United States Senate

WASHINGTON, DC 20510

April 26, 2010

The Honorable Daniel K. Inouye
Chairman
Senate Committee on Appropriations
United States Capitol, Room S-128
Washington, DC 20510

The Honorable Thad Cochran
Vice Chairman
Senate Committee on Appropriations
United States Capitol, Room S-146A
Washington, DC 20510

The Honorable Patty Murray
Chairwoman
Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
142 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Christopher Bond
Ranking Member
Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
128 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Inouye, Vice Chairman Cochran, Chairwoman Murray and Ranking Member Bond:

As you prepare the Fiscal Year 2011 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill, we respectfully request that you consider including the following projects. **As required by the committee, these requests are listed in the order that the pertinent programs appear in the annual THUD Appropriations Act.**

Office of the Secretary Requests

Project: Oil Spill Response Fleet Upgrade and First Responder Training
Requestor: Maritime Fire and Safety Association, Portland, OR
Account: TPR&D – Transportation Planning, Research and Development
Amount Requested: $471,000
Description: The Maritime Fire and Safety Association (MFSA) is seeking funding for upgrades to its oil spill response fleet and training for first responder partners in Washington and Oregon. The requested funding will help the MFSA and its partners prevent spills in Northwest waterways through regular training and protect the water resources and communities of the Pacific Northwest through timely and effective response to maritime spills. Funding will be used to repower four oil spill response vessels, upgrade the fleet's Skimmer Systems, and conduct ongoing shipboard fire training for Oregon and Washington land-based fire personnel.
Project Justification: This request helps MFSA meet its federal commitments. Coast Guard regulations pertaining to oil spill response and marine firefighting require that owners and operators of tank vessels carrying oil as primary cargo must identify resource providers with whom they have contracted for specific services such as structural stability assessments, salvage

planning, emergency towing and lightering, and special salvage operations, and must ensure by contract or other approved means that the resource providers are capable of providing the services within the timeframes required by the regulations. All salvage and marine firefighting resource providers (including their ability to respond to oil spills and shipboard fires) must be integrated into the vessel response plans. As the primary first responder for the lower Columbia and Willamette River transportation system, it is critical that the MFSA and its partners have the equipment and training needed to meet these requirements.

Federal Aviation Administration Requests

Project: Airport Runway and Taxiway Strengthening
Requestor: Columbia Gorge Regional Airport, Dallesport, WA
Account: Airport Improvement Program
Amount Requested: $3,500,000
Description: Columbia Gorge Regional Airport is an integral part of the regional airport system. While updating the Airport Master Plan it was determined that the existing pavement strength is below the strength needed for use of the runway for some of its users. The airport's primary runway has a slight hump, impairing end-to-end line of sight. This project consists of removing existing pavement surface course, base material, 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.
Project Justification: This project will reduce transportation costs, produce economic benefits, increase safety, link critical elements of the regional transportation network, and improve the utilization of the existing transportation.

Project: Burns Airport Terminal Apron Rehabilitation
Requestor: City of Burns, OR
Account: Airport Improvement Program
Amount Requested: $843,360
Description: The project will mobilize equipment and replace the crumbling west section of the aircraft parking ramp. Funding will be spent removing the old materials and placing new base material and new concrete, developing drain systems, purchasing and installing aircraft tie downs and pavement markings, and engineering services. The preliminary engineering has been completed. There will be no environmental issues since this is a replacement project. Approximately $280,000 will be used as matching funds for the Connect Oregon III project that the city has applied for.
Project Justification: The project provides for safer airport operations for pilots and visiting citizens, thus enhancing airport use and generating additional revenue for the city of Burns. In addition, the project will create jobs and circulate money in an area that is experiencing 19 percent unemployment. These jobs will greatly assist the economic recovery in Harney County. The accompanying match is for another $1.4 million project that will bring the airport's fire suppression capabilities up to federal standards and erase a state moratorium on construction. This $1.4 million project will lend itself to further economic recovery by employing even more individuals and, therefore, helping remove people from unemployment and welfare rolls.

Project: Burns Airport Water System
Requestor: City of Burns, OR
Account: Airport Improvement Program
Amount Requested: $666,000
Description: The project will build fire suppression systems for the Burns Municipal Airport, thereby removing the moratorium on construction placed on the airport by the State Fire Marshall. The project would consist of constructing a water storage tank, drilling a groundwater well, installing booster pumps, and laying pipe and installing fire hydrants. This would bring the City into compliance with the 2,000 gpm for two hours as required by federal fire codes. The completed system will consist of a well, storage facility, main line, fire hydrants, and will enable the City to protect new construction at the airport through mandatory sprinkler systems as well as adequate hydrant and water supply infrastructure.
Project Justification: This project will create jobs and circulate money in an area that is experiencing 19 percent unemployment. These jobs are a step in assisting the economic recovery of Burns. The completion of the project would allow for increased economic development at the airport, which is zoned enterprise. This means more incentives for business and industry to locate here with long-term facilities and jobs.

Project: Del Norte County Airport Terminal
Requestor: Del Norte County Airport, Crescent City, California
Account: Airport Improvement Program
Amount Requested: $1,720,000
Description: The funds will be spent on labor, materials, and professionals to design, manage and construct initial site preparation and design work for the airport project which includes construction of a replacement passenger terminal building to handle peak traffic demands, commercial aircraft parking apron, landside vehicle roads and pedestrian circulation, a new entrance road, and a 177-space vehicle parking lot. The new passenger terminal facility will 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 commercial 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 project will provide long-term economic benefits to the region by creating 450 temporary jobs over three years and two permanent jobs. The airport project will help improve the short- long-term economic viability of the region; improve the quality of the living and working environment of a community through air transportation; potentially attract other air carriers to provide northbound service; enhance tourism to the area; and enhance emergency medical transportation to distant trauma centers. All funding opportunities are being explored.
Project Justification: Del Norte County Regional Airport, Jack McNamara Field (CEC) is an economic engine for the region. At any time, between 3-51 percent of the ridership is from Oregon. To remain economically competitive, the border coast region needs direct access to other regional, urban and global markets that McNamara Field affords. Without the sustainability of this transportation mode, the vitality of the communities would diminish. Airports create jobs both directly and indirectly which is good for the taxpayers.

Project: 13th & May Street Pedestrian Safety Improvements
Requestor: City of Hood River, OR
Account: Transportation and Community and System Preservation
Amount Requested: $450,000
Description: 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 St. has been considered a dangerous intersection for many years. Currently, elementary aged children are forced to cross a 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.
Project Justification: 13th Street is a federally supported state highway identified as State Route 281. This project would improve pedestrian safety at a major intersection and support community livability upgrades.

Project: 19th St Extension – Redmond to Deschutes Junction
Requestor: Deschutes County, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: This project would construct approximately six miles of new road, extending 19th Street from its existing terminus (southest 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).
Project Justification: This project would provide a vital transportation link to large regional attractors in the Redmond area including the Redmond Airport, Deschutes County Fair and Expo Center, a large existing business/industrial area, and a 945 acre state owned parcel targeted for large-lot industrial development. This project would enhance future economic growth and development opportunities in the region.

Project: 53rd Ave Bridge and Roadway Extension Project
Requestor: City of Albany, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: 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. 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.
Project Justification: 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.

Project: 99W / Elwert / Kruger / Sunset Intersection Safety Improvements
Requestor: City of Sherwood, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,000,000
Description: 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.
Project Justification: Due to recent growth in regional traffic volumes and continued development in west Sherwood, the Elwert Road corridor between Highway 99W and Edy Road has become an increasing concern for safety and mobility. The intersection of Elwert Road/Highway 99W has long been a safety concern for the region, which has recently been verified by Washington County's SPIS ranking of the intersection as the 24th highest safety priority intersection in the county. The project will re-configure the intersection approaches as well as the traffic signal to address conflicts between westbound vehicles from 99W and from the north leg of Elwert Road. The project will mitigate traffic system deficiencies and improve pedestrian crossing safety, in order to improve mobility and safety at the intersection.

