2010-2013 draft STIP to be adopted in the spring 2010. Not addressing this need has an adverse and chilling effect on the economy of Oregon. There have been documented examples of lost and/or delayed economic development opportunities as a direct result of the need to modernize this intersection. This intersection is listed on ODOT's "top 10%" of dangerous/accident intersections.

13th and May Avenue Pedestrian Safety Improvements - \$450,000

City of Hood River, Hood River, OR

The City of Hood River will design and construct a comprehensive ADA accessible "Pedestrian Improvement" project that includes traffic light and pedestrian crossing lights, enhanced pedestrian facilities, better lighting, and turn lanes to State Highway 287 (13th Street) which is classified as a major arterial. The intersection of 13th & May Street has been considered a dangerous intersection for many years. It is centrally located between an elementary school and middle school with a total student population of 840 students; a major medical center (Providence Memorial Hospital); a municipal park and baseball field; municipal pool; and numerous medical offices.

The improvements at this intersection are particularly critical because elementary aged children are now forced to cross multi-lane, arterial street when walking to and from school. Due to topography and line of sight, pedestrians are in a "blind spot" when starting to cross the intersection.

SE 9th Street Arterial Link Project - \$5,400,000

City of Redmond, Redmond, OR

The Project will modernize an existing segment of arterial roadway (1.0 mi.) and construct a new segment (0.75 mi.) to facilitate industrial development and job creation. The improvements will address existing deficiencies in the local network and will supplement the state highway system by improving local trip making capabilities on the local system. The new segment of SE 9th

Street will provide backbone infrastructure to serve a planned 220 acre “green industry” themed Airport Business Park which will capitalize on the proximity of Roberts Field and the unique development opportunities that the region’s commercial airport provides the area.

19th Street Extension: Redmond to Deschutes Junction - \$5,640,000

Deschutes County, OR

Construction of approximately six (6) miles of new road, extending 19th Street from the existing terminus of 19th St. (south side of the City of Redmond) to Deschutes Market Road at Deschutes Junction (US 97 interchange - midway between Redmond and Bend). The road to be constructed would consist of a 32 foot wide paved surface - two travel lanes and paved shoulders (county rural arterial standard).

Union County Justice Center - \$5,116,297

Union County, La Grande, OR

The Union County Justice Center is a project that will house courts and support staff. A new Justice Center would provide a safe, secure and necessary environment for judicial business in the county. The court facilities in Union County have been ranked as the poorest in the state by an independent analysis in 2008. The project includes two court rooms and one hearing room, plus staff and administrative areas. It would provide safe corridors for escorting inmates to and from court.

County Fairgrounds Improvement Project - \$1,750,000

Umatilla County, Hermiston, OR

The Umatilla County Fairground Exhibition Center was built over 60 years ago. Over time, the facility has become inadequate to serve the needs of the fairground and the community at large. Usage during the County fair and throughout the year is inhibited by a lack of safe and accessible utilities. The exhibition center is further restricted by inadequate technology, heating, electrical and related utility access. In addition, despite substantial interest, the facility’s structural and accessibility problems prevent the potential to partner with educational and social service entities.

Umatilla County is planning to replace the obsolete Exhibition Center and two other buildings with an 18,000 square-foot exhibition hall. The project involves demolishing the two current dilapidated exhibition buildings, which lack sufficient structural strength to renovate, and constructing a modern exhibition hall in their place. The exhibition hall would consist of two wood-framed stories, a concession area, Americans with Disabilities Act enhancements, and modern technology and utilities.

Umatilla Elementary School Bus Corridor Project - \$300,000

City of Umatilla, Umatilla, OR

The project consists of restructuring a city street and school parking lot to develop a bus corridor and dedicated bus loading area. The project will separate bus traffic from other vehicular, bicycle and pedestrian traffic. The separation will remediate congestion and improve safety for buses, cars, bicyclists and pedestrians during peak traffic times (start and end of school day). The Umatilla School district recently added fourteen classrooms and additional parking to serve

the 660 students attending McNary Heights Elementary. The new infrastructure has led to traffic problems that are a concern in terms of student safety.

Umatilla Depot Rail Switches Replacement Project - \$3,600,000

Umatilla County, Hermiston, OR

This project will reconnect railroad tracks on the site of the former Umatilla Depot to the Union Pacific mainline.

Tum-A-Lum Bridge Replacement Project – \$1,600,000

Umatilla County, Milton-Freewater, OR

The requested federal funds will be used to replace the Tum-a-Lum Bridge in Milton-Freewater.

Construction of New Instructional Facilities for a New Career Technical Program in Veterinary Technology, with Certificate Options in Pre-Veterinarian, Equine Science, and Farrier Science - \$650,000

Blue Mountain Community College (BMCC) is requesting funds toward the construction of instructional facilities for a new career technical program, an associate of applied science degree in veterinary technology, to address a projected high demand for skilled workers in animal care fields in Oregon, the Pacific Northwest, and the nation. In keeping with the rural environment of northeastern Oregon and to leverage the expertise and resources of BMCC's long-standing agriculture and animal science programs, the veterinary technician program will have a large animal emphasis, though the curriculum will be comprehensive and students will graduate with well-rounded skills. Students will have the option of earning a certificate in equine science (which the college eventually may expand into a two-year degree program), pre-veterinary science, and farrier science.

The program is a natural fit for northeastern Oregon, where horses, cattle, and other farm animals are numerous and where rodeo is part of the region's history and culture. BMCC's main campus in Pendleton is strategically located in the very center of the region formed by Oregon, Washington, and Idaho, which is home to more than 253,000 horses; more than 5.7 million cattle; 500,000 sheep; and more than 82,000 swine (2007 U.S. Census of Agriculture). This is true horse country. The Pendleton Round-Up is one of the top three professional rodeos in the world and is celebrating its centennial in 2010. BMCC's neighbors and partners, the Confederated Tribes of the Umatilla Indian Reservation—the Cayuse, Umatilla, and Walla Walla—were once renowned for their vast horse herds and horsemanship skills and are now working to restore their horse culture. Regionally, there is a significant, informal equine industry cluster that attests to the continuing presence of many horse owners, including saddle and tack makers, feed and tack stores, Western and English apparel and furnishings stores, horse breeders and trainers, veterinarians, riding instructors, horse and stock trailer repair and retail, horse boarding enterprises, ranch and farm equipment manufacturing and sales, and equine-related events and tourist attractions.

Highway 20/34 and 53rd Street Intersection Improvements - \$830,000

City of Corvallis, Corvallis, OR

Both Highway 20/34 and 53rd Street are important arterial roadways for the City of Corvallis, Benton County, and the State of Oregon. The intersection is at capacity and experiences

significant congestion at peak times. This proposed project will add right turn lanes and modify the intersection signalization thereby returning the intersection operation to an acceptable level of service.

Replacement Transit Vehicle Information System (VIS) - \$400,000

City of Corvallis, Corvallis, OR

This project will replace the Vehicle Information System (VIS) currently in use by the Corvallis Transit System (CTS). The VIS consists of Automatic Vehicle Location, Automatic Passenger Count, Automatic Stop Announce (visual and audio), Mobile Data Terminals on all of the buses and nine wayside signs to display bus arrival times at key bus stop locations, and two dispatch stations with supporting software, computer servers and communications systems.

Downtown Improvement Loan Recapitalization Program - \$100,000

City of Corvallis, Corvallis, OR

Corvallis requests funds to capitalize a successful matching funds loan program to assist downtown property with redevelopment and greater utilization of downtown buildings. The current program has been operating for 15 years, but currently has no funds to make available for prospective projects.

I-5 Willamette River Bridge Intelligent Transportation Systems - \$450,000

Oregon Department of Transportation, Eugene/Springfield, OR

The Eugene/Springfield area has developed an intelligent transportation system (ITS) plan and is looking to deploy ITS throughout the transportation system. One of the areas where ODOT is interested in adding ITS elements to the Eugene/Springfield transportation system is the new I-5 Willamette River Bridge. This project, the largest bridge in the OTIA III State Bridge Program, has been designed to accommodate ITS elements, including a road and weather information station with pavement sensors in the bridge deck and roadway surface, and a full motion camera for traffic and incident management.

These features will help more effectively manage the transportation system. The road and weather information station would allow ODOT maintenance staff to monitor weather conditions on the bridge and assess their impacts on traffic operations and safety. The camera will allow ODOT's transportation operations center to monitor this segment of freeway for incident response and traffic management purposes, and images from the camera would be made available to local TV news stations and on TripCheck.com, ODOT's traveler information website.

Comprehensive Vegetation Management Pilot Program - \$675,000

Oregon Department of Transportation, Lane County, Rural Areas

For safety purposes, ODOT maintains roadside vegetation to provide sight distance on curves and at intersections, to allow people to better see animals entering the roadway, to remove trees within the recovery zone to minimize damages to vehicles leaving the roadway, and to reduce fire hazards. ODOT also has to meet state laws to remove noxious weeds and invasive species to prevent the spread of unwanted and environmentally damaging vegetation. ODOT currently uses Integrated Vegetation Management (IVM) Plans to minimize the use of chemicals. ODOT mows, brush cuts, hand trims, and sprays to keep vegetation within desired condition levels.

In Western Oregon, there is a high level of interest from public agencies and private groups to develop alternatives to eliminate or significantly reduce the use of herbicides and other chemicals for vegetation management along highways. In order to address this interest, ODOT proposes a Comprehensive Vegetation Management Pilot Project.

This pilot will implement a "spray as a last resort" policy for 52 miles of Highway 36 in Lane County and would review a variety of alternative vegetation management methods, including mechanical, manual, thermal, and/or any other feasible methods that may be identified. The effectiveness of these methods needs further research to determine the appropriateness for long term sustainability, cost effectiveness, and overall risk. The pilot would include small to large sample areas for the identified feasible alternative methods.

This pilot program will help ODOT identify alternatives to spraying chemicals for vegetation management and the pros and cons of the alternatives. The pilot would include:

- Inventorying noxious and invasive plants and providing GIS support to map identified areas;
- Mowing and other mechanical and manual means of removing vegetation;
- A final report after seven years of implementation.

**Albany-Corvallis Multi-Use Path: Springhill Road to North Albany Road - \$1,700,000
City of Albany, Albany, OR**

This project will design, purchase right-of-way, and construct the eastern segment of the Albany-to-Corvallis Multi-Use Path from Spring Hill Road to North Albany Road in Albany. The proposed paved path in proximity to US Highway 20 will be located adjacent to the existing Union Pacific Railroad and will connect neighborhoods to local destinations.

**Purchase and Rehabilitation of Westside (Bailey) Railroad Branch - \$905,437
Benton County, Corvallis, OR**

The requested funding is for purchase of approximately 23 miles of rail and right-of-way proposed for abandonment by Union Pacific. The request includes some money for maintenance and rehabilitation. Venell Farms and others must have rail shipping access or lose substantial business. Approximately 600 cars per year are used to move a variety of goods, including wheat, livestock feed pellets, chips, logs, etc for which no other economical transportation alternative is available.

To insure continuity of operations, Venell Farms has submitted an offer to Union Pacific on the first 6 miles of 23 miles of line to be abandoned. The six-mile segment also provides rail service to the Corvallis Industrial Park and Airport. Preservation of the 23 miles of rail paralleling State highway 99W offers redundancy to the Class 1 line parallel to Highway 99E, and possible future freight service connection to the Mahlon Sweet Airport and Eugene. The Rail Division of ODOT has updated the Oregon State Freight Rail Plan, which details the work to be completed. The project will continue to provide service to the affected businesses to retain jobs and promote economic development. Lastly, it will be preserving our vital transportation infrastructure

**Halsey City Hall and Community Center - \$220,000
City of Halsey, Halsey, OR**

The City of Halsey plans to use funds to build a parking lot and continue renovations on an existing structure to relocate City Hall, City Council Chambers, and the Municipal Court. The current City Hall facilities are inadequate. The renovated structure and new parking lot will make the relocated city hall ADA accessible and serviceable for the community.

53rd Avenue Bridge and Roadway Extension Project – \$1,700,000

City of Albany, Albany, OR

The City of Albany request is for the construction of roadway infrastructure to facilitate the future extension of the 53rd Ave. roadway and overpass project. Project work will include the construction of roadway improvements and associated drainage improvements on existing transportation systems to facilitate the new alignment and connection of 53rd Ave. to the existing transportation system. Work will include any necessary permitting, wetland mitigation credits, right-of-way acquisition, design, and construction activities.

The full 53rd Ave. Bridge and Roadway Extension project will construct 6,700 feet of a new 5-lane arterial road including an overpass over the Union Pacific Railroad high-speed rail line located between State Highway 99E at 53rd Ave. and Lochner Road. The roadway is needed to address the traffic and safety limitations caused by an existing at-grade crossing of the rail line to allow the Oak Creek area to be developed to its fullest potential with residential, regional commercial and industrial property. The total project cost is \$18 million.

Corvallis to Albany Multi-Use Path - \$581,000

Benton County Public Works, Corvallis and Albany, OR

The project includes construction and construction engineering of the first segment of the Corvallis to Albany Multi-Use Path from NW Circle Boulevard to the City Limits at NE Manchester Street in Corvallis. The proposed path will have a ten to twelve foot wide asphalt surface with a minimum of one foot gravel shoulders and additional clearance at fenced locations. The path will be located adjacent to the existing Union Pacific Railroad which parallels Highway 20. The proposed path starts on the east side of the railroad tracks at Circle Boulevard, crosses under the railroad at an existing permitted under-crossing in Village Green Park, and then stays on the west side of the tracks for the remainder of the project. The County has received financial assistance for the design and right-of-way acquisition for this project, so it will be ready for construction under the Fiscal Year 2010 timeframe.

Port of Siuslaw Warf Economic Development Phase - \$700,000

Port of Siuslaw, Florence, OR

The Port of Siuslaw is requesting funds to repair and improve capacity of the Port's key infrastructure. The Port of Siuslaw is the only commercial transfer facility on the Siuslaw River.

This economic development project builds on current economic activities to develop new sources of income for fishermen, the Port, and for other tourist related activities that benefit the greater community. The project adds square footage to the dock, increases electrical capacity to serve projected needs of an ice machine, fish cannery, smokehouse, buying station and addresses structural deficiencies across the entire dock. The ice machine, which sat on the wharf and is a key element for commercial fishing, broke down in 2004. As a result, the fishing fleet largely dispersed to other ports to obtain ice. The Port of Siuslaw has maintained the wharf with

periodic inspections and short term repairs. Despite these measures, infrastructure continues to deteriorate and has resulted in partial closure of the dock to large trucks with accompanying reduction in utility. This economic development project creates an updated facility to be used by business interests beyond the fishing industry.

Phase I of this project would address the infrastructure needing immediate attention. Some of these needs include: pilings, pile caps, stringers, joists, decking and associated utilities. Phase II would continue expansion and repairs begun in Phase I and improve truck access to the wharf, expand the footprint of the wharf to make way for sport and commercial fishing activities.

West Eugene EmX: Alternative Analysis - \$2,000,000

Lane Transit District, Eugene, OR

Lane Transit District requests funds for completion of an environmental analysis for the West Eugene EmX (bus rapid transit) Extension project. West Eugene has been selected by the Eugene City Council and the LTD Board of Directors as the third EmX line. This corridor would be a westward extension of the Franklin EmX line. It would serve an area that is experiencing significant development and that has significant transportation challenges.