Project: Avenue U Bridge Replacement
Requestor: City of Seaside, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: Funds will be used to replace the existing Avenue U Bridge over the Necanicum River. 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 U.S. 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 the project would improve function of the highway and the intersection.

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 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.
Project Justification: This project would improve traffic flow to a busy commerce route, Highway 101. Also, in the event of a natural disaster, this bridge would improve evacuation procedures.

Project: Badger Hill Realignment (Crooked River Ranch)
Requestor: Crooked River Ranch Special Road District, Crooked River Ranch, OR
Account: Transportation and Community and System Preservation
Amount Requested: $300,000
Description: Funds would support the realignment and the reconstruction of approximately 1,000 feet of roadway. Badger Hill has had several accidents and subsequently had to be closed, causing traffic rerouting. The road needs engineering and construction as soon as possible.
Project Justification: The realignment would add to the safety of the residents and help as a collector road for exiting the larger part of the residents. This project will also benefit the fire department vehicles and school buses that use this route.

Project: CEDCO Waterfront Development Infrastructure
Requestor: Coquille Indian Tribe, North Bend, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: 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 at 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 used for traffic signalization, railroad crossings, and site modifications. Engineering is 80-85 percent complete, and all approvals are in place, except that of the new railroad owner.
Funds will also support on and off site infrastructure needs, including electrical, water, sewer, broadband, storm water outfalls, curbs, gutters, sidewalks, streets (publicly dedicated) and City sewer pump station upgrades.
Project Justification: With the completed infrastructure, one of two large anchor tenants will be located on the waterfront property. During the construction, 150-200 construction jobs will be created for 14-15 months. Anchor Tenant 1, a national retail chain, will employ 240 full time employes, and Anchor Tenant 2, also a national retail chain, will employ 120-150 full time employees. All jobs created by either of these tenants are new jobs to the area. Either of these stores represents approximately a $17-25 million increase to the tax base for the city of North Bend. In addition to a large anchor tenant, there will be space for some small mixed retail, potential for one or more waterfront businesses, and water dependent activities along with a pedestrian walkway in the buffer.

Project: Chehalem Historic Greenway Trail

Requestor: Chehalem Parks and Recreation District, Chehalem, OR
Account: Transportation and Community and System Preservation
Amount Requested: $500,000
Description: The overall project includes 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. This specific project would fund five miles of trail to be used for bicycle and pedestrian access and to provide a safe route to two elementary schools, a middle school, public park and pool facilities, and historic resources. The historic greenway trail will serve pedestrians, bicyclists, and hikers, and will connect numerous historical areas and natural areas. Primary trails run along major greenways: Willamette River; Hess Creek; Springbrook Creek; and Chehalem Creek. 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 Willsonville 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.
Project Justification: This project would provide access within urban areas and to schools and natural areas via nonmotorized vehicle traffic, thereby reducing vehicle miles travelled and emission of greenhouse gases. In addition, it provides a safe route to schools for children via bicycle or walking as opposed to by car. This project will improve quality of life, health, and safety.

Project: City of Lakeside Transportation System Improvement Plan
Requestor: City of Lakeside, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: Lakeside is a small municipality without a tax base that supports its citizens by operating a wastewater treatment plant. The city struggles to find funding to upgrade the many poorly rated gravel/dirt roads. Funding will be used to upgrade high priority roads and right of ways within the city of Lakeside and associated drainage ways. The Dyer Partnership, a Coos Bay Engineering Firm, has designed all construction elements. The projects has broad community support.
Project Justification: Funding this project will immediately put federal tax dollars into local Oregon South Coast contracting firms. These improvements are necessary to a community evolving from a logging mill town to a tourist attraction on the South Coast. Improved roads and drainages will improve the "downtown" area for the local businesses and to our many summer visitors. The city will develop separate Bid Packets for each road segment and scheduling to ensure several different qualified South Coast contractors have the opportunity to be awarded work and tax dollars are wisely spent.

Project: Community Access Improvements
Requestor: City of Bend, OR
Account: Transportation and Community and System Preservation
Amount Requested: $750,000
Description: This project would add sidewalks and related curb ramps in high-use

pedestrian areas around the City of Bend. The City of Bend 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.
Project Justification: Currently, the City's accessibility program is focused on meeting the terms of two settlement agreements (U.S. Department of Justice and Disability Rights Oregon) with a focus on installing curb ramps to correct existing deficiencies. Curb ramps are a direct benefit to the community, however without sidewalks connecting access to essential programs, services, and activities the benefits are muted; access would be enhanced by the allocation of this funding. By developing a program for sidewalks and curb ramps, the current fragmented process (of building curb ramps without connectivity) will become a holistic approach that can benefit the community as a whole.

Project: Deep Creek Curves, Hwy 140 East
Requestor: Lake County, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: 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.
Project Justification: This project will re-establish commerce opportunities in outlying areas of eastern Lake County, and in conjunction with the Doherty Slide Curve Realignment, Lake County could once again become a freight center, with points of access to Oregon from both Nevada and California. This will stimulate economic stability and future growth in our frontier-rural community.

Project: Doherty Slide, Hwy 140 East
Requestor: Lake County, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: 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.
Project Justification: This project will re-establish commerce opportunities in outlying areas of eastern Lake County, and in conjunction with the Deep Creek Curves project, Lake County could once again become a freight center, with points of access to Oregon from both Nevada and

California. This will stimulate economic stability and future growth in our frontier-rural community.

Project: Downtown Riverfront Access: Washington St/ Railroad Undercrossing
Requestor: City of The Dalles, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: 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 among 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 Riverfront Trail, and the Lewis and Clark campsite at Rock Fort. This project will also help bring private investment into the adjacent blighted downtown area.
Project Justification: This project creates the opportunity for economic diversity in The Dalles downtown area while attracting tourists and locals to the historic riverfront connection.

Project: Downtown Streets Development and Revitalization
Requestor: City of Medford, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: This is a brand new downtown redevelopment project focusing on financial, recreational, employment and housing revitalization of an eight-block area. This will include signal upgrades and new sidewalks.
Project Justification: This is a downtown, redevelopment project with a partnership between the City of Medford, Medford Urban Renewal Agency, and the private sector to draw new commercial and retail services to the area, typical of a regional center. Funding will create short- and long-term employment, make the streets and intersections safer for automobiles and pedestrians, as well as create new parks for increased livability.

Project: Engineering Design for Lommen Bridge Replacement
Requestor: Tillamook County Public Works, Tillamook, OR
Account: Transportation and Community and System Preservation
Amount Requested: $450,000
Description: Lommen Bridge was constructed in 1955 and is concrete 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. 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 included scour protection and steel shoring of the cross beams. As a result of three flood events in 2008 and2009, the bridge again experienced extreme lateral forces from a log jam. After the flooding in 2007, Tillamook County placed survey points on the bridge to monitor movement. The

Surveyor's data indicated that the bridge had moved 0.2 feet. The cracks are also getting larger. In2009, bridge inspectors 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. Based on one of the lowest sufficiency ratings in the state, Public Works has concluded that it is in the best interest of the travelling public to close Lommen Bridge during any future flood events. Closure of Lommen Bridge will result in all traffic that normally uses the Miami-Foley Road to re-route and use HWY 101 through Wheeler, Rockaway and Garibaldi, a 37-mile detour which will cause a hardship to businesses, local residents, emergency responders, and the travelling public.
Project Justification: The project is to replace a bridge that is the County transportation backbone of north rural Tillamook County. If this bridge experiences further degradation in future storm events, this will negatively impact business and movement of commerce in the community. This is a safety concern – this bridge could fail with traffic on the bridge.

Project: Fremont/Hwy 197 Overpass: Phase I Right of Way Acquisitions & Design
Requestor: City of The Dalles, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: 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 local 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. The school district #has completed a strategic planning process to build a new elementary school in this area. All of this activity drives the need to construct the Fremont Overpass. The city is requesting funds for final project engineering and design
Project Justification: Both Wasco County and the City of The Dalles have committed three years of federal funds, totaling about $900,000 to the overall project. With the growth of family residents in the area, the current interchange is a hazard at best. This is a safety issue, and the overpass would not only benefit residents of Wasco County, but tourists and travelers as well.

Project: Gable Road Safety Improvements Project
Requestor: City of St. Helens, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: Preliminary design is complete and funds will be used for final engineering design and construction of improvements to a 0.72-mile stretch of Gable Road, including wider travel lanes, the addition of bicycle lanes, the addition of ADA compliant sidewalks, and construction of storm drain facilities. Gable Road is classified as a Minor Arterial street and currently has sub-standard width travel lanes with no pedestrian or bicycle facilities. The roadway has historically been a rural County road, but as development has increased over the years, the area has been incorporated into the City of St. Helens. Traffic counts are approaching 5,000 ADT and continue to increase with the addition of subdivisions and commercial development. The preliminary design for proposed improvements includes

construction of new ADA compliant sidewalks to provide safe access for the many school children attending the local high school located on Gable Road and seniors from the adjacent assisted living facility; addition of bicycle lanes; improving the roadway alignment within the right-of-way to provide better sight distance; removal of the existing asphalt and construction of proper subbase and new asphalt wearing surface for the entire length; and construction of a public storm drainage system. All improvements will be designed and constructed to meet the city's Minor Arterial street standards.
Project Justification: Gable Road has the second highest traffic counts of all roads in Columbia County, and is the primary route to the southwest portion of the City of St. Helens, St. Helens High School, and the major commercial area of the city. The existing two-lane road is in extremely poor condition with substandard width travel lanes, little to no shoulders, no bicycle or pedestrian facilities, inadequate storm drainage, and a deteriorating wearing surface. However, Gable Road serves as a principal access to St. Helens High School, which is located near the intersection of Gable Road and Highway 30. The majority of developable commercial, industrial, and residential properties in St. Helens are located in the southwest section of the city's Urban Growth Area and traffic counts will continue to increase as these areas are developed. Gable Road improvements are supported by all major stakeholders in the community. The Gable Road Improvement Project complies with the city's Transportation Master Plan and is identified there as the highest priority transportation project within the city.

Project: I-205 Multi-use Path
Requestor: Oregon Department of Transportation, Salem, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: 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 in Gladstone through Clackamas County and east Portland before crossing the Columbia River into Vancouver. Because it runs along TriMet's Red and Green MAX light rail lines, 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. 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 completed a study that evaluated the need for improvements, including safety upgrades, illumination, crossings, signage, and more. One priority is to improve the crossing at SE 92nd Avenue and Flavel by constructing a segment extending over Johnson Creek, which would eliminate the need to travel out of direction several blocks in order to cross the creek and pick the path up again.
Project Justification: 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 and making it easier for people to access public transportation. 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. Construction of a new segment of the I-205 path that would extend over Johnson Creek at SE 92nd Ave and Flavel would make the path friendlier for

users, including schoolchildren at Kelly Elementary, a nearby school that participates in the Safe Routes to School program.

Project: Medford Safe Sidewalks
Requestor: City of Medford, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: For the construction of sidewalks including necessary improvements such as storm drainage, curb and gutters on both partially improved and unimproved streets within a one-mile radius of elementary schools. This project has been ongoing since 1986.
Project Justification: Safety: In 2002 there were 20 pedestrian/car accidents with 25 percent of those occurring within walking distance of a school
Health: According to the Oregon Department of Education, studies have shown that active children generally have higher attendance rates; reduced rates of behavioral referrals; increased concentration; and better scores in math, reading and writing.
Environmental: Using sidewalks decreases auto emissions. Medford has air quality issues and these issues have prevented several manufacturing businesses from locating here due to particulate constraints (PM 10).

Project: Newberg - Dundee Transportation Improvement Project
Requestor: Oregon Department of Transportation, Salem, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: 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. Oregon Department of Transportation (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. 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. The project is currently completing the NEPA process, with a record of decision expected by the end of 2010.
Project Justification: The project is designed to reduce congestion on OR 99W through Newberg and Dundee and reduce the number of automobile crashes. This project will help create jobs by facilitating efforts by communities in Yamhill County to attract industrial development that is currently hindered by congestion that limits truck access. It will also facilitate efforts to develop stronger downtowns in Newberg and Dundee and help improve tourism opportunities for Oregon wine country. Coastal tourism will also benefit from a less

congested route to the Oregon Coast.

Project: Pesticide Reduction Pilot Program
Requestor: Oregon Department of Transportation, Salem, OR
Account: Transportation and Community and System Preservation
Amount Requested: $675,000
Description: Oregon Department of Transportation (ODOT) currently uses Integrated Vegetation Management (IVM) Plans to minimize the use of chemicals in its management of roadside vegetation for safety purposes. ODOT mows, brush cuts, hand trims, and sprays to keep vegetation within desired condition levels. In order to develop alternatives to eliminate or significantly reduce the use of herbicides and other chemicals for vegetation management along highways, 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. This pilot program will help ODOT identify alternatives to spraying chemicals for vegetation management and better understand 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.
Project Justification: The pilot program is designed to help develop less environmentally damaging means of managing vegetation while maintaining safety. This effort could help inform and catalyze similar efforts at multiple levels of government and improve public health by reducing use of herbicides that can impact the health of animals and people.

Project: Rose Avenue Street Improvements
Requestor: City of Vernonia, OR
Account: Transportation and Community and System Preservation
Amount Requested: $500,000
Description: The Rose Avenue Street Improvement Project is borne out of necessity, following devastating flooding which affected over 50 percent of the town in 2007- the second 500-year flood to hit the town in 11 years. The flood substantially damaged all of Vernonia's critical social and public services, including all the school buildings in the district, the health clinic, dentist, food bank, senior center, optometrist, HeadStart, electric co-op and other essential services. Rose Avenue Project is a mixed-use project, to be built on land transferred from the Oregon Park and Recreation Department to the City. Located at the south municipal city limit, it will serve as a Gateway to the community and will reestablish the town's central business district out of the flood plain. The Rose Avenue Project will see at a minimum the following stakeholders secure a new location at this site: the health clinic, senior center, food bank, and West Oregon Electric Cooperative. Due diligence and concept planning for the site are nearing completion. The requested funds will help fund final engineering drawings and a portion of the cost of street improvements in a two square block section of downtown Vernonia.
Project Justification: This project is a direct response to a federally declared disaster, and the absolute need to move essential community functions out of the areas at risk of flooding in the future. In addition, Vernonia is a small, lower income community (HUD: 67% of local population are LMI households). It is also reasonably remote, requiring no less than 45 minutes travel time to get to the nearest larger town and over an hour to get to a hospital. Assisting with

the systematic restoration of the central business district and the related relocation of core social service providers and other essential services will help secure this community's long-term survival and prosperity. If the town fails, it will negatively impact Oregon far beyond the city limits. This project is important and is similar in character to the rebuilding of the Vernonia School District, which is also a project requesting appropriations funds. Assisting this community recover from a natural disaster, retain its identity and independence is critical. The residents of Vernonia have shown their commitment to saving their community through disaster recovery processes, affirming new investment and support for the electric co-op, sewer bond and just last November voted in a $13 million school bond.

Project: SE 9th Street Arterial Link Project
Requestor: City of Redmond, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: The project would construct an 0.8 mile segment of new arterial roadway (SE 9th Street) through the old Juniper Golf Course (and current site of proposed Greenway Business Center). A roundabout will be constructed at the southern connection with Airport Way and traffic signal improvements will be constructed at the northern connection with Hwy 126. An existing 1.0 mile segment of SE 9th Street will also be modernized to add bike lanes, sidewalks, and turn lanes north of Hwy 126. The amount requested will construct a portion of the project consisting of re-alignment of SE 9th Street with Highway 126 and related intersection improvements.
Project Justification: The project has significant state and local transportation system benefit as well as significant economic development impact. The fully phased project will complete a vital arterial roadway link which provide a local transportation alternative to US 97 and help preserve and extend the recent federal and state investment in the US 97 Reroute Project through Redmond. As the proposed new arterial link goes through the old Juniper Golf Course, this new link will provide the access and backbone for the proposed Greenway Business Center redevelopment project. This innovative and synergistic "green themed" development will not only provide an outstanding new century economic development opportunity, but will also help support, through lease revenue derived from FAA lease-hold land, the operations and development of the Redmond Airport (Roberts Field).