The Notice of Intent to prepare an Environmental Impact Statement for the project was published on September 18, 2007. The project has completed the scoping phase. The LTD Board and the Federal Transit Administration have approved a Purpose and Need Statement for the project, and have selected the Range of Alternatives for further study. The project is now in the Alternatives Analysis phase, with a draft Environmental Impact Statement (EIS) scheduled to be released in Fall 2010 and a Locally Preferred Alternative to be selected by the end of 2010 or early 2011. This requested funding would allow the project to proceed into the Project Development phase (to approximately 30 percent of design) and complete a Final EIS.

There is a separate but related request from the City of Eugene to fund a West Eugene transportation study – the two efforts will be coordinated and pursued collaboratively between Lane Transit District and the City of Eugene.

Eugene Fire Hydrant Replacement - \$250,000

City of Eugene, Eugene, OR

Eugene requests funds to assist in the replacement of an aging municipally-owned hydrant system. There are approximately 4,000 public hydrants in the City's current inventory. Almost 1,000 of the 4,000 hydrants are in low-income neighborhoods. Most of the hydrants in this aging system are nearing the end of their useful lives (50 to 60 years). Approximately 31% of the city's hydrants are 50 years old or older; another 24% of the inventory is in the 40 to 50 year age range, which means in the next decade, over half of the hydrant inventory will be at or near the end of its useful life. Some hydrants have already failed and have simply been decommissioned and capped off. Approximately one-third of these hydrants are expected to fail over the next 20 years. Within the next decade, the City could easily be looking at an unfunded liability in excess of \$10 million to fully address the obsolete, damaged and malfunctioning hydrants in the system.

The City of Eugene has an opportunity to address this significant public safety issue and leverage funds for the replacement of many of these aging hydrants. The Eugene Water and Electric Board (EWEB) has offered to work in a mutually acceptable arrangement to address the aging system. EWEB has agreed to cover all of the costs of the replacement except for the hardware (hydrant and valves) or in other words, 70% of the replacement costs. This offer represents an enormous leverage of funds.

Franklin Boulevard Improvements: Glenwood - \$1,000,000

City of Springfield, Springfield, OR

The City of Springfield seeks funding to complete the environmental analysis of possible improvements to the Glenwood section of Franklin Boulevard between the Springfield Bridge and I-5 in Springfield. Improvements to be considered include the following: consideration of a multiway boulevard in certain sections, installing sidewalks to enhance pedestrian movement, adding bicycle facilities, installing double EmX lanes between the Springfield Bridge and Glenwood Boulevard, improving traffic flow and safety for all transportation modes, undergrounding of utilities.

Franklin Boulevard is a key regional transportation link that connects Eugene and Springfield and serves the University of Oregon and other important activity centers. It also acts as a primary entrance for visitors to Springfield. The City is now involved in an intensive process, with broad community involvement, to facilitate redevelopment of this Glenwood area. A significant upgrade to this part of the transportation system to modern multi-modal standards is essential to the successful community redevelopment of the Franklin corridor and the Glenwood area riverfront district.

Highway 126 Improvements: Veneta - \$4,500,000

Lane County, Veneta, OR

Funding is sought to begin the planning process to identify the problems and potential solutions for the Highway 126 West (OR 126) corridor extending from Green Hill Road on the western boundary of the Eugene-Springfield urban growth area to the City of Veneta. Also known as the Florence-Eugene Highway, OR 126 is a 53-mile "Access Oregon" Highway Route, a principal arterial in the National Highway System, and a designated freight route. OR 126 is essential to the movement of goods, services, and raw materials, and tourists visiting the Central Oregon coast. This is the most direct route between the Oregon coast and the Eugene-Springfield metropolitan area, Oregon's second largest urban area. It is critical for regional and interstate transportation connectivity, linking the coast to inland Lane County, Portland, Seattle and San Francisco by connecting coastal Highway 101 to Interstate 5. This highway also provides access to the Port of Siuslaw and central coast recreation destinations. Lane County's economy depends on this transportation link, and it contributes significantly to statewide economic health. The corridor crosses a federal reservoir popular with recreationalists, and is adjacent to a short line railroad connecting Eugene to the Coast.

LTD Technology Improvements - \$4,800,000

Lane Transit District, Eugene/Springfield, OR

Replacement of a system that currently provides the following essential functions: Computer Aided Dispatch (CAD), Automated Vehicle Location (AVL), Automated Passenger Counting

(APC) and Automated On-Board ADA Announcements. The project would also add functionality for real-time passenger information through on-platform displays, Internet access points, and personal mobile devices such as cellular phones and smart phones. The vendor of this critical system has announced a 2009 product “end of life” for the generation of equipment currently in use by the District. This request would fund a timely replacement of the system.

Main Street/Straub Parkway Intersection Improvements - \$2,000,000

City of Springfield, Springfield, OR

The City of Springfield requests funding for required environmental documentation in order to reach a preferred alternative for the intersection of Oregon Highway 126 (Springfield’s Main Street) and Bob Straub Parkway.

Lane County has now completed construction of the Bob Straub Parkway between the Oregon Highway 126/Main Street intersection on the north and Jasper Road to the south. The Parkway—named for an Oregon governor from Springfield—forms the southern fourth leg of the OR126/Main Street intersection. The completed Parkway will provide access and infrastructure to approximately 800 acres of needed developable land inside the Springfield urban growth boundary. Traffic currently places a heavy demand on the OR126/Main Street intersection, with morning and afternoon peaks creating significant congestion and safety problems. There is a current and significant future need to make capacity and safety improvements at this important regional connection.

Middle Fork Willamette River Path - \$4,000,000

Willamette Park and Recreation District, Springfield, OR

Funding would help construct the final phase of the 4-mile Middle Fork Willamette River Path from historic Dorris Ranch Living History Farm to Clearwater Park, in Springfield. An initial appropriation in SAFETEA-LU allows Willamalane to proceed with the design, engineering, permitting, and acquisition of necessary property for the entire length of the path. The project feasibility study was completed in July 2007 and indicated that the initial cost estimates were significantly low due to increased construction costs and extremely steep slopes on the Quarry Butte section of the path. Willamalane is scheduled to begin construction on Phase 1 of the project in the spring of 2010, which will include the 2.4-mile segment from Clearwater Park to Quarry Butte. The remaining portion of the path consisting of 1.6 miles between Quarry Butte and Dorris Ranch would be completed under this proposal.

West Eugene Transportation Improvements Study - \$5,000,000

City of Eugene, Eugene, OR

The City of Eugene seeks funding for environmental analysis and preliminary design for the West 11th Avenue improvements and the upgrade of Beltline Road in west Eugene. West 11th Avenue is a major transportation corridor within the Eugene-Springfield metropolitan area. West 11th Avenue from Terry to Greenhill is designated as a major arterial yet it is currently designed as a rural highway and is one of the few remaining sections of arterial State highway in Eugene that has yet to be brought up to urban standards with such elements as curb and gutter, sidewalks, and bicycle facilities.

On Track Generations - \$750,000

On Track Inc., Medford, OR

Generations is an 81-unit, affordable intergenerational housing project providing 62 homes for seniors and 19 for families with a history of involvement with child welfare, to be constructed in two phases on a 6 acre site in Southeast Medford, Oregon. Generations will model a new approach to reducing foster care placements and strengthening families by creating a community where recovering families live with seniors who can mentor their continued growth. Older adults can provide indispensable essential support to fragile families, who in turn can be instrumental in promoting the well-being of older adults as they age in place with the security and support of young families and other seniors. The community and staff support are designed to facilitate the organic development of these “grandparent” relationships.

US 199 Safety Improvements - \$300,000**Oregon Department of Transportation, Portland, OR**

US 199 (Redwood Highway) serves as an important connection between the Rogue Valley and I-5 corridor to the communities of the Illinois Valley and the southern Oregon/northern California coast, but it also serves as main street for the city of Cave Junction near the edge of the Siskiyou National Forest.

The intersection of US 199 and River Street in Cave Junction, which does not have a traffic signal, is used as a pedestrian crossing by students from three local schools. However, it is also located just after the highway widens from three lanes to four lanes. As a result, vehicles tend to speed up and use this section as a passing lane and sometimes travel at excessive speeds through the intersection. This results in a dangerous situation for the students using this unsignalized intersection to cross the street. Because the intersection lacks turn lanes and a traffic signal, it also has a history of rear-end collisions when traffic stops in the inside lane to make left turns onto River Street.

This project would improve safety at this intersection by installing a new traffic signal and reconfiguring the roadway to a three lane section with one lane in each direction and a left turn refuge. This narrowing will slow the speed of traffic, allow for a safer crossing for children, and allow traffic to safely turn to and from US 199.

Wildlife Education and Rehabilitation Center - \$575,000**Wildlife Images Rehabilitation and Education Center, Grants Pass, OR**

Wildlife Images is building capacity to meet increased access and attendance to this animal rehabilitation facility.

The investment of taxpayer dollars in the Wildlife Education and Rehabilitation Project will support and build out our model of creating a stronger Southern Oregon tourism destination attraction by more than 20% of our current annual visitor's gate of 22,000 visitors. During this last year, we accepted more than 1,000 sick, injured and orphaned animals. Our facility population includes eagles, bears, badgers, cougars and a range of wildlife that are unable to be returned to their natural habitat. In 2009, we visited over 100 schools, churches, retirement homes and assisted living centers. Our local and regional schools sent us 4,500 students to learn about wildlife during daily field trip experiences. The Wildlife Images Rehabilitation and Education Center project includes making safety and ADA upgrades as well as parking lot

ingress and egress expansion for school buses. Our Summer Camp and tourist activity will also be upgraded with restroom expansion. This Wildlife Images Education and Rehabilitation Center project will create as much as 20% more in tourist contact adding a potential of 4,400 more visitors to our gate from this investment of economic development.

Community Facilities Renovation - \$650,000

City of Grants Pass, OR

The City of Grants Pass is seeking funds under the Economic Development Initiatives Program to renovate the historic Grants Pass Supervisor's Warehouse complex, which the City is working to acquire from the United States Forest Service for adaptive reuse as a Community Center. This location has been used by the USFS since 1933. This neighborhood, located in the southwest area of the city, has a high level of renters; income levels are below the median for the community; and crime is a concern. The facilities and activities at the Community Center, possibly including a police substation, will catalyze the neighborhood revitalization of this area and show neighborhood residents that this area is important to their future and the future of the community.

Hubbard Lane Reconstruction from Redwood Highway (US 199) to Redwood Lane - \$2,108,705

City of Grants Pass, OR

The project proposed is the widening of Hubbard Lane for a distance of 2,300 feet (from the intersection of Redwood Highway north to the intersection of Redwood Avenue) to add bicycle lanes, curbs, gutters, and sidewalks which are separated by a landscaped planting strip. The road surface is planned at 32 feet wide, which provides two 11-foot travel lanes and a 5 foot bike lane along each side of the street. Additionally, 7 ½ foot wide planter strips and 6 foot sidewalks will be provided along both sides of the street. In order to provide these facilities, the project will need to acquire some right of way as portions of this section only have 40 feet of right of way. Sixty will be required. Complicating the project is that the roadway will need to cross both an irrigation canal and Sand Creek. This will increase the cost of the project. The project includes the installation of a water main to provide City water to the area.

Backup Generator for Adult Community Center (Senior Center) - \$50,000

City of Molalla, OR

Funds would be used to purchase and emergency generator for Molalla Adult Community Center.

Oil Spill Response Fleet Upgrade and First Responder Training - \$471,000

Maritime Fire and Safety Association (MFSA), Portland, OR

The Maritime Fire and Safety Association (MFSA) is seeking \$471,000 for upgrades to its oil spill response fleet and for training its first responder partners in Washington and Oregon. A necessary component of oil spill response activities is the equipment used to clean up spills and the first responders who respond to emergencies. The requested funding will help the MFSA and its partners prevent oil or other chemical spills in Northwest waterways through regular training and protect the water resources and the communities of the Pacific Northwest through timely and effective response to maritime spills.

Rolling Stock and Facility Plan - \$600,000

City of Canby, OR

Canby Area Transit (CAT) offers public transportation services to the City of Canby and neighboring rural communities. Rapid growth challenges both equipment and facility resources. CAT has a critical need for replacement and expansion vehicles and additional fleet and office space.

This project will support, create and maintain jobs in an area already experiencing company closure and worker layoffs. The purchase of rolling stock and renovation/expansion will not only ensure that the existing CAT employees (30+) remain employed but at least 18.5 jobs will be created during the construction of the facility. The project will also contribute to job security in the bus manufacturing industry.

By 2020, the population in Canby is expected to nearly double and the region anticipates the senior and disabled population to grow to 20% of the tri-county population. The demand for transit services in Canby and surrounding communities has grown significantly and will continue to grow. In 2007, City-Data.com reported that 10.5% of Canby, 19.2% of Woodburn and 16.5% of Hubbard residents reported income below the poverty level; and 4.8% of Canby, 6.2% of Woodburn, and 7.1% of Hubbard residents report incomes below 50% of the poverty level. These communities also report burgeoning numbers of foreign born residents. The report shows 12.5% of Canby, 35.4% of Woodburn and 18.2% of Hubbard residents are foreign born. The majority of these residents are from Latin America. City-Data also reports that 15.5% of Canby, 46.5% of Woodburn and 32.7% of Hubbard residents are Hispanic. CAT services are a vital connection for these low-income commuters.

In addition to addressing the obvious space and equipment needs of the transit operation this project supports the employment of hundreds of riders who use CAT as their primary mode of transportation to work. Additionally, the project supports the economy by providing a critical transportation connection to shopping and other services for both the transit dependant and those who choose transit for other reasons. If CAT service were reduced or discontinued, transit dependant workers would not have a public transportation option and many would be left without a way to get to work.

TriMet Bus Replacement - \$15,400,000

Tri-County Metropolitan Transportation District of Oregon, TriMet Service District, OR

TriMet requests \$15.4 million in Section 5309 Bus & Bus Facilities funding to help replace 45 of its oldest buses. The buses identified for replacement are at least 20 years old, lack up-to-date exhaust emissions reduction technology, accessible ramps and air conditioning and are well past the point where they run efficiently or reliably. The replacement buses will be 40-foot, low-floor vehicles outfitted with air-conditioning, accessible ramps and automated stop announcements, providing a more efficient fleet and comfortable experience for TriMet riders. All of the funds will be obligated in FY11.

Lake Road (Phase 2) - \$2,000,000

City of Milwaukie, Milwaukie, OR

Funds will help complete the Lake Road multimodal plan, as adopted in 1997, and federally funded in 2005. This will include reconstruction of the west end of Lake Road and 21st/Lake Road intersection. Project will replace sub-standard sidewalks, add bike lanes, add a protected bike turn lane/pocket, and apply a green street/boulevard treatment to a primary east-west arterial that terminates at downtown Milwaukie's future light rail station. Currently in ROW phase for Phase 1 (the area east of Oatfield Road) with construction scheduled for spring 2011.