Project: Sellwood Bridge Replacement Project
Requestor: Multnomah County, Portland, OR
Account: Transportation and Community and System Preservation
Amount Requested: $5,000,000
Description: This project replaces the current 80-year old, functionally and structurally obsolete bridge (rating 2 out of 100). The locally-preferred alternative consists of 2 vehicle lanes (one in each direction), bicycle lanes and sidewalks on both sides of the bridge, improved bridgehead connections and enhanced stormwater management. This project will reduce congestion at each of the bridgeheads 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 American 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 stormwater runoff directly into the Willamette River, home to several federally listed fish species. The new bridge will include state-of-the-art stormwater 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.

Project Justification: The purpose of the project is to replace the current bridge within its existing east-west corridor with a structurally safe bridge with connections that accommodate multi-modal mobility needs. The Sellwood Bridge is a regionally significant transportation facility. It links two state highways and is the only crossing of the Willamette River in a 12-mile reach. The Sellwood Bridge provides a critical segment for inter-county trips between Multnomah, Clackamas and Washington Counties. The existing crossing is a narrow two-lane bridge used by over 30,000 vehicles daily. It is the busiest 2-lane bridge in the State of Oregon. It has narrow, substandard sidewalk and no bike lanes. Congested conditions and slow travel speeds occur because the travel demand served by the Sellwood Bridge exceeds the available capacity for several hours each day. The bridge is part of the regional freight and regional transit system. However, in 2004, the County prohibited trucks and buses from using the bridge based on the deteriorated structural integrity. This included approximately 100 Tri Met bus trips and nearly 1,200 trucks from using the bridge daily. After 80 years, the Sellwood Bridge has reached the end of its useful service life. The project will improve connections, operations and safety for vehicles, bicycles and pedestrians.

Project: Tolo Transportation Planning
Requestor: Jackson County, Medford, OR
Account: Transportation and Community and System Preservation
Amount Requested: $400,000
Description: The Tolo area is within the County's long-range future growth planning project – Regional Problem Solving (RPS). RPS is a collaborative planning effort between Jackson County and six cities, to determine where the region will grow over the next 50 years. Currently 53 percent of the Tolo area is zoned for industrial use. The RPS plan anticipates increasing the area's industrially zoned land to 94 percent. Four separate facilities converge in the Tolo area: the Central Oregon & Pacific Railroad, Highway 99, Highway 140 and Interstate 5. Jackson County and the City of Central Point understand the importance of this valuable transportation resource and would like to facilitate the growth of the region's industrial transportation cluster. The project funds will be spent meeting the following goals:

-Develop a plan that provides an opportunity to create a possible 2,400 jobs;
-Plan for the efficient extension of transportation infrastructure and other utilities to the area;
-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;
-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 affected property owners;
-Provide an opportunity for citizens to be heard and provide their input; and

-Advance the area's ability to attract new transportation related industrial businesses and promote the business expansion, through a targeted marketing plan.
Project Justification: Taxpayer money spent on creating jobs is taxpayer money well spent. The unemployment rate in Jackson County in December, 2009 was 11.7 percent. That was higher than both Oregon's and the U.S. averages of 11.0 percent and 10.0 percent, respectively. Jackson County needs to create the ability through thoughtful planning to increase the number of jobs for county residents. This project could potentially create 2,400 jobs. This project provides for increased economic opportunities and will facilitate job creation in two ways. The first is by providing an adequate industrial land supply in the Tolo area. This will provide opportunities for existing business expansion as well as attracting new industrial development that will take advantage of Tolo's strategic location. The second is that the development that will likely take place in the Tolo area will include local transportation related business relocating to the Tolo area from urban centers around existing freeway interchanges. This will free-up urban land to be used for more dense commercial and light industrial uses, thereby creating opportunities for an increase in employment density which results in additional job creation.

Project: Tum-a-Lum Bridge Replacement
Requestor: Umatilla County, Pendleton, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,145,500
Description: Funds will be used to construct a new bridge over the Walla Walla River, replacing the Tum-A-Lum Bridge, and for right of way acquisition.
Project Justification: The Tum-A-Lum Bridge is currently over 70 years old and in dire need of replacement. The bridge is an important safety route carrying ambulances and other emergency vehicles and an important route for the transportation of agricultural products.

Project: Umatilla Elementary School Bus Corridor Project
Requestor: City of Umatilla, OR
Account: Transportation and Community and System Preservation
Amount Requested: $300,000
Description: Funds will be used to restructure a city street and school parking lot in order 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.
Project Justification: Redesigning the bus, traffic and pedestrian routes will result in a safer environment for students, staff members and families. It is anticipated that the elementary bus corridor project will remediate the existing problems at the elementary school and prevent future congestion that may result from increased population.

Project: Urban Bike and Pedestrian Bridge and Trails Initiative
Requestor: City of Salem, OR
Account: Transportation and Community and System Preservation

Amount Requested: $910,000
Description: For many years, Salem residents have worked on their vision to build two bike and pedestrian bridge connections across the Willamette River and Slough, provide a trail through an additional 310 acres of open space to an existing 900 acre Minto-Brown park, and restore two short pathway connections in the downtown area to enhance the economic and recreational resources in the area. A part of the vision became reality with the recent completion of the historic Union Street Railroad Bridge bike and pedestrian bridge across the Willamette, linking two downtown parks – one on the west side and one on the east side of the river. This project will bring the remaining portions of that vision to a reality.
Project Justification: When complete, this project will connect the Capital City's major downtown area urban parks with over 26 miles of trails and provide multi-modal access, thereby providing greater public access and better connections. These vital connections will help reduce traffic congestion, create more business for retailers and restaurants in Salem's historic downtown and increase recreational opportunities.

Project: US-30 East Idaho Ave Improvements
Requestor: Oregon Department of Transportation, Salem, OR
Account: Transportation and Community and System Preservation
Amount Requested: $1,000,000
Project Description: 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 developing the intersection improvements needed to reduce crashes and accommodate these traffic volumes.
Project Justification: This project will reduce congestion, improve freight mobility on a road connecting two major truck routes, reduce the number of crashes, and create additional business development opportunities for the community.

Project: US-199 Safety Improvements, Josephine County
Requestor: Oregon Department of Transportation, Salem, OR
Account: Federal Lands
Amount Requested: $300,000
Project Description: 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.
Project Justification: This project will improve safety for those traveling on US 199 and those crossing the road, including school children. Narrowing the highway to three lanes will slow the speed of traffic, and adding a traffic signal at the intersection will allow for a safer crossing for children and allow traffic to safely turn to and from US 199.

Project: US-20 Sisters Downtown Improvements
Requestor: Oregon Department of Transportation, Salem, OR
Account: Federal Lands
Amount Requested: $2,000,000
Description: Oregon Department of Transportation is working with the City of Sisters to develop improvements to US 20 that will address both pedestrian/motorist conflicts and improve the walkability of downtown Sisters in order to improve prospects for business development in the community. The US 20 project will reconstruct and widen sidewalks, improve pedestrian crossings by building curb extensions, and add streetscape features such as decorative lighting and landscaping. 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 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. Despite its orientation toward pedestrian activity, the pedestrian environment in the central business area of Sisters is less than ideal. The area suffers from narrow sidewalks, worn crosswalks, poor pavement conditions and deteriorating curbs that create an unsafe and unsightly environment for travelers and negatively impact the downtown business climate.
Project Justification: This project will help balance traffic mobility on a major passenger and freight route with pedestrian access and safety while providing a safer and more inviting atmosphere for those visiting shops and restaurants on foot. This will help increase tourism and promote business development opportunities in downtown Sisters.

Project: I-5 / Kuebler Boulevard Interchange
Requestor: Oregon Department of Transportation, Salem, OR
Account: Interstate Maintenance
Amount Requested: $2,397,300
Project Description: 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. 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. 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 vehicles turning onto the freeway can contribute to backups. The State has allocated a portion of the funding needed to make improvements to the interchange, including building a ramp from westbound Kuebler to southbound I-5 that will allow trucks coming from the MCCC to avoid having to turn left against traffic.
Project Justification: This project will create the transportation capacity needed to develop a major industrial site, helping to facilitate the development of the MCCC and create family-wage industrial jobs while reducing congestion on Kuebler Boulevard.

Project: I-5 Willamette River Bridge Intelligent Transportation System
Requestor: Oregon Department of Transportation, Salem, OR
Account: Interstate Maintenance
Amount Requested: $450,000
Description: 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 the Oregon Department of Transportation (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 Oregon Transportation Investment Act 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.
Project Justification: This project will provide travelers better information for planning their trips and improve the operations of the transportation system, fostering better traffic flow and reliability. This will help move freight more efficiently, helping Oregon businesses get their products to market and reducing their transportation costs.

Project: Columbia River Crossing
Requestor: Oregon Department of Transportation, Salem, OR
Account: Interstate Maintenance
Amount Requested: $3,000,000
Language: Report
Project Description: 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 nothing is done, 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. The project is currently nearing completion of the NEPA process, with a record of decision expected from FHWA and FTA by early 2011. Design work is underway.

Project Justification: The project offers a number of important community, economic and transportation benefits.

•Reduced Congestion. A replacement bridge with light rail will reduce congestion by up to 70 percent.

•Safety. Eliminating safety hazards on the obsolete bridge and at interchanges will reduce crash rates significantly.

•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.

•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.

•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.

•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.

•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.

<u>In addition, we request that the Committee include the following language in any report or explanatory statement related to this bill:</u>

The Committee recognizes that long-term success of the Columbia River Crossing project will require greater agreement on project details among local stakeholders, and encourages Columbia River Crossing project sponsors and planners in Oregon and Washington to continue to seek consensus among and consider input from local stakeholders.

Project: 122nd Avenue Intelligent Transportation Systems Enhancement Project
Requestor: City of Portland, OR
Account: Surface Transportation Priorities
Amount Requested: $1,224,000
Description: Funds will be spent procuring engineering services, traffic control equipment, and construction services that will enhance mobility and improve emergency response on the 122nd Ave corridor. An initial project development study will include researchers

from Portland State University who will model appropriate application of technology to enhance the region's ability to conduct greenhouse gas emission analyses on projects, prioritizing improvements to address local, state, and regional objectives related to Climate Change. Project design and development will require six months with construction anticipated to be completed in four months and will be conducted parallel to the software enhancements necessary to support the implementation of the advanced transportation management solutions developed as a part of this plan. Construction engineering will include deployment support and will result in a completed project within one year of receipt of the initial award.
Project Justification: This project will result in improved mobility, safety and reliability for freight, transit, bicycle, and pedestrian users. The project will reduce greenhouse gas emissions, and will make better use of the available infrastructure, reducing delays at traffic signals and improving emergency response along the corridor. The project also enhances the operations on two major federal interstates – I-205 and I-84. The Regional Transportation System Management and Operations Plan conducted by Metro highlights this project as one in which greater investment would result in the relieving of congestion, the optimizing of infrastructure, and the further promotion of travel options along the 122nd Avenue corridor. This effort will provide data and information to the Health Impact Assessment being conducted in the Powellhurst-Gilbert Neighborhood. A recent study analyzing the cost of congestion states that $844 million represents the annual loss value that the Portland region will see by 2025.

Project: Albany-Corvallis Multi-Use Path: Springhill Road to North Albany Road
Requestor: Oregon Department of Transportation, Salem, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: This project will design, acquire the right-of-way, and construct a multi-use path between Spring Hill Road and North Albany Road. This section of path is the eastern segment of a planned multi-use path between the Cities of Albany and Corvallis. The multi-use path will be completed through a cooperative effort between the City of Albany, City of Corvallis, and Benton County. 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.
Project Justification: This path will provide the only off-roadway bicycle and pedestrian route on the six mile trip between Albany and Corvallis. The existing bicycle connections between the two cities require cyclists to bike on the shoulder of high volume and high speed highways. Benton County has one of the highest bicycle commuter rates in the United States and this path will provide a safe alternative travel option for a significant percentage of the workforce that lives in Albany and commutes to work in Corvallis. This section of path, between Spring Hill Road and North Albany Road, will provide immediate benefit as a direct connection between residential neighborhoods, the local elementary and middle school, a commercial center as well as a new park and ride transit facility.

Project: Brett Way Extension III
Requestor: City of Klamath Falls, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300

Description: 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 Lane access onto Oregon Highway 140.
Project Justification: This project will help to bring much needed jobs, both temporary and permanent, in Klamath County. Our unemployment rate is currently over 15%. Also, it will make the citizens of Klamath County safer as it will eliminate a serious hazardous access problem at a busy Klamath Falls street and Oregon Highway 140.

Project: Corvallis to Albany Multi-Use Path
Requestor: Benton County Public Works Department, Corvallis, OR
Account: Surface Transportation Priorities
Amount Requested: $581,000
Description: The only bicycle and pedestrian routes that exist between Corvallis and Albany are high volume, arterial state highways that have high-speed traffic, inadequate shoulder widths, and hazardous intersections. The construction of the proposed Corvallis to Albany Multi-Use Path will be an extension of the current multi-use path that traverses from Philomath through most of Corvallis. By providing this path, the County further expands the facilities that have brought national recognition and encouraged an increase in non-motorized uses which have a wealth of benefits: a more active public, less traffic congestion, reduced pollution, and safer routes for families. 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 2011 timeframe.
Project Justification: Since the 1970's, Benton County has been very active in developing and constructing bicycle facilities using bond issues, maintenance funds, and grants. The County currently maintains over 28 miles of on-street bike lanes and multi-use paths. Benton County has one of the highest bicycle commuter rates in the United States with Corvallis being ranked as one of the top ten cities with the highest bicycle use in the nation. A significant percentage of the workforce (including employees of Hewlett-Packard and Oregon State University) live in Albany and commute to Corvallis for work. Benton County and its communities have long histories of supporting alternative modes of transportation. Since Corvallis and the surrounding communities have been named Bicycle Friendly communities, they draw large numbers of bicycle commuting citizens and bicycle touring groups. With added pathways, it will provide economic development associated with this tourism. The path will also create and sustain jobs locally as construction proceeds on the path. Ideally, construction of this first phase will open up more funding opportunities so construction can continue on this important path each year.

Project: Franklin Blvd Improvements - Glenwood
Requestor: City of Springfield, OR
Account: Surface Transportation Priorities

Amount Requested: $1,000,000
Description: Funds will be used 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
- Improving corridor aesthetics (landscaping, under-grounding 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. Franklin Boulevard through Glenwood does not have continuous sidewalks, bike lanes, or EmX lanes, all of which are essential to high density re-development. A multiway boulevard concept is proposed for this section of Franklin, to enhance the quality and market readiness of the future mixed-use urban center.
Project Justification: The redesign and reconstruction of Franklin Boulevard will provide a number of benefits to the community. The project will support economic development efforts – particularly redevelopment of underutilized properties and urban center residential development, improve mobility for all modes of transportation, address safety concerns, and create a signature entrance into our community.

Project: Highway 101 Safety Project
Requestor: Smith River Rancheria
Account: Surface Transportation Priorities
Amount Requested: $2,776,545
Description: This project is designed to slow down traffic at the Tribe's busiest intersection with the State Hwy 101. This intersection is at the heart of the Smith River Rancheria, and is heavily traveled by hundreds of Oregon residents every day. This project 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.
Project Justification: According to the Tribal Transportation Technical Assistance Program (T-TTAP) motor vehicle crashes are the leading cause of death and injury for Native American people ages 1-44. In fact, a Traffic Accident Summary Report provided by the California Department of Transportation for this project area corridor over a five year period (2002-2007) showed that during that time period there were 138 collisions, which included 80 that involved property damage only, 51 involving injuries, and 7 fatalities. An additional accident on Dr. Fine Bridge over the wild and scenic Smith River since the end of this reporting period resulted in another fatality for a total of 139 accidents and 8 fatalities over the last 5 years.