Allowing bicyclists and autos to safely access the station area on the west side of 21st, and to safely turn-around and exit the area, will be critical to the functionality of the light rail station. This project will improve intersection safety at Lake/21st Avenue for bicyclists and improve drop-off for "kiss-and-ride" passengers. In addition, the project greatly improves access/visibility for a commercial TOD site, immediately adjacent to the station platform.

Foothills District Framework Plan - \$300,000

City of Lake Oswego, OR

The Foothills District Framework Plan will create an exciting and viable redevelopment plan for the 120-acre district on the Willamette River and adjacent to downtown Lake Oswego. The City envisions the Foothills District as a thriving neighborhood of commercial and residential opportunities that will connect downtown Lake Oswego to the Willamette River and be served by the proposed Portland to Lake Oswego Streetcar project. The City sees the riverfront development as an excellent economic development project that will generate construction jobs and permanent jobs in the area, offer residential opportunities for a diverse group of demographic and socio-economic groups, provide additional open space for the community, and promote sustainable and environmentally sound development.

The City of Lake Oswego has looked to the redevelopment of the Foothills District as a necessary part of its downtown revitalization program for over a decade. Timing has recently become a factor, however, as City officials believe it is imperative to respond to the arrival of the Portland to Lake Oswego Streetcar project in a proactive manner in order to maximize its positive impact on the region. The Foothills District proximity to the proposed streetcar alignment (as well as the Willamette River) makes it a prime candidate for redevelopment by any measure. Federal assistance would be used toward a comprehensive planning and pre-development effort for the Foothills area. The four primary objectives of the study are:

1. Produce a redevelopment vision for the Foothills District in a collaborative manner with the Lake Oswego community and interested private investors.
2. Prepare a package of regulatory amendments to assist with implementation of the plan. These would include modifications to City regulations that will permit development to proceed consistent with the overall redevelopment vision for the area.
3. Develop a public street and infrastructure plan to address infrastructure needs for the district over time and assist with future public and private investments in the area.
4. Establish an urban renewal area for the Foothills District that would include a detailed funding and financing strategy to guide future development in the area. The City sees this as an important component given the City's interest in encouraging higher density development in the area and leveraging the public investment in the Portland to Lake Oswego Streetcar project.

Portland – Milwaukie Light Rail Project – \$60,000,000

Cities of Portland and Milwaukie, Portland/Milwaukie, OR

TriMet requests \$60 million in Section 5309 New Starts funding for preliminary engineering, right-of-way acquisition, and final design of the Portland-Milwaukie Light Rail Project.

In May 2003 the Metro Council adopted a two-phase South Corridor plan to extend light rail to Clackamas County. The first phase opened in September 2009, extending light rail from Gateway Transit Center along I-205 to Clackamas Town Center and from Union Station to Portland State University along the Transit Mall.

The Portland-Milwaukie light rail line is the second phase, and is scheduled to open in 2015. The project consists of a new 7.3 mile light rail line with 10 stations, two 1,000-space park-and-ride facilities, and will serve an estimated 27,400 passengers by 2030. The alignment travels from Portland State University, across a new multi-modal bridge over the Willamette River (a 1.3 mile segment that will include joint operations for buses, light rail vehicles and streetcars), and through southeast Portland neighborhoods to Milwaukie.

Besides the bridge, the project will build elevated structures crossing over roads and freight rail lines in the City of Portland and Clackamas County. The project also includes 21 new light rail vehicles, expansion of the Ruby Junction maintenance facility, real property acquisition, preliminary and final design, construction and project management, interim finance and insurance.

Regional Active Transportation Network Demonstration Projects - \$2,000,000

Metro, Hillsboro/Portland/Milwaukie, OR

This appropriations request supports the development of a connected 2,000-plus mile regional active transportation network that will provide complete bicycle and pedestrian trips from origin to destination. The "complete system" approach connects people from where they live to where they work and play, giving them transportation choices.

This specific request would complete essential project development, including preliminary engineering, of over 83 miles of four key active transportation corridors that will serve as demonstration projects for building out the regional network.

The four projects are:

1. Last Mile Transit Connection, Hillsboro
2. Active Access to Industrial Jobs, Milwaukie/Clackamas Co.,
3. Urban to Rural: Mt. Hood Connections, Boring & Unincorporated Clackamas Co.
4. North/NE Bike Way Network, Portland

These four projects will demonstrate effective, results-oriented cycling and walking transportation systems in urban, suburban, and rural environments. The "Last Mile Transit Connection" in Hillsboro, "Active Access to Industrial Jobs" in Milwaukie/Clackamas Co., and "Urban to Rural: Mt. Hood Connections" in Boring & Unincorporated Clackamas Co. demonstrate that high levels of bicycle and pedestrian travel, when well integrated with public transit and the road network, can be achieved in suburban and rural environments. The "North/NE Bikeway Network" in Portland demonstrates how a dense network of world-class

cycling facilities, in conjunction with encouragement programs, can reduce driving and increase bicycling to levels currently seen only in the world's best cycling cities at levels of over 20% mode shift to cycling.

Specifically, the Last Mile Transit Connection, Hillsboro element of the appropriation request will provide project development and preliminary engineering for the Rock Creek Regional Trail over major arterial streets and one collector street.

The Active Access to Industrial Jobs, Milwaukie/Clackamas Co. element of the appropriations request will fund project development including preliminary engineering and environmental review for bikeways and walkways from the Fuller Road and Clackamas Town Center light rail stations to employers in the job-intensive industrial area along Jennifer Street and the Park Avenue and Lake Road light rail stations in the City of Milwaukie.

The Urban to Rural: Mt. Hood Connections, Boring & Unincorporated Clackamas Co. element of the appropriations request includes project development for the Cazadero Trail section of the Mt. Hood Connections Urban to Nature Corridor and construction of an enhanced pedestrian crossing and 150- foot of sidewalks that will allow users to safely cross Highway 212.

The North/NE Bike Way Network, Portland element of the appropriations request includes project development, preliminary engineering, environmental review, prospectus development and community involvement for 55 miles of bikeways within 13 square miles in a moderate density urban travel shed of approximately 100,000 residents. Project development for the bikeways will include 40 miles of bicycle boulevards, 4+ miles of separated bikeways on higher-volume roadways and more than 10 miles of added or improved bicycle lanes.

Columbia River Crossing - \$3,000,000

Oregon Department of Transportation, Portland/Vancouver

The I-5 Columbia River Crossing (CRC) is a comprehensive and sustainable multi-modal solution to transportation and economic challenges at the Interstate Bridge over the Columbia River. The bridge and its approaches in Oregon and Washington cause the worst traffic congestion in the Portland/Vancouver metro region, and cause a major bottleneck on the I-5 trade corridor, one of the nation's top freight routes. Congestion on this crucial corridor lasts four to six hours each day, stalling motorists and buses in gridlock and delaying trucks. If we do nothing, stop-and-go traffic is projected to increase to 15 hours a day by 2030.

In 2008 project partners endorsed replacing the obsolete Interstate Bridge with a modern structure, extending light rail across the Columbia River into downtown Vancouver, improving interchanges and the pedestrian/bicycle facilities on the bridge. These improvements offer a number of important community, economic and transportation benefits.

1. **Reduced Congestion.** A replacement bridge with light rail will reduce congestion by up to 70 percent.
2. **Safety.** Eliminating safety hazards on the obsolete bridge and at interchanges will reduce crash rates significantly.

3. Improved Freight Mobility. Each year the Interstate Bridge carries about \$40 billion in freight, projected to increase to \$70 billion annually by 2030. The project will improve access to the Port of Portland and Port of Vancouver and reduce delays for trucks moving goods from Northwest businesses to market.
4. Expanded Public Transportation. The CRC would more than double the number of transit riders over the no build scenario, with about six million riders expected in 2030.
5. Improved Pedestrian/Bicycle Crossing. The pedestrian and bicycle paths on the existing bridges are narrow, steep, and immediately adjacent to highway traffic. A new crossing will include a much wider crossing for non-motorized traffic that will be separated from traffic and protected from the elements.
6. Improved Air Quality. With transit and tolling reducing auto demand, the number of vehicles crossing the river on I-5 would actually decline compared to doing nothing, and air pollution from vehicles idling in congestion would also decrease.
7. Eliminate Bridge Lifts. The Interstate Bridge is one of the last lift bridges on the Interstate system and includes the only stoplight on I-5 between Canada and Mexico. Eliminating bridge lifts—which occur nearly once a day on average—will reduce congestion and safety problems.

Mt. Hood Connections ~ Tickle Creek Trail - \$1,500,000

City of Sandy, Sandy, OR

Planning and project development, including potential alignment, easement identification, easement acquisition, and design of a 6-mile section of trail in unincorporated Clackamas County extending the Springwater Corridor along Tickle Creek from the north/south Cazadero Trail connection east to the Sandy city limits. Mt. Hood Connections has been designated by Metro as part of the regional trail system and an Urban to Nature Active Transportation Corridor. When completed, the trail will provide off-road bike and pedestrian access from Portland to Sandy's parks and commercial area, the 124-acre Sandy River Park, Dodge Park, the Bull Run River and to the Mt. Hood Recreation Area. Much of the alignment follows an existing City of Sandy sewer trunk easement and an unused public right-of-way (Knox Road). Its location in the Tickle Creek Valley will make it one of the most scenic trails in the region. The initial investment will move the project forward to shovel-ready status, thereby making it eligible for additional funding sources such as MTIP, RTP and future Active Transportation grants.

SW High Capacity Transit Corridor - \$2,500,000

Metro, Portland/Tualatin/Tigard/Sherwood, OR

Prepare FTA Alternatives Analysis and National Environmental Policy Act (NEPA) environmental analyses for potential high capacity transit investment in the southwest corridor of the Portland metropolitan region. The corridor is in the vicinity of Barbur (Pacific Hwy/99W) and I-5 between downtown Portland and Sherwood. A variety of land use and transportation solutions would be studied including transit mode options (i.e standard bus, bus rapid transit and light rail), alignment alternatives, station locations, and ancillary facilities such as park and ride lots and transit centers. This funding request would be applied to planning and design with the eventual conclusion being an FTA New Starts-funded transit project.

Low-Income Housing Acquisition of Property in the City of Beaverton – \$585,000

City of Beaverton, Beaverton, OR

The City of Beaverton has a serious shortage of public or non-profit sponsored affordable housing. The City is currently working with Providence Health System to construct a low-income elderly housing and medical clinic in the area, but apart from that, the City is not meeting the housing needs of its lower income residents.

To begin to rectify that situation, the City is proposing to purchase property in the Central District of Beaverton and then partner with REACH, CDC to develop a new medium-density affordable housing project called the Lombard. REACH, CDC is Oregon's most successful community development corporation and would both develop and operate the facility with pre-development funding from the Community Housing Fund. The Lombard, at 1st and Lombard, would be available to families at 80 percent of median family income, consist of 45 to 65 units and include neighborhood services on the ground floor. The area surrounding the site of the proposed Lombard is a residential area, yet is served by commuter rail, light rail and bus transit and is close to a state highway corridor.

Federal funding is therefore sought via the Department of Housing and Urban Development's Economic Development Initiative to assist the City with the purchase of the three parcels of land that make up one city block at 1st and Lombard. An appraisal of the properties has been completed, and the City believes the owners are willing to sell, having had private discussions with them. One property owner in particular has actually contacted the City and indicated their interest in selling their property.

OR 217 Improvements -\$4,000,000

Depending upon direction from the OR 217 Interchange Management Study, the proposed project will address one or more of the following elements: targeted shoulder widening, installation of variable speed limit equipment and/or implementation of variable message signs in the OR 217 corridor. Sufficient direction to develop a specific project proposal is anticipated from the study's elected officials stakeholder group no later than April or May 2010.

On OR 217, 60 percent of the congestion is estimated to be attributed to non-recurring (i.e., unpredictable) congestion from traffic accidents, special events or inclement weather. Targeted shoulder widening in areas between Beaverton-Hillsdale Hwy. and Scholls Ferry Road, where no or substandard shoulders exist today will allow moving an accident from the travel lane to a shoulder. From 2004-2008 more than 100 crashes have occurred along this stretch of OR 217, with each of these incidents blocking at least one lane due to inadequate shoulders.

Approximately 70 percent of the accidents on OR 217 are rear-end collisions. The second potential element of the project addresses these types of accidents through the installation of variable speed limit equipment to reduce the number and severity of end-of-queue rear-end crashes. Through the use of existing detectors in the freeway and fiber communications, this new technology can reduce crash rates by automatically adjusting posted speed limits in response to current traffic volumes, travel speeds and roadway surface conditions.

The third potential element of the project, implementation of variable message signs, alerts motorists of traffic conditions on OR 217. Installing these signs will allow motorists, in the event

of problems on OR 217, to select alternate routes of travel. Studies indicate that up to 85 percent of travelers will change routes when this type of information is available.

OR 8 / OR 10 Beaverton – Hillsdale Highway @ OR 217 Adaptive Signal Control System - \$750,000

The City of Beaverton requests federal funds to upgrade a series of existing signalized intersections on Oregon State Highways OR 8 Canyon Road and OR 10 Farmington Road/Beaverton-Hillsdale Highway at and around the OR 217 interchanges in Beaverton's Regional Center downtown. This project will install the Sydney Coordinated Adaptive Traffic System (SCATS) signal control system on these two state highways. It builds upon the ARRA-funded OR 8 Farmington Road SCATS installation currently underway. The new adaptive signal control system is connected to the Portland metro regional signal control system for seamless arterial traffic management between multiple jurisdictions.

The objectives of the project are to retain/create jobs, improve traffic progression and freight mobility through the project corridor, reduce travel time and overall delay, improve traffic flow along the three State Highway corridors (OR 8, OR 10, and OR 217), reduce vehicular greenhouse gas emissions, provide faster preemption recovery from both freight and commuter rail traffic, and provide the framework for future transit priority implementation. It is estimated that more than twelve jobs could be retained/created through the funding of this project.

Project request for \$750,000 is one-half of the total \$1.5 million cost; half is already funded through the State Transportation Improvement Program. This additional funding will secure project completion.

**First-Time Homebuyer Program – Housing Fund - \$700,000
Washington County, Beaverton, OR**

The First-time Homebuyer CHF project seeks a federal appropriation to seed a revolving loan program providing mortgage financing for first-time home buyers in Washington County. In partnership with the Portland Housing Center (PHC), prospective buyers in the income range of 50-80% of area median income would be identified and prepared for home ownership by attending home buying classes at PHC. Clients would be provided one-on-one counseling on approaching lenders.

Once a mortgage has been approved, the CHF would provide first mortgage financing from the pool of federal funds dedicated to Washington County home buyers. The PHC would take a second mortgage position. After approximately 90 days, the Oregon Department of Housing and Community Services would purchase the first mortgage from the CHF with state bond funds, thereby replenishing the loan pool for another Washington County home buyer.

A goal of Washington County is to increase home ownership rates, particularly in minority communities where rates have been historically low. There are currently more than 20,000 renter households in Washington County falling in the 50-80% income zone who represent a target market. 28% of the Latino households and 25% of the African-American households in the County fall within that 50-50% range.