Project: Highway 126 Improvements - Veneta
Requestor: Lane County, Eugene, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: Funding will be used 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. Project funding will help complete a technical analysis, identify problems and a range of potential solutions, and complete National Environmental Policy Act (NEPA) work. Previously completed Corridor Study work will be used. Several safety studies have been completed, such as the 1998 Interim Corridor Strategy, 2001 Florence-Eugene Highway Conditions Report, and the 2005 Oregon 126 Safety Study, which identify problems that exist within the corridor.

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.
Project Justification: This project furthers the federal interest in promoting a safe and efficient transportation network. The City of Veneta, whose population is expected to double by 2030, faces obstacles attracting economic development due to safety concerns and congestion on this section of the highway. Lack of adequate shoulders and passing lanes contributes to a high rate of fatal head-on collisions. Crash data from ODOT shows an average of 38 crashes per year on this segment of OR 126 between 1994 and 2006, with 14 fatalities during this 13-year period. A single accident on the causeway portion of the highway that traverses Fern Ridge Reservoir can hinder emergency vehicle access to the crash scene and prevent travel between Eugene and Veneta. A 2001 ODOT study concluded that the segment between Eugene and Veneta currently fails to meet mobility standards in the Oregon Highway Plan, and this condition is expected to worsen with future increases in traffic volumes. This section of OR 126 is likely to become the most congested segment of the corridor, carrying approximately 30,000 daily trips by 2025, if no transportation improvements occur.

Project: Highway 20/34 and 53rd St Intersection Improvements
Requestor: City of Corvallis Public Works Department, Corvallis, OR
Account: Surface Transportation Priorities
Amount Requested: $830,000
Description: 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.

Project Justification: The project will improve the transportation of goods and services within the City of Corvallis, Benton County, and the State of Oregon. The Oregon Department of Transportation has identified this intersection as needing improvement prior to proposed residential development in the area.

Project: Hubbard Lane Reconstruction from Redwood Highway (US-199) to Redwood Ave
Requestor: City of Grants Pass, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: The project proposed is the widening of Hubbard Lane to add bicycle lanes, curbs, gutters, and sidewalks separated by a landscaped planting strip. The road surface is planned to be 32 feet wide, which provides two 11-foot travel lanes and a 5 foot bike lane along each side of the street. In order to provide these facilities, the project will need to acquire right of way as portions of Hubbard Lane only have 40 feet of right of way. Sixty will be required. Included with this project is the installation of a planned city water main, and the retrofit or replacement of two bridges.
Project Justification: The primary justification for this project is public safety. The improvements proposed will greatly enhance safety along an identified dangerous roadway. Currently, pedestrians and cyclists must use the shoulder and travel lanes on the highway where there is no barrier, physical or psychological, between persons on foot, cyclists, and vehicles traveling at significant rates of speed. The problem is exacerbated with the location of an elementary school, a community college, and a public safety station (fire/police) that rely on Hubbard Lane. Redwood Highway (US 199) has been designated as an expressway by the Oregon Department of Transportation. As a result of this classification, the State of Oregon has limited access to Redwood Highway in a rapidly urbanizing area of the community. Limitation of access has caused established roadways that connect the community to Redwood Highway to become overburdened with local traffic. Hubbard Lane operated well prior to changes made to Redwood Highway by the State; due to increased traffic, this street has become a safety hazard. The scope and expense of the project and critically needed public safety benefits justify use of taxpayer dollars for this project. Since Hubbard Lane provides a secondary route to US 199 it must be acknowledged that improvements along this roadway are a necessity as part of a solution to an area and state-wide transportation problem.

Project: Lake Road (Phase 2)
Requestor: City of Milwaukie, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: This project will complete the Lake Road multimodal plan, as adopted in 1997 and federally funded in 2005. Phase 2, requested here, will reconstruct 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. Phase 1 (Lake Road east of Oatfield Road) is currently in ROW phase, with construction scheduled for spring 2011. Phase 2 will allow bicyclists and autos to safely access the planned light rail station area on the west side of 21st, and to safely turn-around and exit the area, which

will be critical to the functionality of the light rail station. (Light rail station will be the only Milwaukie station in the Portland to Milwaukie light rail line, currently scheduled to commence operation in 2015.) Lake Road Phase 2 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.
Project Justification: Project supports national objectives such as reducing transportation-related greenhouse gas emissions and encouraging smart growth. Project provides improved multi-modal access to a planned light rail station, and planned TOD development in and around the station. In terms of regional goals, the project assists in achieving regional modal split targets and improves quality of public space in a designated Station Area/Town Center.

Project: Main St / Straub Parkway Intersection Improvements
Requestor: City of Springfield, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: 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. The Oregon Department of Transportation (ODOT), the City of Springfield, and Lane County have been working on an Expressway Management Plan for OR126 in Springfield. A planning level alternative for the OR126/Main Street/Bob Straub Parkway intersection that will be incorporated into local and federal transportation plans has been developed. This request will fund the next step in the process, the NEPA documentation phase and preliminary design of project.
Project Justification: The project meets the federal interest in facilitating efficient transportation and promoting inter-state commerce as authorized by SAFETEA-LU. 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.

Project: Marine Park Entrance, Cascade Locks
Requestor: Port of Cascade Locks, Cascade Locks, OR
Account: Surface Transportation Priorities
Amount Requested: $900,000
Description: 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.
Project Justification: This project connects the Historic Columbia River Highway to the Historic Marine Park in Cascade Locks, Oregon. The Historic Columbia River Highway is also a nationally designated scenic byway. Access and development of both the Historic Columbia River Highway and Historic Marine Park is governed by numerous federal overlays including federal transportation, historic preservation and scenic beautification overlays.

Project: Middle Fork Willamette River Path
Requestor: Willamalane Park and Recreation District, Springfield, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: Willamalane proposes to construct the final phase of the 4-mile Middle Fork Willamette River Path from the 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.

In addition, to further enhance the path's regional use, a bridge across the river should be constructed to provide access to Lane County's Howard Buford Recreation Area (Mt. Pisgah). The eventual bridge will provide access to 16 miles of trails within the Recreation Area and also access the Eugene to Pacific Crest Trail preferred route. A feasibility study is needed to determine the best location, design, acquisition needs, and costs of this pedestrian/bicycle bridge.
Project Justification: Funding the project now will allow Willamalane to capitalize on the construction contract for Phase 1 and decrease the overall cost of the project, which will only increase with each year of delay. In addition, the project fulfills the federal interest in promoting regional bicycle and pedestrian facilities as identified in SAFETEA-LU. A condition of acceptance of the Eugene-Springfield Metropolitan Area's Transportation Plan (TransPlan) by state and federal officials included making regional bicycle and pedestrian facilities a high priority. The proposed path, which is included in TransPlan, is a significant regional route, providing a critical off-street pathway between east and west Springfield south of Main Street.

The Middle Fork Willamette River Path is also a high priority in Willamalane's Park and Recreation Comprehensive Plan, which was jointly adopted by the Willamalane Board of Directors, Lane County Board of Commissioners, and Springfield City Council in 2004. The Comprehensive Plan's Needs Assessment included input from over 750 local residents who identified the provision of off-street multi-use paths as the most desired outdoor recreation facility the District could provide. The project is also a priority in the 2003 Rivers to Ridges Open Space Study endorsed by metro-area governments.

Project: Monmouth Cutoff Highway Project
Requestor: City of Dallas, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: 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.
Project Justification: This project would create construction jobs while upgrading critical infrastructure, improving the local economy by attracting industry to the area. These improvements will help to facilitate retention and expansion opportunities for existing industries as well as recruitment efforts to attract new industries to our region. A leading question we face in our recruitment efforts is public infrastructure and our community's ability and willingness to provide that infrastructure, not only to new ventures, but to our existing industries as well. Our industrial area has seen two of the City's largest employers shut down, which has had an enormous negative impact on the economy. This project would improve the infrastructure serving the industrial area. The improvements this project offers would improve public safety and improve the movement of local industries' goods, two important factors in the overall economy of the region.