Federal resources would create a pool of revolving loan funds to help finance the mortgages for first-time Washington County home buyers generated from PHC home buyer classes. The mortgages would be underwritten by the PHC to the standards set by the Oregon Department of Housing and Community Services, enabling that agency to purchase the mortgages and thereby replenish the loan pool at the CHF.

I-205 Multi-Purpose Path - \$2,000,000

Oregon Department of Transportation, Portland/Gladstone, OR

The I-205 Multi-Use Path is an important north/south connection through the Portland/Vancouver metro region for bicyclists and pedestrians. The path runs along I-205 for approximately 16 miles from 82nd Drive and Highway 213 in Gladstone through Clackamas County and east Portland before crossing the Columbia River and completing its journey at State Route 14 in Vancouver. A separated pathway that stretches across three counties, several cities, and multiple neighborhoods, the I-205 path is one of the most highly used paths in the region. Because it runs along TriMet's Red and Green MAX light rail lines for much of its length, the path serves as an important connection to the region's excellent public transportation system, allowing people to walk or ride part of their journey and use MAX for the remainder of their trip.

Conditions along the path vary widely. In some areas, the environment is quiet and the path runs along parkland; in others, the path is located within a few feet of the freeway, providing users no respite from the noise and exhaust of up to 150,000 vehicles per day, which may deter some from using the path. Some sections of the path are far removed from the local street network, which raises security concerns from some, especially at night. Although the path is physically separated and often buffered from motor vehicle traffic, frequent at-grade crossings of major streets may cause users to avoid certain sections of the path.

ODOT has funded a study conducted by Alta Planning + Design that evaluated the need for improvements, including safety upgrades, illumination, crossings, aesthetics, signage, and more. Making the improvements identified in the study will make the path more inviting and easier to navigate, providing a cost-effective and sustainable way of getting around for people living in the region. Improvements to the I-205 Multi-Use Path also represents a geographic, environmental justice and equity investment as many of the residents who live adjacent to the path are from diverse ethnic backgrounds, ages and incomes.

Oregon Food Bank West - \$2,000,000

Oregon Food Bank Inc., Beaverton, OR

OFB has launched, and has raised \$4.9 million toward an \$8.5 million capital campaign to purchase and develop property in Beaverton as the new home of OFB West, the Regional Food Bank serving Washington County, and provide expanded storage and processing of food for OFB's statewide hunger-relief network. The 35,000 sq. ft. warehouse will have three times the cold storage capacity and four times the volunteer program capacity of the existing, 14,000 sq. ft. warehouse in Hillsboro, which is inadequate to meet current and growing need for emergency food in Washington Co. Increases in food box distribution in Washington County are 1.5 times the statewide 14% increase. The Hillsboro warehouse, from which OFB serves the county now, is aging and OFB's lease is up in June 2010. With the larger facility, OFB projects ability to collect and distribute 1.5 million more pounds of food a year within three years, principally

Fresh Alliance product (OFB's retail perishables rescue program) and produce from area farmers. All donated food must be sorted, processed and/or repacked by volunteers. Despite record-breaking demand for services, OFB is turning away volunteers due to lack of space. The Beaverton facility will greatly improve capacity for local volunteer involvement. The perishable repack room is even larger than at OFB headquarters. The space will accommodate large corporate (Intel, Nike, etc.) and school groups that currently travel 20 miles to OFB headquarters in east Portland because they can't volunteer in Hillsboro. The Beaverton facility will enable OFB West to add new partner agencies in pockets of need. In addition, we project that 30% of the capacity will provide support to the entire Network.

Downtown Sherwood Redevelopment Project - \$700,000

City of Sherwood, Sherwood, OR

The proposed redevelopment project includes renovation of an existing building to a new Community Facility in downtown Sherwood. The new Community Center as envisioned will serve as the anchor building of the revitalization of Old Town Sherwood. The Community Center will host various city functions, community gatherings and commercial and cultural activities that will restore a sense of community back to the city center. The project would rehabilitate the current Old Machine Works building, which is a rundown facility that is an eyesore in the heart of Old Town Sherwood. The new and modern looking Community Center will serve as the focal point to a more expansive redevelopment project.

The worn down concrete Machine Works encloses a vast column free space of just over 13,000 square feet that is currently underutilized and underserved. It represents a substantial portion of the inventory of downtown buildings, and offers a rare opportunity for adding active uses to the historic core of Sherwood.

The more expansive adjacent Old Cannery Site has been purchased by the Urban Renewal Agency and is slated for a \$40 million mixed use development. The new Community Center will be an integral part of the Old Cannery Site Development. Adjacent parking provides a flexible and easily accessible location for multiple tenants. The project is also adjacent to a rail line that has been proposed for future commuter rail that will help solve transportation issues in the area.

99W Elwert/Kings/Sunset Intersection Safety Improvements - \$1,000,000

City of Sherwood, Sherwood, OR

Federal funds would be used along with local match to re-align Elwert Road and Kruger Road to address safety and mobility issues at this intersection. The project would meet RTP goals of emphasizing effective and efficient management of the transportation system, and enhancing safety and security. The project increases the safety of the transportation system for both motorized and non-motorized users. It increases the accessibility and mobility of people and for freight. The project also promotes efficient system management and operation. Funds would be utilized to realign the Elwert Road approach so that intersection at Hwy 99W is closer to 90 degrees, relocate and realign Kruger Road to intersect Elwert Road at least 500 feet from the Hwy 99W intersection, install/upgrade the traffic signal and crosswalks at 99W/Elwert/Sunset Boulevard, construct ADA sidewalks, bike lanes, install streetlights, as well as striping and signage.

Dick Road Overpass Rehabilitation Project - \$604,000

Portland and Western Railroad Inc., Washington County, OR

A critical PNWR main line is the United District, connecting the PNWR Astoria District at "United Junction," approximately ten miles west of downtown Portland, to the PNWR Tillamook District at "Banks" in Washington County. This line passes over Cornelius Pass and provides very important connectivity to the PNWR Oregon network. In addition to supporting several freight trains a day, this route has long term strategic importance to the rail infrastructure of Oregon. The United District can provide a North – South freight bypass route to avoid the congested rail lines through downtown Portland.

The largest wooden trestle on the PNWR and in the state of Oregon is the structure located on the United District slightly east of the small community of Helvetia in far eastern Washington County. Called the "Dick Road" trestle, it crosses over a county road of the same name, and Holcomb Creek. The trestle is 1,168 feet long and approximately 90 feet high at its highest point. The original trestle at this location was constructed about 1910, and was rebuilt in approximately 1947.

While with very regular maintenance the Dick Road trestle is adequate for current operations, it is in need of new rail and bridge deck timbers on the top of the structure. These capital improvements will ensure that the bridge can continue to safely and efficiently carry PNWR trains traveling over the United District. This work will not create any environmental impacts and is ready for construction as soon as funds are secured

Urban Bike and Pedestrian Trails Initiative - \$910,000

City of Salem, Salem, OR

This project is to: (1) design and construct a new bicycle and pedestrian bridge and linking trails that will connect the 900-acre Minto-Brown Island Park with Riverfront Park and downtown Salem; and (2) design and construct two vital missing bicycle and pedestrian connections along Pringle Creek, which flows through the Salem downtown core area into the Willamette River.

Avenue U Bridge Replacement - \$3,409,000

City of Seaside, Seaside, OR

The purpose of this project is to replace the existing Avenue U Bridge over the Necanicum River here in Seaside. The existing bridge is a functionally obsolete structure that was built in the early 1950's. It is a 4-bent, creosoted wooden pile structure that does not meet any seismic standards. There is a narrow sidewalk on the north side of the bridge that is not ADA compliant and there is no sidewalk on the south side. The bridge is adjacent to US Highway 101 where there is a signal controlled intersection at Avenue U. Southbound truck traffic on the Highway cannot make the right turn movement onto the bridge without encroaching into oncoming traffic. The bridge is not wide enough to accommodate a smooth flow of traffic on and off the bridge causing backups on the local road and the highway. There is not room for proper pedestrian access, bicycle lanes, or a right turn lane and all would improve function of the Highway and the intersection. The City of Seaside has a resident population of just under 6,000 people. Although the City does not appear large from a population standpoint, as a tourist community, our apparent population

drastically increases during the summer months. It is estimated the City's population swells to over 70,000 during some weekend events.

The Avenue U corridor is a critical tsunami evacuation route for a large portion of the population at the south end of town as well as being a route for commerce into the south end of Seaside. It is imperative that this bridge maintains its structural integrity in the event of seismic activity or tsunami because it is a vital transportation link for evacuation as well as rescue and recovery operations. The City of Seaside has invested over two million dollars to improve bridges and improve evacuation routes from the "core" area of downtown.

Yamhill County Transit Projects – Bus and Bus Stations - \$2,320,000

This project is for bus and bus facilities, including property acquisition, in Yamhill County. Funding will be used for right-of-way acquisition, design and construction of a transit facility in McMinnville, Oregon. We currently rely upon our contractors to provide space for storage of the vehicles. The system has grown to the point that this is no longer sufficient space for our fleet. We are also in great need of a transfer facility to accommodate our ever growing number of riders and increased routes. Our current transfer station is inadequate not providing the amenities for our buses, drivers or passengers that are much needed. The new facility would accommodate fleet storage, park-n-ride, rest area for drivers, and shelter for riders.

Funds may also be used to purchase and install passenger shelters throughout the County and to purchase replacement vehicles. We are in desperate need of new, higher capacity vehicles. We have many of our buses which have all reached their useful life standards. These vehicles are high mileage and therefore costly to maintain. Our ridership has increased to the point that many of our buses are at capacity during peak operating hours. We are faced with the dilemma of possibly having to turn riders away.

Newberg Transportation Improvement Project - \$3,000,000

Oregon Department of Transportation, Newberg and Dundee, OR

Oregon 99W, a National Highway System route and designated freight corridor, serves as a key connection between the communities of Yamhill County and the Portland metro region, and it also faces heavy volumes of through traffic from people traveling from the Portland area to popular tourist destinations like Spirit Mountain Casino and the Oregon Coast. Traffic on OR 99W through Newberg and Dundee has increased significantly, to the point that lines of vehicles on the highway often stretch for more than a mile in both directions. Congestion and travel delays have reached unacceptable levels for those who live and work in or travel through Newberg, Dundee and the surrounding areas, and traffic volumes are expected to increase substantially in the future.

ODOT has been working with communities in Yamhill County to develop solutions to these transportation challenges. ODOT has developed the Newberg-Dundee Transportation Improvement Project, which would build a new 11 mile section of highway to allow through traffic to bypass the communities of Newberg and Dundee.

ODOT and stakeholders are developing a plan to phase the project. Phase 1 of the Newberg-Dundee Bypass would build a two lane rural highway that would run from OR 219 in Newberg

and connect to OR 99W just southwest of Dundee. Planned future phases would extend the Bypass route northeast from OR 219 to OR 99W and further southwest of Dundee on a route parallel to OR 99W.

Monmouth Cutoff Highway Project - \$2,200,000

City of Dallas, Dallas, OR

This project involves installation of roadway improvements and drainage improvements in order to attract new industry to the City's industrial zone. This project is located in the primary industrial area of the City of Dallas. The proposed project includes street and highway widening, with a two-way left turn lane to facilitate turning and allow uninterrupted traffic movement, and construction of curb and sidewalk improvements. The project also includes crucial storm drain improvements that would effectively remedy the recurring localized flooding problem. These improvements would not only serve the adjacent TTM facility, but all of the industrially zoned property in the vicinity.

Transit District Paratransit Facility - \$2,547,360

Salem Area Mass Transit District (SAMTD) AKA Cherriots, Salem, OR

SAMTD seeks funding to construct a paratransit administrative building on property already owned by the Transit District. The construction site would be on an undeveloped parcel that is a part of the property at the District's maintenance facility. The plan also calls for paved bus parking for the 30-35 buses that serve the Salem ADA community.

Regional Transit Centers - \$7,000,000

Salem Area Mass Transit District (SAMTD) AKA Cherriots, Salem, OR

This project will design and construct transit centers in the Salem-Keizer area. Funding will complete the final stages of the Keizer Transit Center and will begin the process for the development of transit centers in other parts of the Salem area as identified in the Salem-Keizer Transit Strategic Business Plan.

I-5/Kuebler Boulevard Interchange - \$3,625,000

Oregon Department of Transportation, Salem, OR

The Mill Creek Corporate Center (MCCC) in southeast Salem is the largest undeveloped industrial site along the Interstate 5 trade corridor, and it represents one of Oregon's best opportunities to create a large number of family-wage industrial jobs. MCCC is a 514 acre business park that is being developed on land near the confluence of I-5 and Highway 22, making it ideally situated near the West Coast's most important north-south route as well as the Mid-Willamette Valley's major east-west connection. Because of this excellent access to the transportation system, MCCC is expected to become a major warehousing and distribution center, and 5000 family-wage jobs are expected at the site at full build-out.

While MCCC will benefit from close proximity to major highways, the main interchange connecting the industrial park to Interstate 5 at Kuebler Boulevard, the local road providing access to the site, does not have sufficient capacity to support the additional freight volumes and automobile traffic that will be generated by the development. The interchange is currently a low-capacity interchange with just two ramps providing access to I-5. As a result, traffic seeking to

get on I-5 from east of the freeway—including trucks coming from the MCCC— can't efficiently access the freeway, and traffic turning onto the freeway can contribute to backups.

ODOT is currently building a ramp connecting westbound Kuebler with northbound I-5, which will allow free access to northbound I-5 for trucks coming from MCCC. The Oregon Jobs and Transportation Act, which was passed by the 2009 Oregon Legislature, allocated a portion of the funding needed to make additional improvements to the interchange, including building a ramp from westbound Kuebler to southbound I-5 that will allow trucks to avoid having to turn left against traffic. These improvements will help facilitate the development of the MCCC and create family-wage industrial jobs while reducing congestion on Kuebler Boulevard.

Seaside Transit Center Project - \$3,900,000

Sunset Empire Transportation District, Seaside, OR

The purpose of the South Clatsop County Transit Center project is to enable SETD to address the growing demand for transit services in Clatsop County, more specifically in South Clatsop County. The proposed Transit Center will stimulate economic growth and reduce traffic congestion along Highway 101 in conjunction with the SETD's plans to increase service frequency, adjust and improve transit routing and connectivity in south Clatsop County and north Tillamook County, as well provide seasonal and event-based transit enhancements. In addition, this project will provide a "one stop" facility for meeting the most basic needs of Clatsop County's residents, which include access to jobs, social and health services, education and other basic human needs. Funds are being requested for site procurement, engineering/design and construction of a new facility that will significantly improve the ability of users to access transportation services and improve the quality of life for those working and living in Clatsop County. SETD has established partnerships with the South County Foodbank, Seaside Parks and Recreation and a local child care provider to also provide space in the new center for other essential services needed by the citizens in south Clatsop County. These agencies have committed letters of support as well as cash and in-kind services to the success of this project.

Yamhill County Food Bank, Action Center, and Transit Yard - \$425,000

Yamhill County Action Partnership (YCAP), McMinnville

YCAP is requesting \$425,000 in Appropriations funding for the construction of a new Food Bank, Community Action Center, and Transit Yard for Yamhill County, Oregon. Currently YCAP is operating from an inadequate 8,000 square-foot leased facility in McMinnville that houses the agency's administrative offices, six client-service programs, and the Regional Food Bank. Significant issues with the space are reducing efficiency and hindering our capacity to respond to the growing community need. Key issues include: a cramped 1,862 square foot food bank that cannot effectively store donations, unload large trucks, and meet the growing need for emergency food assistance (up 37% in the past two years); a lease expiration in September 2009 that resulted in a 40% increase in rent; a crowded reception area and insufficient confidential meeting space; city zoning issues that restrict food banks and transit yards; and a lack of space for storing transit vehicles.

A 2007 CDBG funded relocation study concluded that building new was the only viable alternative. In 2008, YCAP formally embarked on a \$2.96 million Building for the Future capital campaign. The new home for YCAP will be a steel-framed building with 12,000 square feet on

the first floor; with an additional 7,000 square feet for storage, volunteers, and future expansion on a mezzanine. The Food Bank portion will include a significantly larger freezer and cooler, a clean room where perishable products can be safely processed, adequate warehouse space, and safe loading docks and truck bays for receiving and distributing food. A new kitchen will open to a conference room that will be used for classes on nutrition education, healthy cooking from a food box, and other education classes. The Transit Yard will include a dispatch office, driver break room and bathroom, on-site bus parking, and a washing/maintenance building.

YCAP has purchased a 5-acre parcel of light industrial land in McMinnville, Oregon that will fully accommodate the city's zoning requirements, the size of the building, and the needed parking space for the transit vehicles. We put \$100,000 down on the \$235,000 steel-framed building and locked in the price. Road work started in Fall 2009, and engineering and site preparation will start in April 2010. Construction is slated to begin in June 2010, with a completion and relocation goal of March 2011. As of January 2010, we have raised close to 40% of the funding for the project. With just over \$1,300,000 in pending grants, and two major donor events in February 2010, we project that we will be over 80% of our goal by Fall 2010. Appropriations support would provide the capstone funding needed to complete the project.

In closing, the new YCAP facility will make it possible to effectively and efficiently meet the community need now, provide room to expand services in the future, and ensure agency sustainability. We project that in the new building, we will be able to provide social services and/or transportation on at least 450,000 occasions annually to low-income children and families, seniors, and the disabled in Yamhill County, Oregon.

Home Ownership Infrastructure - \$1,000,000 Confederated Tribes of Grand Ronde, Grand Ronde, OR

The Grand Ronde Tribe desires to subdivide a parcel of Trust property into ½ acre lots and provide access and infrastructure that would allow tribal members to build their own homes on the lots. The planning Phase of this project is nearly complete. An Environmental Assessment would still be necessary. The Tribe has aggressively pursued providing housing opportunities for our tribal members. Up to this point, that effort has mainly been focused on providing rental housing for low income families and tribal Elders.

The Grand Ronde Tribal Housing Authority has constructed an Elder's housing community including a foster care facility. Nearly fifty tribal Elders live there. The housing authority has also constructed 108 affordable housing and market rate rentals homes in the community.

There is a significant shortage of opportunities for housing in Grand Ronde for families with moderate income. In response, Grand Ronde is proposing to develop a 20-acre parcel in the rural unincorporated township of Grand Ronde in Yamhill County, Oregon, for low-density residential home-ownership. It is anticipated that the parcel would be partitioned to create thirty-three lots. The Tribe will develop the infrastructure such that home sites are pad-ready (ready for construction) for homes. Individual home sites would be leased to Tribal members and managed through the Tribe's housing authority. The parcel is well positioned geographically to allow for extension of existing infrastructure such that the development can be affordable to Tribal

members with moderate incomes. The parcel is held in trust for the Tribe. The HUD Section 184 Loan Guarantee Program was specifically designed to allow Tribal members to participate in a unique mortgage program on Tribal trust land.

Chehalem Historic Greenway Tunnel - \$500,000

Chehalem Parks and Recreation District, Newberg/Dundee, OR

Planning, design and construction of a 29.7 mile historic greenway trail connecting the cities of Dundee and Newberg, OR, with a trail along the Willamette River. The cost estimate for the entire system is approximately \$12 million, and we are requesting \$500,000 in federal funds for just over five miles of trail. The historic greenway trail will serve as a safe route to school project for elementary and high school students. It will also serve pedestrians, bicyclists, hikers, and mountain bikers. It will also connect numerous historical areas and natural areas. Primary trails run along major greenways: Willamette River; Hess Creek; Springbrook Creek; and Chehalem Creek. The first phase of the project is approx. five miles long. The new trail system will eventually connect to the regional trail systems that run along the Willamette River from the Portland area via Champoeg park and from Wilsonville to Corvallis. It will also connect to the trail system that runs from Portland to the coast via Forest Grove, Hillsboro, and Beaverton. The overall project also includes restoration of greenways, invasive species eradication, restoration of native vegetation, water quality improvements, and improvements to benefit native fish and other species. Additional benefits will be an increase in tourism and economic development, safe routes for children to get to and from schools, and improved health through access to recreational facilities.

Chehalem Center and Regional Business Incubator - \$1,000,000

Chehalem Park and Recreation District, Newberg, OR

Department of Housing and Urban Development funds will be used for next phases of this important community resource and to complete renovation of this historic building. Chehalem Parks and Recreation, with the help of its partner, Chehalem Center Association [501(c) 3], has raised millions of dollars to renovate this former school. More than \$2.6 million was raised for Phase One, which includes space for meeting rooms, classrooms, a technology training room and office and event space. It also includes the HVAC, mechanical and electrical infrastructure for connecting the whole building, and furnishings and equipment.

We are excited to be opening the first wing of this center this Spring. We will be offering a variety of classes and anchoring the downtown revitalization project. Portland Community College will also be offering courses in our building. Additional significant partnerships such as the City of Newberg, the Newberg School District, the Chamber of Commerce, resort hotels and wineries demonstrate the dedication and wherewithal of our community.

Oregon Foundations, particularly the Ford Family Foundation's initial grant of \$400,000, have supported this vision from the start. Dedicated community members have been the heart and soul of this project contributing millions of dollars and countless hours of volunteer time. The Newberg community has embraced the Center, providing funding equal to the public interests.

Sitka Center Energy Conservation and Efficiency Upgrades - \$565,000

Sitka Center for Art and Ecology, Otis, OR

The Sitka Center has grown significantly from a single studio constructed in 1970 from volunteer labor and materials to a campus of ten buildings today. The 10 structures on the campus (7720 square feet of building space) have weathered nearly 40 years of coastal weather and climate and are in dire need of improvements.

The Sitka Center has developed a major campus redevelopment project and has raised more than \$507,000 towards the project. These improvements include structural modifications to accommodate the growth of the Center, upgrades to the heating, water and electrical systems, and construction of new classroom spaces. Aside from the new construction, nearly all of the physical space at the Sitka Center is at the end of its useful life and must be upgraded and modernized to meet modern building codes, ADA requirements, energy efficiency improvements, and fire safety regulations.

The Sitka Center is seeking federal funds to support the energy related infrastructure upgrades and modernization necessary for this project. The funds will be used to reduce energy needs through insulating windows and doors, installing radiant heat from a geothermal source, installation of LED lighting throughout the property, installing cool-roofing on the residency and studio buildings and installing a micro-hydro generator and micro-turbine to provide zero-emission energy.

The completion of this project will result in a modern, energy efficient and potentially zero-energy emissions facility in tune with the mission and ethic of the Sitka Center. The energy efficiencies and reduction in energy needs combined with the installation of zero-emission energy generation will dramatically reduce costs at the Sitka Center, improve the environmental footprint of the facility and support sustainable development practices.

The Energy portion of the Sitka Center Redevelopment is \$565,000, or 30% of the total project cost.

Garibaldi Community Hall / Emergency Shelter Rehabilitation - \$221,879

City of Garibaldi, Garibaldi, OR

Bring Community Hall facility (bathrooms, access ramps, kitchen) up to ADA standards. Upgrade kitchen and restrooms to commercial grade and health standards. Facilitates public library, City Council chambers and Fire and Police departments. This facility is also used as an emergency shelter for the community, and designated as a shelter by the American Red Cross.

Nehalem City Hall, Meeting Hall/Shelter & Public Works Facility - \$2,546,584

City of Nehalem, Nehalem, OR

Construct a new City Hall, Meeting Hall/Shelter and Public Works office that meets and/or exceeds all current code requirements for earthquake, flood and wind-load considerations; as well as be completely ADA accessible to all citizens and visitors alike. Construction would utilize pilings to mitigate soils erosion and liquefaction as well as to elevate the facility well above Base Flood Elevations to mitigate flooding. The new facility would allow for much needed expansion for storage as well as meet the requirements of the American Red Cross in providing a compliant Emergency Shelter that could serve the needs of our community and the greater Nehalem Bay areas that is impossible now.

Engineering Design for Lommen Bridge Replacement - \$450,000

Tillamook County Public Works, Tillamook County, OR

The Lommen Bridge was constructed in 1955 and is a concrete bridge on spread footings. The bridge is functionally obsolete due to narrow roadway width. The bridge is scour critical with a long history of scour problems, beginning in 1964. Tillamook County has had a series of flood events many of which have been federally declared disasters. During the 1996 flood event, the bridge experienced extreme lateral forces due to a log jam against the bridge. Repairs at that time included scour protection around the footings and steel bracket shoring of the cross beams.

As a result of three flood events during the winter of 2008/2009, the bridge again experienced extreme lateral forces due to a log jam. After the flood events of 2007, Tillamook County placed survey points on the bridge to monitor movement. The County Surveyor's monitoring data indicated that the bridge had moved 0.2 ft. The cracks are also getting larger. During the summer of 2009 Oregon Department of Transportation (ODOT) bridge inspectors completed an onsite review and rated the bridge a "4". This is based on a possible score of 100 and ranks the Lommen Bridge as one of the lowest scoring bridges in the state.

This rating is an indication of the structure's ability to safely handle traffic and storm loading. Based on one of the lowest sufficient ratings in the state and the substandard travel surface, the Public Works Department has concluded that it is in the best interest of the traveling public to close Lommen Bridge during any future flood events until such time as any woody debris can be removed and the structure inspected for stability. Closure of Lommen Bridge will result in all traffic that normally uses the Miami-Foley Road to re-route and use Hwy 101 through the cities of Wheeler, Rockaway Beach and Garibaldi, a 37-mile detour. ODOT uses Miami-Foley Road as a Hwy 101 detour route between Mohler and Garibaldi for a variety of reasons: landslides, accidents, flooding or other incidents on Hwy 101. This bridge needs to be replaced.

Dallas Senior Center - \$500,000

City of Dallas, Dallas, OR

The Dallas Seniors have occupied a dedicated space in and adjacent to the Dallas Public Library since its completion in 1990. This space provides the recreation, social, and educational services for the residents of Dallas age 55 and over. Due to an increasing senior population and broader programs, including future meal service, the seniors have outgrown the space and are in need of a new facility. The new senior center project has been in planning since 2002 and is listed in the Dallas Capital Improvement Projects and also listed on the City of Dallas' Inventory of Infrastructure projects. The City of Dallas seeks funding assistance for final design and construction of a new Senior Center. The City has a preliminary design of a 4,000 square foot facility that provides a kitchen facility, classrooms, craft areas, computer area, multi-purpose room, and office. The new facility will provide meal service five days per week. The estimated cost for the project is \$1,800,000 and can be under construction within 90 days.

Transit District Mall Upgrade - \$357,836

Salem Area Mass Transit District (SAMTD), Salem, OR

SAMTD seeks funding to enhance and upgrade the Transit District Mall located in the heart of downtown Salem. At the present time only every other twenty-foot section in the middle of the

transit mall's center boarding island is covered and the north boarding island needs to be completely replaced. To provide a more comfortable waiting station for bus patrons, the Transit District plans to cover the open sections of island roofing and install a heating system that will deliver ambient heat to those waiting to board buses. The project will replace current information kiosks that are now falling apart and provide two outside kiosks and one inside kiosk from which bus patrons will be able to purchase boarding passes.

Transit District Maintenance Facility Generator - \$280,000

Salem Area Mass Transit District (SAMTD), Salem, OR

SAMTD seeks funding for the purchase of an emergency generator to be used at the Transit District's Maintenance Facility. At this time the transit district has three portable generators that will provide power to computers and the information technology servers and another old generator that could provide power to the diesel and gas fuel stations. The Transit District needs a more powerful generator that will power the compressed natural gas pumping station, provide lighting and electrical power for the maintenance shop, and other transportation related activities that may be required of the district in the event of a natural or man-made disaster.

Transit District Administration Building Rehabilitation - \$1,600,000

Salem Area Mass Transit District (SAMTD), Salem, OR

SAMTD shares the administrative building known as Court House Square located in the heart of downtown Salem with Marion County. The County owns 80% of the building; the Transit District owns 20%. The two organizations first occupied the building in the year 2000. Since 2003, the Transit District and the County have been working with the architect and the construction company to come to a resolution for repairs that need to be made to the building. A committee has been organized with representation from the two organizations. The committee has hired an architect to determine issues that need to be addressed and to develop solutions. In working with a structural engineering company it has been determined that the building is currently safe to occupy. A geo-technical company will be hired to assess the condition of the geological structure of the ground on which the building sets. The architect will ultimately design a plan for the rehabilitation of the building providing a safe work environment for County and Transit District employees. The projected cost for the needed rehabilitation of the building is \$10 million of which the Transit District would be expected to provide 20% of the cost.

Service Enriched Transitional Housing Project - \$1,000,000

City of Salem, Salem, OR

This project involves the construction of a service enriched transitional housing facility for homeless and at-risk families and individuals, allowing them to stabilize in place and move toward self sufficiency. This facility would operate on a Housing First model by providing both temporary housing (maximum of two years) and wrap around social services. Social services would likely include drug/alcohol rehabilitation, mental health counseling, education, job skills, life skills counseling, etc.

The total development cost is estimated to be \$3 million to produce 15 to 20 units with the main focus on large family units. The FY2011 request is for \$1 million and the remaining \$2 million will be requested in FY 2012. Services would be funded through community partners. Specifically, these partners will support the project by providing direct client service delivery,

coordinating client benefits for the families using the facility, and providing overall case management. The City has integrated relationships with housing and community service partners as a result of the Marion Polk 10-Year Plan to End Homelessness and the local Continuum of Care Plan.

Salem Willamette River Crossing - \$1,000,000

City of Salem, Salem, OR

This request is to obtain funding to complete the analysis and obtain the necessary approvals to obtain a Record of Decision from FHWA for construction of a third vehicular bridge across the Willamette River in the Salem-Keizer metropolitan area. Specifically the analysis and approvals include developing a detailed financial strategy to demonstrate financial constraints per federal requirements, and obtaining final land use approvals. This work will occur in coordination with a broad group of stakeholders to complete the required environmental process, which will identify a preferred alternative, and lead to design and right-of-way acquisition for the third vehicular bridge.

Salem Family YMCA General Construction Project - \$290,000

Family YMCA of Marion and Polk County, Salem, OR

The Family YMCA will use funds to accomplish a variety of maintenance and program enhancing projects throughout YMCA. The proposed projects include energy efficiency upgrades, HVAC replacement and repair, and much needed facility and infrastructure upgrades. These projects are the first phase in a complete building overhaul that is scheduled to take place over the next three years. These projects are essential to the continued operations of the Family YMCA.