Project: Mt. Hood Connections
Requestor: City of Sandy, OR
Account: Surface Transportation Priorities
Amount Requested: $1,500,000
Description: Funds will support 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.
Project Justification: When completed, the Tickle Creek Trail will provide a transportation alternative to automobiles, both for recreation and for commuting. It is a valuable use of taxpayer funds because it will leverage previous investments and assets, including public rights-of-way, easements, and the investment in the Springwater Corridor, Boring Trailhead Station and Cazadero Trail. Implementation of the Tickle Creek Trail plan will create approximately 115 short-term jobs for planning and construction. Mt. Hood Connections will be accessible from the Portland International Airport and Oregon's largest metropolitan area via feeder bikeways and a sophisticated mass transit system. With the addition of the critical Tickle Creek link, the journey by bicycle to Mt. Hood becomes a long-term economic benefit as well as a major asset for visitor services and tourism businesses along the way.

Project: NE MLK Blvd and NE Columbia Intersection Improvement
Requestor: City of Portland, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: 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.
Project Justification: The project is located in a key freight distribution area for the City and the State, will help in mitigating a major bottleneck for freight traffic and will improve the efficiency of freight traveling to and from several key distribution centers to the Port of Portland and Interstate 5. The construction will produce ten new short term construction jobs. More critically, this project deals with a major choke point for the smooth flow of commerce. Based on the findings from the Cost of Congestion study, failure to invest adequately in transportation improvements will result in a potential loss valued at of $844 million annually in the Portland region by 2025 – that's $782 per household -- and 6,500 jobs.

Project: OR-8 / OR-10 Beaverton-Hillsdale Highway at OR-217 Adaptive Signal Control System
Requestor: City of Beaverton, OR
Account: Surface Transportation Priorities
Amount Requested: $750,000
Description: The City of Beaverton requests federal funds to upgrade a series of existing signalized intersections on Oregon State Highways OR 8 and OR 10 at and around the OR 217 interchanges in Beaverton's 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 SCATS installation currently underway. The new system is connected to the Portland regional signal control system for seamless arterial traffic management among multiple jurisdictions. The objectives of the project are to improve traffic progression and freight mobility, reduce travel time and overall delay, improve traffic flow along the three State Highway corridors (OR 8, OR 10, and OR 217), reduce vehicular green house gas emissions, provide faster preemption recovery from both freight and commuter rail traffic, and provide the framework for future transit priority implementation.
Project Justification: Freight from Beaverton and surrounding communities' commercial and industrial businesses travels OR 8 and OR 10 to connect to OR 217, which then connects to Interstate 5 north to Washington and Canada and south to California and Mexico. OR 8, OR 10, and OR 217 also serve as commuter routes for workers from some of the state's largest employers such as Nike and Intel, as well as for the great majority of the region's employers. These highways also serve shopping trips to the commercial shopping areas located along their lengths and continue to serve their original Tualatin Valley to Portland market intraregional travel function for goods to market and for commuters to and from their jobs. SCATS systems improve traffic flow, decrease delays 15-30 percent, and keep trucks, buses, cars, and bicycles flowing at a steady speed, thus reducing vehicular green house gas emissions. An added benefit is that it increases the City of Beaverton's ability to adjust signals to handle detour traffic when incidents occur on US 26. It is also critical to providing bus preemption priority, maximizing existing infrastructure capacity without constructing additional travel lanes, and improving the safety and reliability of all modes. This project builds on the ARRA-funded OR 10 SCATS adaptive signal system and continues the investment in infrastructure and jobs as the adaptive signal system is expanded region wide.

Project: OR-217 Improvements
Requestor: Washington County Department of Land Use & Transportation, Hillsboro,

OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: Depending upon direction from the OR 217 Interchange Management Study elected officials stakeholder work group in April or May 2010, 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. 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. 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.
Project Justification: OR 217 is one of the least reliable freeways in the Portland metropolitan area. The same trip can take 10 minutes one day and 30 minutes the next day. This problem is primarily due to non-recurring congestion that results from traffic accidents and lane blockages. The proposed project elements provide adequate shoulders to move accidents out of travel lanes, providing 25-35 percent more capacity than would exist if the lane were blocked. Widened shoulders are also expected to reduce the potential for secondary accidents where additional motor vehicles collide with vehicles from a previous accident that has not been cleared. Shoulders also facilitate emergency vehicle access to the scene of an accident, improving critical response time to treat injured persons and minimizing delay for other motorists impacted by the accident. Based upon recent accident data it is estimated that, over five years, $1 million in cost savings could be realized by improving shoulder widths in four of the six locations under consideration. Similarly, implementation of variable speed limit signs can also improve reliability as traffic safety by reducing the number and severity of accidents. It is conservatively estimated that a 10 percent reduction in rear-end crashes over a 10-year period would produce benefits of approximately $5 million. With an estimated average reduction of up to 20 percent in traffic volumes attributed to variable message signs and motorists choosing an alternate route, it is estimated that $5 million in annual benefits could be produced by such an improvement on OR 217.

Project: Oregon City Safety Improvements
Requestor: City of Oregon City, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: The downtown Oregon City sidewalks require infill, repair, and replacement. Street lighting is needed for pedestrian safety and comfort. ADA compliance is required in many locations. Improved pedestrian crossings at major intersections are desirable to

maintain a safe and "walkable" environment for this redeveloping historic downtown Main Street environment. These needs have been repeatedly documented in several City planning studies, including the City's Parking Management Study, Economic Revitalization Plan, Downtown Community Plan, and reports completed for the Oregon City's Main Street Oregon City organization. The primary project goal is to improve the Main Street pedestrian environment, a vital asset to businesses and activities in downtown Oregon City. This Main Street sidewalk project is needed to sustain and improve pedestrian access and mobility conditions in downtown Oregon City, a Metro 2040 Regional Center, where there is vibrant pedestrian activity but fragmented infrastructure and where increased demand for pedestrian amenities is expected.

Project Justification: Oregon City's small historic downtown is now more than ever on the edge of economic success or failure. This project will help invigorate Main Street's vitality in the presence of many local businesses, entrepreneurs, and the Clackamas County seat. The urgency for these improvements became particularly apparent as the downtown businesses joined the Oregon Department of Transportation (ODOT) to discuss their upcoming OR Highway 43 Arch Bridge rehabilitation project. Significant impacts to downtown businesses, tenants, and property owners are foreseen due to loss of traffic during construction. The bridge project requires a two-year bridge closure that will eliminate connection of thousands of daily pedestrian, vehicle, and bicycle trips on Highway 43 to day to day activities in downtown Oregon City. While the funding for the bridge project cannot mitigate for closure impacts to Main Street, ODOT committed non-financial support for a downtown sidewalk and streetscape project that would improve long-term access and attract and retain the small businesses typical of the downtown. The project is viewed as a public investment in downtown Oregon City where the oldest city west of the Rockies is coming of age for the next generation as a unique downtown Main Street and economic hub. The project will set the stage for downtown revitalization rather than further struggle in the face of the slim to none profit margins of today's small businesses, aging infrastructure, lack of capital for new businesses, and the loss of daily traffic with the upcoming Highway 43 bridge closure.

Project: Regional Active Transportation Network Demonstration Projects
Requestor: Metro, Portland, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: This 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. 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 & Unincorportated 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.
Project Justification: With an incomplete system, people do not have the choice to make complete trips by cycling and walking integrated with transit. Funding preliminary engineering and key elements such as bike parking and way-finding signs will prepare the demonstration projects proposed here for future funding opportunities and will get the system built. A complete regional active transportation network provides a host of benefits from quality of life to real dollars saved in health care costs and reduced traffic and pollution. The estimated economic benefits for the Regional Active Transportation Demonstration projects add up to over $60 million in the first five years of completion and over $520 million 20 years after completion.