Infrastructure Water Line Looping Improvements at the Mill Creek Corporate Center - \$1,500,000

City of Salem, Salem, OR

The project is a 9,000 linear foot water line improvement project that is needed to increase water supply pressure to facilitate development of over 500 developable acres at the Mill Creek Corporate Center, and an additional 60 acres of industrial development at the Salem Renewable Energy and Technology Center (location of SANYO Solar, LLC). The project will also benefit the Marion County Jail, the Oregon Police Academy and facilities at the Oregon Department of Corrections. The water line, when complete, will extend from Deer Park Road, west on Turner Road, then north through Mill Creek Corporate Center to Aumsville Highway (see attached map).

City Hall/Police Department - \$500,000

City of Aurora, Aurora, OR

Replace old city hall/police department with a new facility. The current building is unsafe and is infested with animals and bugs). The building is not safe to not only house its employees but the public. Funds will be used to tear down the old structure and build a new city hall/ police department structure on the original site of the old building site.

Bus Replacements - \$1,540,000

Salem Area Mass Transit District (SAMTD) aka Cherriots, Salem, OR

This project will replace five buses that have exceeded useful life standards by a significant level. Many of these large fixed route buses needing replacement are in excess of 18 years old and are quickly approaching 1,000,000 recorded miles. The buses have now become a maintenance intensive resource that are becoming less and less reliable causing interruptions in service, significant increases in maintenance costs, and potential safety issues.

Brooks Oregon Fire Education Center - \$250,000

Oregon Fire Service Education & Learning Center, Brooks, Or

An Education & Learning Center to be located in Brooks, Oregon committed to fire safety. Funds would be used for building upgrades, infrastructure improvements, and to ensure compliance with the Americans with Disabilities Act.

Port of Toledo Boatyard Infrastructure - \$1,400,000

Port of Toledo, Toledo, OR

Funding is requested to upgrade and expand the capabilities of the Port's Boatyard including a new environmentally responsible haul-out and two containment areas. Installation of sanitary sewer, storm water management system, realigning utilities, paving and other related site improvements.

Port of Newport International Terminal Renovation - \$355,000

Port of Newport, Newport, OR

Funding is requested to assist in the renovation of Newport's International Terminal. The west cargo dock was closed several years ago due to accelerated deterioration and the east wooden wharf marginally operates under load restrictions. The total project cost is approximately \$19 million. Work accomplished to date includes 40% engineering/design for the entire renovation of the Port of Newport International Terminal as well as site preparation, surveys, excavation, paving, new building design, purchase of piling and preliminary site remediation. Cost for this work has been \$5,394,117. Another \$5,927,500 is needed to complete all remaining work. The Port is requesting \$355,000 for site preparation only.

Port of Alsea Dock Rehabilitation and Repair - \$50,000

The Port of Alsea, Waldport, OR

Alsea is a public port that provides primary access to Alsea Bay for recreational boaters, commercial bay crabbers and commercial shrimpers. The Port launch area also provides primary access for search & rescue personnel from Central Coast Fire & Rescue District to Alsea Bay. The Port of Alsea is dedicated to providing appropriate economic growth within its district, to increasing nonpolluting recreational opportunities, and to protecting the health and beauty of the estuaries within its district.

Neighbors For Kids New building Completion - \$200,000

Neighbors For Kids, Depoe Bay, OR

Neighbors For Kids requests funding for completion of a new facility. The building will house all of its programs for community children school of all ages in a substantially enlarged space. The requested funds would finish classrooms, library, computer laboratory and an office on the second floor of the building. Another portion of the requested funding would finish the exterior

layout of the lot and fund the demolition of our current, smaller building which is of cement block construction, making it difficult to heat as well as being vulnerable to earthquake damage. The parking lot on the Highway 101 side of the site will be finished, along with the addition of sidewalks in front of the building and fencing along the north side of the front of the site.

Depoe Bay Harbor Public Docks Rehabilitation - \$615,000

City of Depoe Bay, Depoe Bay, OR

The Depoe Bay harbor is under the authority of the City of Depoe Bay. Harbor activities are primarily ocean-related and directly related to the local tourism industries in and around Depoe Bay, a harbor of refuge for boats passing between Newport and Garibaldi. Commercial boats, charter boats which are involved in both fishing and sightseeing/whale & bird watching excursions, and sport fishing boats home base in the harbor. A fleet of trailer sport boats regularly frequent the boat launching facilities. Whether moored or launched from the Depoe Bay harbor, these boats access the Pacific Ocean in about 3 minutes. This quick access is one of the reasons for Depoe Bay's popularity amongst boaters of all kinds.

Harbor facilities include a boat fueling station, a vessel waste pump-out station, a fish cleaning station, public restrooms and a privately owned metal-working and welding shop available for boat repairs. Depoe Bay is also home to a fully functional US Coast Guard station with rescue boats that are capable of responding to any ocean-based threat. Depoe Bay is a harbor of refuge and the Coast Guard presence fills an important gap of 64 NM between the Newport and Garibaldi ports.

St. Helens Police Station Expansion Project - \$1,906,465

City of St. Helens, St. Helens, OR

The St. Helens Police Station is a single-story, 2,260 s.f. structure built in 1971. In 1988, a 5,100 s.f. addition to the existing building was constructed to provide additional garage and storage space and is not adaptable for housing department office and operations.

The City's population in 1970 was 6,212 and has grown significantly to 12,325 in 2008, nearly double since the police facility was originally built. The existing police facilities are significantly undersized and in need of upgrades to accommodate the department's requirements to service the City's needs. Property tax measures (Measure 5 and Measure 50) have essentially eliminated the City's ability to raise general fund revenues to build or debt service the needed building expansion for the police department. The proposed project includes new construction and existing structure remodel.

Rose Avenue Street Improvements (Phase One) For Flood Recovery Resiliency Project - \$500,000

City of Vernonia, Vernonia, OR

The Rose Avenue Street Improvement Project is borne out of necessity, following devastating flooding which affected over 50% of the town in 2007- the second 500-year flood to hit the town in 11 years. The flood substantially damaged all of the critical social and public services in the town, including all of the school buildings in the district, the health clinic, dentist, food bank, senior center, optometrist, mental health offices, HeadStart, electric co-op and substations, and other essential services.

Rose Avenue Project is a mixed-use project on land zoned for this use. It will be built on land transferred from the Oregon Park and Recreation Department to the City (to be completed by mid-2010). Its location at the south municipal city limit will serve as a Gateway to the community and reestablish the central business district of the town out of the flood plain.

Gable Road Safe Passages Project - \$3,600,000

City of St. Helens, OR

This is a Safe Passages project adjacent to the St. Helens High School. Project elements includes the construction of improvements to a 0.72-mile section of Gable Road including widening the sub-standard width travel lanes, addition of bicycle and pedestrian facilities, alignment improvements, and construction of storm drain facilities. The project complies with the City's Transportation Master Plan and is a highly ranked county-wide project.

Preliminary design is complete and funds will be used for final engineering design and construction, including new roadway, bike lanes, sidewalks, and storm drain facilities for improvements to Gable Road.

Tsunami Evacuation Building - \$4,000,000

City of Cannon Beach, OR

This mitigation project is to build a model tsunami evacuation building (TEB) in Cannon Beach to save the lives of residents and visitors in the event of the Cascadia earthquake and tsunami. The building will be designed to the recently published standards of FEMA P646 Guidelines for Design of Structures for Vertical Evacuation from Tsunamis. The proposed building will be strong enough to resist both the earthquake and the tsunami.

The project will be integrated into the existing tsunami evacuation plan to provide evacuation options for residents and visitors. The building will be very visible and its distinctive form and location will make it a local landmark to aid ongoing tsunami education efforts. Emergency power, facilities, and supplies will be included in the project so that the building can aid relief and reconstruction efforts.

Save Lives & Limit Damage from Tsunami Inundation - \$500,000

Clatsop County, OR

Phase 1 would develop a plan to move public facilities including schools, hospitals, public services and transportation facilities. It will require Federal assistance to begin the process to develop alternatives for public consideration. Moving public facilities out of the tsunami inundation area will save many lives. Linking public facilities to beachfront communities with slide resistant east-west streets (to and from the beach) and earthquake hardened bridges for daily and safe evacuation use. A relocated Highway 101 will provide emergency access to the public facilities that are designed to survive an earthquake and tsunami event. The federal request for assistance would be for funding to begin the extensive evaluation, design, and public process that will be necessary to fully explore all of the options these two major projects would entail.

Ensuing phases include the incremental implementation of the plan through the development of projects over time.

East Mooring Basin Causeway - \$200,000

Port of Astoria, Astoria, OR

Port of Astoria will engage the services of an engineer and a marine construction contractor to repair this important access to the Corps of Engineers breakwater, to improve structural integrity and re-open the East Basin for moorage and support customs agent transportation, access for fire equipment, medical emergency equipment, and private vehicles.

City of Astoria Trolley Track Repair - \$300,000

City of Astoria, Astoria, OR

The City of Astoria's historic trolley runs along the railroad tracks laid on a series of bridges over the Columbia River. It has been recently discovered that the railroad bridges and the riprap shoreline, some of which were built in the early 20th Century, are in poor condition. The project would repair the bridges so that trolley service can be resumed.

All Hazards Alert & Warning Project - \$175,000

Clatsop County Emergency Services, Clatsop, OR

Clatsop County has worked with the Umatilla Chemical Stock-Pile Program to acquire their de-commissioned Alert and Warning Sirens. The sirens are in very good condition and are current model sirens. This All Hazard Alert & Warning Project with Clatsop County will take possession of their de-commissioned sirens and relocate and install the sirens to provide additional coverage for our communities at risk. We would purchase some additional electronic and radio communications equipment to activate our warning systems. This project would be very cost effective utilizing expensive sirens that would otherwise end up in surplus for pennies on the dollar.

Pier 1 Mobile Crane - \$400,000

Port of Astoria, Astoria, OR

Purchase and install a mobile crane at Pier 1 to increase the efficiency of businesses moving goods through the transportation system. This request is for the 25% required match for a \$1,600,000 request to the ConnectOregon III program. Awards for ConnectOregon III are to be announced in August 2010. Purchase is scheduled for second quarter FY11.

North Tongue Point – Install Utilities - \$500,000

Port of Astoria, Astoria, OR

This project is to design and install water and electric utilities to Piers 3, 4 and 5 at North Tongue point for service to vessels mooring there. Conduit is already in place so this project can start immediately upon approval of funds.

Lake County Library Equipment - \$100,000

Lake County Library District, Lakeview, OR

The goal is to build a community oriented, accessible, energy and technology efficient, 10,113 square foot main library for the 7,540 residents of Lake County by December 2011. This project adds a number of features not available in the current facility including accessible public

restrooms, community rooms, additional reading areas, additional shelf space, display cabinets, and a separate staff work room and offices.

Lake County Main Library - \$960,000

Lake County Library District, Lakeview, OR

The goal is to build a community oriented, accessible, energy and technology efficient, 10,113 square-foot main library for the 7,540 residents of Lake County. Funds will be spent on furniture and equipment for the new main library building. Many items will move from the old library to the new location, but the expanded space in the new library necessitates the purchase of a large amount of new furnishings and equipment.

Doherty Slide, Highway 140 East - \$25,000,000

Lake County Board of Commissioners, Lake County

Realignment of Oregon Highway 140 in a manner that will eliminate the length restrictions currently placed on semi-truck traffic. These funds will be used to re-align sharp curves and narrow roadway on Doherty Slide, a steep mountain fault in extreme eastern Lake County on Oregon Highway 140. Currently there are severe length restrictions on Highway 140 east of Lakeview, which prohibits most Interstate truck traffic through Southern Oregon between Klamath Falls, Oregon (State Highway 97) and Winnemucca, Nevada. (Interstate 80) Further impact is on the Bureau of Land Management (BLM) wild horse management program in southeast Oregon, and wildfire prevention and response to BLM lands and the two Federal Wildlife Reserves in the region.

Deep Creek Curves, Highway 140 East - \$25,000,000

Lake County Board of Commissioners, Lake County

Realignment of Oregon Highway 140 in a manner that will eliminate the length restriction for semi-truck traffic. These funds will be used to re-align sharp curves and narrow roadway along Deep Creek in the Deep Creek Canyon near Adel, Oregon in Lake County. Currently there are severe length restrictions on Highway 140 east of Lakeview, which hinders local commerce between Lakeview and the Warner Valley, and prohibits most Interstate truck traffic through Southern Oregon between Klamath Falls, Oregon (State Highway 97) and Winnemucca, Nevada. (Interstate 80) Further impact is on the Bureau of Land Management (BLM) wild horse management program in southeast Oregon, and wildfire prevention and response to BLM lands and the two Federal Wildlife Reserves in the region.

Emergency Women's Shelter, Klamath Falls - \$1,000,000

Klamath Falls Gospel Mission, Klamath Falls, OR

The Mission is planning a multi-phase Capital Campaign to upgrade the women's shelter, dining hall, men's shelter, and thrift store. We are requesting funds for phase I, the Women's Emergency Shelter. The current operator, the Klamath Falls Gospel Mission has been providing this service since 1959. There is also a women's crisis shelter in Klamath Falls, "Marta's House". They provide services for women and children victims of domestic violence and are often filled to capacity.

The current Mission Women's Emergency Housing is 900 sq.ft., was built in the 1930s, has asbestos shingles, and can accommodate only seven women. At present additional women are housed with the families with children, or if all housing is full, turned away. The shelter has seen an overall increase in need for services of 50 percent or more and in 2008 provided "16,000 beds" for men, women, and children.

The new shelter would allow for housing for 16 women plus provide space for a life skill training center. Additionally, the Mission serves over 300 meals per day in a dining hall with capacity for 90 people. The existing kitchen is not commercial grade and does not have adequate facilities for food storage and refrigeration. The new shelter would include a pantry and refrigeration for the dining hall.

US 30 East Idaho Avenue Improvements - \$1,000,000

Oregon Department of Transportation, Ontario, OR

East Idaho Avenue, a section of US 30 located in Ontario, is a major arterial and the regional retail shopping hub for Eastern Oregon and parts of Western Idaho. East Idaho Avenue has good highway access as it connects I-84 in Oregon to US 95 in the state of Idaho.

Due to Oregon's lack of a sales tax, many Idaho residents come across the state line to shop, and East Idaho Avenue has experienced continued retail development with stores like Wal-Mart, K-Mart, Home Depot, and Pilot Travel Center providing employment opportunities for the local communities. East Idaho Avenue is also used by trucks as a freight route to travel between I-84 and US 95. Average traffic is about 19,000 vehicles per day, very high for a small town arterial. This volume of vehicles has elevated the need for improving intersections, adding turn lanes, modifying traffic signals, and rehabilitating rutted pavement. ODOT has started the development process to address the intersection improvements needed to reduce crashes and accommodate these traffic volumes.

Burns Airport Water system - \$666,000

City of Burns, Burns, OR

The project will consist of construction of water storage tank, groundwater well, booster pump station, and piping system with fire hydrants.

Burns Airport Terminal Apron Rehabilitation - \$843,360

City of Burns, Burns, OR

The project will replace the west section of the terminal aircraft parking ramp. This ramp is considered to be in poor condition and is becoming a hazard to those using the airport. This project will also provide a safer airport operation that will enhance uses of the airport. The ramp has deteriorated to the point that there are debris's that are detrimental to aircraft operation and the safety of individuals in close proximity to the ramp.

John Day Fire Station - \$300,000

City of John Day/John Day Volunteer Fire Department, John Day, OR

The City of John Day proposes to construct a new fire station that will house the John Day Volunteer Fire Department and the John Day Rural Fire District with good access and parking and meet all OSHA, ADA requirements. The current fire station was built as a temporary

structure in the 1950s; does not meet OSHA requirements; and does not meet seismic standards for public safety buildings in order to provide for continuation of operations.

The project will be broken into two phases. Phase 1 will be for the planning and preliminary engineering and design. Phase 2 will be for the construction piece of the project. This application is for phase 1 of the project.

Downtown Riverfront Access: Washington Street/Railroad Undercrossing - \$2,630,000, City of The Dalles, The Dalles, OR

The freeway and the railroad separate The Dalles from the Columbia River, precluding pedestrians and vehicles from accessing the river from the downtown area and the rest of the community. This project proposes to link the downtown with the river's edge via two access tunnels one for pedestrians only at Washington Street under the railroad; and another for both pedestrians and vehicles at Union Street under the freeway with a Marine Terminal at the end of Union. The Union Street vehicle underpass is complete. This request is for Phase II: Washington Street Connector includes new street construction along West First Street. A new pedestrian crossing, ADA accessible, under the railroads tracks and sidewalk along West First Street is also included. This project will reconnect the community to the river, and all of the resources along the river including the Lewis and Clark campsite, Rock Fort.

The Dalles Downtown Riverfront Access Phase II: Marine Terminal - \$2,000,000 City of The Dalles, The Dalles, OR

For the past ten years, the City of The Dalles has been pursuing reconnection of our Historic Downtown to its riverfront. The freeway and railroad separate The Dalles from its Columbia riverfront. The existing Marine Terminal at the end of Union Street currently only provides for storage of river barges. A new multi-use Marine Terminal with parking and restrooms facilities is needed to help reconnect the downtown business district and the local economy once again to the river. The purpose of this project is to reestablish the marine terminal as an economic generator and focal point in the region. This shall be accomplished rehabilitating the existing terminal and building adjacent supporting infrastructure. Once a hub of riverfront industrial and commercial activity this facility has deteriorated to a simple barge storage facility. This project will add significant value and return a low performing asset to a high performing asset. Specific improvements include: a 6 foot wide 80 foot long prefabricated gangway to an approximately 8 foot wide floating dock for commercial and private vessel use, public restrooms, 50 +/- space parking lot, 12 foot wide 80 foot long "L" pier with an gib crane for transferring cargo to/from ship to shore. This will help the economy of the adjacent Downtown Business District and the Columbia Gorge Discovery Center that relies on the Cruise ship business for a large portion of its revenue.

Infrastructure for Redevelopment of Industrial Land - \$2,500,000 Wasco County, The Dalles, OR

This project would complete the public roadway and utility infrastructure to allow for redevelopment of under-utilized areas of the former Aluminum plant property. This will allow for business activity that will create jobs and provide other economic benefits to the community.

The planned infrastructure improvements will open up development for an additional 120 acres of industrial land. The community currently has two major projects waiting for those improvements, so they can move forward.

Fremont/Highway 197 overpass: Phase I Right of Way Acquisitions & Design - \$1,900,000, Wasco County and City of The Dalles, The Dalles, OR

There has been a need to separate the local residential traffic of Fremont Street from the regional traffic of U.S. Highway 197 in eastern The Dalles. The Fremont Overpass would involve building a bridge to allow Fremont Street to cross over Highway 197. Accident history is driving the need for the grade separation. The construction of a left turn lane on U.S. 197 helped, but problems continue. There has been significant growth in the area served by Fremont Street; new single-family homes, a private assisted living complex, and a Veteran's Nursing Home. The push for additional single-family-dwellings needed to fuel our economic recovery continues to add to the traffic load using the intersection. In fact, fifty acres of buildable land has just been made available for sale. School District #21 has completed a strategic planning process to build a new elementary in this area. All of this activity drives the need to construct the Fremont Overpass.

Airport Water System Project - \$2,600,000

Columbia Gorge Regional Airport, Dallesport, OR

The project will create a 49-lot industrial park (100 acres) at the airport which will have a mixture of airport related and other industrial activities. A key component to the development of this facility is a water system that has both adequate domestic supply and fire flow. The airport recently reactivated a well located on the airport property. The goal is to take water from this well to a water storage tank on the Port of Klickitat and then allow it to flow back with adequate fire flow pressures. This system will support first the industrial development and eventually development in the adjoining area.

Airport Runway and Taxiway Strengthening - \$3,500,000

Columbia Gorge Regional Airport, Dallesport, WA

While updating the Airport Master Plan it was determined that, the existing pavement strength below the strength needed for use of the runway for some of its users. The primary runway has a slight hump, impairing end-to-end line of sight. This project consists of removing existing pavement surface course, base material, and removing earth to remedy the line-of-sight safety hazard. Installing crushed aggregate base and resurfacing the runway with high-density asphalt, to increase runway weight bearing integrity from 15,000 to approximately 60,000 gross vehicle weights.

Rufus Community Center Renovation - \$4,000,000

The City of Rufus, Rufus, OR

The project will allow the former Rufus Elementary School to be used year round, rather than the current limitation of the warmer six months of the year. Plans are to upgrade the heating and cooling system, install energy saving windows and lights, and to upgrade the interior and make repairs.

Coos Bay Rail Crossing Improvements - \$350,000

Oregon International Port of Coos Bay, North Bend, OR

The requested funding will be used to improve at-grade rail crossings that meet Oregon Department of Transportation safety requirements for access to the former Central Dock development site. Currently there is a safety issue with the close proximity of the highway, rail line and pedestrian walkway. Improvements will include, through signals and crossing upgrades, safely tying the pedestrian and at-grade rail crossing into the highway system at the museum and condominium site. These improvements are necessary before the community can move forward with a larger community project that will incorporate 4.5 miles of pedestrian/bikeway and public activity spaces.

Commons Downtown Revitalization Project - \$4,000,000

City of Medford, Medford, OR

The Commons is a downtown redevelopment project focusing on financial, recreational, employment and housing revitalization of a six-block section. This will include the development of two parks, curbs as well as improvements to existing downtown parking garage to accommodate pedestrian traffic.

Downtown Street Development and Revitalization - \$1,500,000

City of Medford, Medford, OR

The Commons is a downtown redevelopment project focusing on financial, recreational, employment and housing revitalization of a six-block section. This will include signal upgrades and new sidewalks.

Medford Safe Sidewalks - \$2,000,000

City of Medford, Medford, OR

Construction of sidewalks in a one-mile radius of all 10 elementary schools totaling 445 street segments each approximately one block long.

Medford Alley Paving - \$2,000,000

City of Medford, Medford, OR

Asphalt surfacing existing unpaved alleys.

Carnegie Community Center ADA and Energy Efficiency Renovations - \$1,900,000

City of Medford, OR

Revitalization and renovation of vacated downtown historic Library building to fill the increasing need for community center. This building is listed on the registry of historic places.

The building and grounds will support both indoor and outdoor events including performing arts, weddings, family reunions, family education/classes, food and wine festivals as well as holiday events for children.

Highway 101 Safety Project - \$2,776,545

Smith River Rancheria, Smith River, OR

The Smith River Rancheria requests \$2,776,545 for phase 2 of its Highway 101 safety project, which is designed to slow down but not impede traffic at the Tribe's busiest intersection with the

Pacific Coast Highway-State Hwy 101. This intersection is at the heart of the Smith River Rancheria, and is heavily traveled by hundreds of Oregon residents – Smith River Rancheria employs a large number of residents from the State of Oregon who travel through this intersection every day. This project will improve the safety of this heavily traveled intersection of state Highway 101. It will provide context-sensitive traffic calming solutions, improved lightening, colorization and lane-channeling to improve traffic conditions for the many motor vehicles, pedestrians, and bicyclists that use the road.

Del Norte County Airport Terminal - \$6,069,204

City of Brookings, OR

Del Norte Co Airport in Crescent City, CA is the closest airport (only 26 miles) from the Brookings, OR – which is located in an isolated and secluded portion of the southern Oregon, northern California border. The next nearest commercial airport is located 3 hrs away. Expansion of this airport will promote economic development for this tourism dependent area of Oregon.

The proposed scope of work for this \$25 million dollar airport project includes development of a new passenger terminal building to handle peak traffic demands, terminal aircraft apron ramp, landside vehicle roads and pedestrian circulation, a new entrance road, and a 177 space vehicle parking lot. The new terminal facility would accommodate ticketing/check-in positions, passenger and baggage security screening areas, passenger secure holding areas, air carrier support space, retail and food concession services, and baggage handling and claim systems. The aircraft parking apron is designed to accommodate two design aircraft for this category of runway, currently served by commuter type turbo-prop aircraft with a 30 seat passenger capacity. The Airport Authority has completed an Environmental Impact Report for this project to comply with California State/CEQA and federal/NEPA environmental review requirements. The Authority is now in the final stages of processing a State Coastal Development Permit.

CIT Low Income Housing Rehabilitation - \$875,000

Coquille Indian Tribe, Coos Bay, OR

This project includes modernization and rehabilitation of 71 substandard housing units located on Coquille Tribal Lands in Coos Bay, Oregon. Activities include removal and replacement of siding, structural elements, windows and doors, porches, decks or patios; exterior painting; roof replacement; and, other tasks necessary to repair rot or other water infiltration damage to the structure. Work on the main structure of 58 units has been funded. Additional funds are needed in the amount of \$450,000 to complete work on the main structures of the 13 remaining units and in the amount of \$425,000 to replace the roofing on all 71 units.

CIT Operations and Storage Facility Construction - \$1,928,759

Coquille Indian Tribe, Coos Bay, OR

This project involves the construction of a storage, staging, and maintenance facility on Coquille Tribal Lands in Coos Bay, Oregon to be used by the Coquille Indian Housing Authority (CIHA) in carrying out its affordable housing activities. CIHA has been using a building that was not constructed for those purposes for the past 10 years. Moreover, the existing building is rapidly deteriorating and in urgent need of replacement.

Major activities include demolition of the existing building; construction of a new, energy efficient, appropriately designed structure; and, installation of paving and other yard improvements in the surrounding area. A new two-story structure approximately 172' x 70' in perimeter will be built on the footprint of the old, re-using the existing foundation to the greatest extent feasible. Exterior walls will be framed with steel, insulated with vapor resistant filling, and covered with siding. The interior will provide storage space for vehicles, lumber, and other large items, a staging area, and shop space. The facility will also include separate, locked storage space for records and other items necessary to the Tribe's operations.

City of Lakeside Transportation System Plan - \$1,100,000

City of Lakeside, OR

Implement actions within the City of Lakeside's Transportation Systems Improvement Plan. Funding will be utilized to upgrade high priority roads and right of ways within the City of Lakeside and associated drainageways. The Dyer Partnership, a Coos Bay Engineering Firm, has designed all construction actions.

CEDCO Waterfront Development Infrastructure - \$5,014,000

Coquille Indian Tribe, North Bend, OR

The project is located on land owned by the Coquille Economic Development Corporation (CEDCO), a Tribally-chartered corporation that is wholly owned by the Coquille Indian Tribe. CEDCO's main purposes include identifying and evaluating profitable economic development opportunities for the Tribe and operating established Tribal businesses. In 2004, CEDCO purchased 53.5 acres of deep draft port land abutting Highway 101, just north of the Mill-Casino Hotel. An 18 month master planning process involving employees, Tribal members and the community at large determined that a mixed use retail development was the highest and best use of this property. Two separate anchor tenants are interested in locating on the site, however the downturn in the economy has affected sales projections for both retailers. The project would be possible if funding for basic infrastructure could be located. Funds will be allocated as follows: Traffic signalization, railroad crossings, signalization and site modifications: \$2,100,000
It should be noted that this intersection is at the 80-85% complete state for engineered drawings. All approvals are in place except that of the new railroad owner.
On site and off site infrastructure: electrical, water, sewer, broadband, storm water outfalls, curbs, gutters, sidewalks, streets (publicly dedicated) and City sewer pump station upgrades. \$2,914,000

Tolo Area Master Plan - \$500,000

Jackson County, Central Point, OR

The project will include the production of a master plan and a marketing plan for the Tolo area, which is an area the region has targeted for future transportation related industrial expansion. This industrial expansion will create jobs for both Jackson County and Josephine County residents.

The area master plan and marketing plan will meet the following project goals:

- To develop a plan that creates an opportunity to create an estimated 2,400 jobs;
- To plan for the efficient extension of transportation infrastructure and other utilities;

- To identify a strategy and time line for the area's zoning designations to be amended such that the land zoned for industrial uses increases from the existing 53 percent to 94 percent;
- To facilitate collaboration on land use and transportation issues within the area. This coordination will entail collaborating with the Oregon Department of Transportation, the City of Central Point, Jackson County and effected property owners;
- To provide a meaningful opportunity for citizens to be heard and provide their input; and
- To advance the area's ability to attract new transportation related industrial businesses and promote the business expansion, through a targeted marketing plan.

Safety Dredging North and South Basins - \$130,000

Port of Brookings Harbor, Brookings, OR

Funding is requested for dredging at the Port of Brookings Harbor's North and South Basins. These basins have not undergone dredging for at least ten years resulting in 62,000 cubic yards in accumulated sediments. The use of these harbors helps to generate millions of dollars for the surrounding community through commercial and sport fishing. Additionally, the Port has a U.S Coast Guard Station, and the only motor life boat station for 200 mile stretch of the northern California and southern Oregon coast. This portion of the basin dredging is in portion of the Bay that is not part of the federally authorized channel. It is a serious need.

US 199 Safety Improvements - \$300,000

Oregon Department of Transportation, Cave Junction, OR

US 199 (Redwood Highway) serves as an important connection between the Rogue Valley and I-5 corridor to the communities of the Illinois Valley and the southern Oregon/northern California coast, but it also serves as main street for the City of Cave Junction near the edge of the Siskiyou National Forest.

The intersection of US 199 and River Street in Cave Junction, which does not have a traffic signal, is used as a pedestrian crossing by students from three local schools. However, it is also located just after the highway widens from three lanes to four lanes. As a result, vehicles tend to speed up and use this section as a passing lane and sometimes travel at excessive speeds through the intersection. This results in a dangerous situation for the students using this unsignalized intersection to cross the street. Because the intersection lacks turn lanes and a traffic signal, it also has a history of rear end collisions when traffic stops in the inside lane to make left turns onto River Street.

This project would improve safety at this intersection by installing a new traffic signal and reconfiguring the roadway to a three lane section with one lane in each direction and a left turn refuge. This narrowing will slow the speed of traffic, allow for a safer crossing for children, and allow traffic to safely turn to and from US 199.

Port of Port Orford Marine Research Facility - \$878,000

Port of Orford, OR

The Port of Port Orford is seeking funding for a new research facility that would replace the existing cannery building that is close to being condemned. The new Research Facility would house the current tenant that is in the old building, the Port Offices, and Port Orford Ocean Resource Team, which would provide the research capability.

Port of Gold Beach Facility Preservation - \$490,000

Port of Gold Beach, Gold Beach, OR

Funding is requested to completely refurbish the Port's 50 year old building with updates and modernizations, as well as an addition to house new offices and meeting areas.

Port of Bandon Marina Steel Pile Repair - \$230,000

Port of Bandon, Bandon, OR

Funding is requested to repair 14 deteriorating marina steel piling, seven of which have already failed. These piles were originally driven in 1982, and have reached the end of their useful life due to electrolysis and the harsh coastal environment. Each failure brings a dangerous situation for vessel owners and the port's small staff. Curing requires a barge and mobile pile driver as the work cannot be accomplished from shore. Steel wedges between the existing and proposed new pile would be driven and welded in place. 22 pound zinc anodes would be installed on each new pile to combat electrolysis.

Coos Bay Waterfront Development Initiative - \$825,000

Coos County Historical Society, Coos Bay, OR

\$825,000 is requested for site prep and plaza construction at the future site of the Coos Bay Regional Center (CBRC). This plaza will serve as the anchor for the Coos Bay Waterfront Development Initiative and serve as a catalyst for urban waterfront redevelopment and economic recovery in the largest metropolitan area on the Oregon coast. The plaza will have a multitude of uses, including educational activities associated with Center-sponsored school programs, demonstrations of crafts and skills; musical performances using traditional instruments; "living history" with and for students; and will also be used for other cultural events; for community events including farmers' markets and elements of annual festivals. On a daily basis the plaza will provide wind-protected outdoor seating with waterfront views for pedestrians and "brown baggers," and play sculptures for younger children.

Coos Bay Regional Center - \$860,000

Coos Historical & Maritime Center, Coos Bay, OR

\$860,000 is requested for the substructure of the Coos Bay Regional Center (CBRC). The Center will serve as the anchor for the Coos Bay Waterfront Development Initiative and serve as a catalyst for urban waterfront redevelopment and economic recovery in the largest metropolitan area on the Oregon coast. The first floor of the CBRC will provide an atrium capable of functioning as useful public space, as well as a waterfront auditorium, service kitchen, public restrooms, exhibit hall and mezzanine, administration offices, and retail space. This project will also allow for the eventual addition of a second floor by providing wiring and plumbing stubs, as well as a concrete lined area below grade for the eventual instillation of an elevator. This project has been in the works for nine years and is strongly supported by local and state government, local tribal government, business groups, trade unions, school districts, and a community college.

PCRI Scattered Site Preservation - \$2,850,000

Portland Community Reinvestment Initiatives (PCRI), Portland, OR

Over the past several years, PCRI has nearly doubled the size of its portfolio of affordable rental housing – from under 400 units of predominantly scattered-site, single-family residences in

2005, to more than 700 units in over 30 neighborhoods today. But while PCRI's portfolio is unique, representing one of few opportunities for low- to moderate-income families to live in a detached single-family home, the unusual and aging portfolio also carries unique challenges of maintenance and upkeep. Overcoming these challenges is perhaps most noteworthy in the context of energy-efficiency upgrades to our 1900- to 1950-era homes, where improvements translate directly into much-needed utility cost savings for PCRI residents. This project will reinvest in 285 different sites which, because of their scattered locations, will return triple bottom-line results in the following ways:

Social Return: The capital investments made in these homes will beautify the neighborhoods they are located, and will increase the level of pride within PCRI residents and their neighbors.

Financial Return: Well-maintained homes increase in value and increase the value of adjacent homes. Increased value for PCRI will enable it to achieve its mission at a higher level.

Additionally, higher property values in these neighborhoods will increase the amount of property taxes assessed and collected by local government, which benefits the entire City of Portland.

Environmental Return: Rehabilitating older homes with new energy-efficient/water-efficient upgrades will lower the impact on the environment and natural resources.

Sellwood Bridge Replacement Project - \$5,000,000

Multnomah County, Portland, OR

Replacing the Sellwood Bridge will remove deficiencies of the existing bridge. This project will reduce congestion at each of the bridge heads as well as enhance safety by reducing the hazard of head-on collisions between vehicles traveling on the narrow lanes. Bicycle and pedestrian facilities will replace the one narrow sidewalk and will bring the bridge into compliance with the Americans with Disabilities Act (ADA). These improvements will also create better connections to the trails at both ends of the bridge. Eliminating existing structural deficiencies of the bridge will allow trucks, buses and emergency response vehicles weighing more than 10 tons to safely use the structure. Economic and congestion mitigation benefits will come from removing the existing tight turning radii and weight restrictions that force trucks to travel out-of-direction. The existing bridge is seismically vulnerable which will be corrected when a new bridge is in place. Environmental benefits will also result from a new structure. The existing structure discharges roadway storm water runoff directly into the Willamette River, home to several federally listed fish species. The new bridge will include state-of-the-art storm water treatment facilities to capture and treat run-off before it is released to the Willamette River. Removing the current structure will also eliminate lead-based paint from falling into the Willamette River.

SW 4th Avenue Streetcar Realignment - \$2,060,870

Portland State University, Portland, OR

This project moves the temporary alignment of the Portland Street car off of SW 4th Avenue and SW Montgomery Street and Straightens the tracks through a block that will be the site of the Oregon Sustainability Center to be developed at the same time as the project. This will achieve several objectives for the city and the campus including improving auto, bus, pedestrian and bike access, and relocating a streetcar station off of 5th street which improve transit mall operations for light rail.

122nd Avenue Intelligent Transportation Systems (ITS) Enhancement Project - \$1,224,000 **City of Portland, OR**

The City of Portland is making a concerted effort to improve infrastructure in outer East Portland - this project is key to that effort. The project implements several Intelligent Transportation Systems (ITS) elements along 122nd Avenue, from Airport Way to Foster Road, in an effort to improve public safety, ease congestion and reduce greenhouse gases. This project will be a partnership between the City and the Oregon Transportation Research & Education Consortium (OTREC) to develop solutions to improve the sustainability of the transportation network.

Svaboda Court: Sustainable Homeownership Pilot Project - \$1,000,000

City of Portland, OR

Svaboda Court is a demonstration project for medium-density urban family living. Fourteen sustainable 2- and 3-bedroom homes will be situated around a European-style open courtyard. The homes will be priced for sale to households with incomes under \$36,000.

NE MLK Blvd. and NE Columbia Intersection Improvement - \$1,900,000

City of Portland, OR

The project will provide right-of-way and construction funding for the addition of a westbound left turn lane from NE Columbia Blvd to NE MLK Jr. Blvd. The project will modify the existing traffic signal and provide bicycle and pedestrian facilities.

Livable Communities Consortium - \$600,000

Policy Consensus Initiatives, Portland, OR

The Policy Consensus Initiative will create a Livable Communities Consortium, which will build a platform for state, local, and tribal governments to integrate their own efforts to create livable communities with the work being done at the federal level. The Livable Communities Consortium will provide multiple levels of government a location from which to coordinate efforts and to generate projects on the ground in communities. The Northwest Consortium would support two Livability HUBs (one at PSU and a second at the William D. Ruckelshaus Center at UW/WSU) focused initially on the Portland Metro and Puget Sound regions and eventually other Northwest communities. These HUBs will give communities and federal agencies local resources to support innovation and collaborative activities following the Livability Principles established by the Interagency Partnership for Sustainable Communities. The Consortium will provide those governments a virtual and physical space with neutral collaborative staffing in a single location (HUBs) from which to coordinate efforts and to generate community projects with both regional and national implications. This project is the type of programming that can be housed in the new Oregon Sustainability Center building.

St. Johns Rail Line Relocation - \$2,000,000

Port of Portland, Portland, OR

This project is one component of a larger project that would establish a “whistle free zone” in the St. Johns/Cathedral Park neighborhoods near the Port of Portland’s Terminal 4. The Union Pacific rail line accesses Terminal 4 through the heart of the neighborhoods by way of Bradford Street. The rail line runs down the middle of the street, requiring vehicles, pedestrians, and bicyclists to dodge moving trains to reach several businesses located along the rail line. Also, because of the in-street running of the train, the train whistle must be continuously sounded through this stretch of roadway.

This project would relocate the Union Pacific rail line about 13 feet to the west, allowing for the physical separation of rail, motor vehicle, pedestrian, and bicycle traffic. The total length of the rail line to be relocated is about 1,900 feet.

Behavioral Healthcare Housing for Court Diversion of Individuals with Mental Illness - \$1,639,792

Luke-Dorf Inc., Portland, OR

The proposed project is a 14 bed Behavioral Healthcare Housing Facility, with medically-monitored treatment for individuals diverted by the Multnomah County Mental Health Court.

More than half of America's inmates face mental health challenges. Offenders with a mental illness are more likely to serve multiple sentences and to have been homeless in the year prior to their arrest. In 2008, Multnomah County took a decisive step to address this problem. The county established a Mental Health Court to divert individuals from jail into treatment and supervision. A key component of the Court's success is the ability to house participants in a monitored setting. Until adequate behavioral health care housing is available, the Mental Health Court will not operate at full capacity.

Luke-Dorf's proposed facility will fill this critical need in the continuum of care, offering medically-monitored treatment and support while facilitating reintegration into the community. Case management and psychiatric services, coordinated with physical health care, increase the likelihood of recovery and ensure a corresponding decrease in costly recidivism. The future success of the recently established Multnomah County Mental Health Court depends on the availability of treatment-oriented housing.

Length of treatment will be individualized, though it is anticipated that most clients will stay for approximately 12 weeks. During their stay, clients will work with a multidisciplinary team of housing specialists, psychiatric prescribers, doctors, nurses, case managers and skills trainers. This same treatment team will continue to work with clients once they move into more independent housing, sustaining their supports for mental health stability, sobriety and a crime free lifestyle.

Currently, Luke-Dorf operates a similar program in Washington County. The Hillsboro Graduated Independent Living Program (HGILP) is a highly effective program that opened in 2007 and receives a majority of referrals from the Washington County Mental Health Court. The proposed Behavioral Healthcare Housing Facility will build on the success of that model, taking into account the specific needs of Multnomah County.

The goal of Luke-Dorf's partnership with the Multnomah County Mental Health Court is to place individuals in medically-monitored behavioral healthcare housing where they can receive treatment, obtain necessary medication, connect to social supports and physical health care and follow conditions set by the court. The ultimate goal is to transition participants back to the community at the highest possible level of independence, relieving the burden caused by their untreated symptoms.

Main Street: 5th to 15th Street, Downtown Sidewalk and Pedestrian Improvements - \$3,000,000

City of Oregon City, OR

Worn out and deficient sidewalks and ramps will be replaced and missing sidewalks segments will be constructed that all comply with ADA standards. Existing street lighting will be enhanced and new lighting will be installed where needed for pedestrian safety and comfort and access to managed parking areas. Pedestrian crossings on Main Street, 10th Street, and 7th Street to the Municipal Elevator will be enhanced for safety. Street trees and street furnishings will be augmented to improve aesthetics and provide community amenities for businesses, visitors, and residents. See attached illustrative map.

US Highway 26: Helvetia/Brookwood Interchange Project - \$2,000,000

City of Hillsboro, OR

The US Highway 26 – Helvetia/Brookwood Interchange is currently at 98% capacity. Of primary concern is the heavy westbound off ramp traffic during the AM peak hour heading southbound and the corresponding northbound to eastbound movement in the PM peak and their effect on traffic operations on the freeway mainline and on the surface arterial roadways in the vicinity of the interchange.

This project will address these needs by building a westbound US 26 to southbound loop off ramp, a southbound receiving lane requiring structure widening, and additional northbound to eastbound turning movement capacity and ramp meter storage.

Regional and local officials estimate that the 850 acres of vacant industrial lands served by this intersection will accommodate approximately 20,000 new family wage jobs, primarily in key industrial clusters (high tech, clean energy, and bio-medical). These jobs cannot be realized unless the proposed interchange capacity improvements are built.

West Coast Corridor Coalition - \$250,000

West Coast Corridor Coalition, All Cities, Oregon/Washington/California/Alaska

This project would support the Coalition's continuing multistate transportation coordination among the 4 member state DOTs, numerous MPOs, ports, trucking, railroads and other interest groups to address freight related issues. The Coalition's mission is to improve communication and collaboration, develop multistate clean, green and smart strategies that address freight bottlenecks on a corridor basis throughout the region, identify fiscal needs and develop strategies to increase funding for freight related programs, provide a forum for the exchange of information between the public and private sectors and identifying methods to increase efficiency and productivity of the membership through closer coordination of activities, identify and support innovative programs to mitigate environmental issues in the 4 state area. Critical transportation projects are not always confined to state borders, particularly those dealing with freight movement. Developing seamless system solutions often requires a multi-state tool box of policies, strategies and projects in order to develop system solutions. We believe this is particularly true on the West Coast as its corridors serve the nation's largest international trade gateways (sea and air) supporting the fastest growing international trade lane (Trans-Pacific) and feeding the rest of the U.S. through major east-west and north-south corridors. Specific activities are described in the next section.

Brett Way Extension III – \$2,130,880

City of Klamath Falls, OR

Funds would support construction of a three-lane roadway including water and wastewater infrastructure from the Airport east to Homedale Road. This will open 140 acres of land to industrial development and improve eastside access to the Airport by Homedale Road, eliminating the hazardous Summers access.

North Tongue Point – Fender Piles – \$500,000

Port of Astoria – Astoria, OR

The Port of Astoria will obtain appropriate permits, develop detailed engineering plans and procure a construction contractor to replace the fender piles at 5 piers located at the North Tongue Point Marine Industrial Facility.

Pine Nursery Community Park Project - \$7,168,301

Bend Metropolitan Park and Recreation District - Bend, OR

The Bend Metro Park and Recreation District is a public park and recreation special service district organized in accordance with the provisions of Oregon ORS 266, formed to provide park and recreation services to citizens living within its boundaries. The district provides 80 parks and natural areas, 60 miles of trail, and over 770 different recreation programs. In December, 2004, after a lengthy public process that involved two separate acts of Congress, the Bend Metro Park and Recreation District purchased the 185-acre Bend Pine Nursery site from the Deschutes National Forest. In February 2006 the district approved a \$21,431,000 (2007 dollars) park master plan. When complete, the 148-acre Pine Nursery Community Park and sport field complex will meet the needs of Deschutes County residents for years to come. To date, \$5,768,700 in local funding has been expended on the park master plan and Phase I construction of the project. Completed park elements include access and infrastructure improvements as well as sport field and community park development. Phase IA construction began in 2008 was completed in 2009, with local system development charge (SDC) funds. Phase IB is scheduled for completion in spring 2010 and has been supported with property tax funds and a \$650,000 Oregon Local Government Grant. All design and construction documents for the \$7,168,301 Phase IC are complete and the remaining project work is shovel-ready.

The funds will be used for construction to complete additional sport fields, sport field lighting, restrooms and picnic shelters as well as other improvements.