Project: Salem Willamette River Crossing
Requestor: City of Salem, OR
Account: Surface Transportation Priorities
Amount Requested: $1,000,000
Description: The City of Salem and the Oregon Department of Transportation are working with the Federal Highway Administration to identify a solution that will reduce current and future traffic congestion across the Willamette River in the Salem-Keizer metropolitan area. The Marion (westbound) and Center (eastbound) Street bridges are part of the National Highway System (Hwy 22), linking the region west of Salem and the coast to Interstate 5. The closest alternative bridge crossings require a detour of 25 miles to the south or 60 miles to the north. Congestion on the bridges has doubled since 1980, negatively affecting safety. The five-year average crash rate on the Center Street bridge is more than two times higher than the average statewide crash rate. Congestion is forecast to double again by 2030. The Salem River Crossing project is working with a broad group of stakeholders to complete the required environmental process, identify a preferred alternative, develop a financial strategy (including consideration of charging tolls), and start to acquire right-of-way.
Project Justification: This project will improve mobility for all modes of travel in the mid-Willamette Valley. A new bridge will create jobs, both directly (through design and construction) and indirectly (through improved freight mobility). The new link created by this bridge will increase the efficiency of the state and regional transportation system. A more efficient system reduces the emission of pollutants resulting from congestion and decreases the length of automobile trips.

Project: US Highway 26 – Helvetia/Brookwood Interchange Project
Requestor: City of Hillsboro, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: 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 to the heart of high-tech Hillsboro (home to Intel, SolarWorld, Genentech, Hillsboro International Airport and others) and the corresponding northbound to eastbound movement in the PM peak. Their effect on overall interchange mobility, including arterial street function and traffic operations and safety on the freeway mainline must be addressed in order to support the Region's planned expansion of traded-sector industrial employment growth in the area served by this 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.
Project Justification: The US 26 Helvetia/Brookwood Interchange is a locally and regionally significant interchange along the US 26 Corridor within the greater Portland, Oregon metropolitan region. This interchange has been and will continue to be a major entry point to regionally significant high - tech employment centers based in the northern portion of the City of Hillsboro and Washington County. Within this area, Hillsboro has experienced growth in three significant industrial clusters: electronic/computer, bio - pharmaceutical, and sustainable energy photovoltaic solar manufacturing. This region of Washington County generates approximately 16.3% of the state's income taxes. Investment in needed interchange capacity will allow future growth of existing businesses and industry, and allow for the attraction of new business and industry. The long-term benefits from new industrial investment leveraged by the interchange improvement include an estimated $18.5B in real payroll wages over the 20-year period of anticipated employment growth within the 850 acres served by the interchange, along with more than $1.2 Billion in business investment (not including capital equipment investment) estimated during this same 2013 and 2025 timeframe.

Project: US Highway 97 & J Street Project
Requestor: City of Madras, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: The section of J Street located between the US Highway 97/26 northbound/southbound couplet is 50 feet in length, which creates unsafe conditions as it does not provide adequate vehicle storage for traffic using J Street. It becomes congested to the point of failure during the peak times of the day. J Street functions as a major collector and the continued increase in traffic volumes at the intersection with US Highway 97/26 drive the need for the installation of new traffic signals and redesign of the intersections. The project will provide a safe, efficient transportation system that supports economic opportunity and liveability in the Madras Community. It will solve the increased congestion and safety issues at the intersections of US 97 and J Street. Based on vehicle crash data from 2004-2006, this site was ranked in the top 10% of ODOT's Safety Priority Index System (SPIS) in 2007. Traffic is expected to increase on both roadways. US 97/26 (coupled through Madras) carries a high volume of freight and tourist traffic from Washington to California. It is also an important highway for regional commuter traffic. J Street in the City of Madras intersects US 97/26 at the southern end of the US 97/26 (4th/5th Street) Couplet.
Project Justification: The project provides the safe and efficient flow of interstate traffic through this intersection. The Central Oregon Area Commission on Transportation has identified this as a high-priority project for the region, and has voted this project to be incorporated into the 2010-2013 Statewide Transportation Improvement Program with $5 million dollars match by Oregon Department of Transportation. 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.

Project: West Eugene Transportation Improvements Study
Requestor: City of Eugene, OR
Account: Surface Transportation Priorities
Amount Requested: $1,659,300
Description: 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.
Project Justification: The project meets the federal interest in facilitating efficient transportation and promoting inter-state commerce as authorized by SAFETEA-LU. West 11th Avenue is a major transportation corridor within the Eugene-Springfield metropolitan area. While the study limits are within the City of Eugene, the transportation corridor is a critical link in the broader transportation system connecting the Interstate 5 corridor to the Oregon coast, the growing city of Veneta, and west Eugene.

Federal Railroad Administration Requests

Project: Coos Bay Rail Crossing Improvements
Requestor: Oregon International Port of Coos Bay, Coos Bay, OR
Account: Rail Line Relocation and Improvement Program
Amount Requested: $350,000
Description: 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 Coos Bay 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. The funds will be spent on construction. $250,000 will pay for new crossbuck/STOP and crossbuck/YIELD sign assemblies at both rail crossings and $100,000 will be used for the concrete overlay at the graded crossings.
Project Justification: Coos Bay and Coos County have not yet recovered from the devastating loss of timber-related jobs in the 1980s. Almost 70 precent of local jobs had depended on logging, milling and shipping; loss of those industries wreaked social and economic havoc and left an unwanted legacy of abandoned waterfront lots, derelict structures and rotting wharves. This project will allow development of waterfront property and help create new job opportunities for one of Oregon's poorest counties (13.4 percent unemployment as of December 2009).

Project: Dick Road Overpass Rehabilitation Project
Requestor: Oregon Department of Transportation – Rail Division, Salem, OR
Account: Rail Line Relocation and Improvement Program
Amount Requested: $604,000

Description: This project involves a bridge on a line owned by the State of Oregon and operated by Portland & Western Railroad (PNWR). 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, passing over Cornelius Pass, provides important connectivity to the PNWR Oregon network. 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 PNWR and in Oregon is the structure located on the United District slightly east of the small community of Helvetia in far eastern Washington County. The "Dick Road" trestle crosses over a county road of the same name and Holcomb Creek. The 1,168 foot long trestle is approximately 90 feet high at its highest point. The original trestle, constructed about 1910, 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 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.
Project Justification: This improvement project will provide numerous public benefits by allowing PNWR to continue safe and efficient freight services over the United District, providing critical North – South access for all customers located on the PNWR Astoria District between Portland and Port Westward. PNWR Astoria District customers are involved in forest products, energy, and other areas important to the economy and employment in Oregon. This directly supports 1,290 industrial sector jobs at customers currently shipping over this trestle. The project will also provide a long term infrastructure improvement to the state rail network, and enhancing the potential use of the United District line to become a North – South rail traffic bypass line to avoid downtown Portland.

Project: Lake County Railroad Rehabilitation
Requestor: Lake County, OR
Account: Rail Line Relocation and Improvement Program
Amount Requested: $2,500,000
Description: Funds will be used to rehabilitate the first twelve miles of the Lake County Railroad by replacing ties, adding ballast, and replacing some rail. This would treat the rail from Alturas, California extending north through the Pitt River Canyon. The project will replace approximately 30,000 ties, place 20,000 cubic yards of ballast, and replace 1,920 sections of 33 foot rail.
Project Justification: The Lake County Railroad, a 55 mile branch line running from Lakeview, Oregon to Alturas, California was purchased with Oregon Lottery Dollars and private shippers' investment in 1986. The line services two major employers in this economically depressed rural-frontier community. This project will allow the line to remain viable, securing 150 jobs which are dependent on reliable rail service.

Project: Purchase and Rehabilitation of Westside (Bailey) Railroad Branch
Requestor: Benton County, Corvallis, OR
Account: Rail Line Relocation and Improvement Program
Amount Requested: $905,437

Description: The proposed project will allow Benton County to acquire the Westside (Bailey) railroad branch and upgrade the railroad ties south of Greenberry Road to provide additional service life to the rail. Improvements include a major tie replacement program and 700 tons of ballast per mile of track. These improvements would bring rail quality up to FRA Class 2 standards, which would permit speeds up to 25 mph (current speeds are 5-10 mph). Starting in 1993, the Willamette & Pacific Railroad leased the Bailey Branch from Southern Pacific. However, track conditions deteriorated to the point that the State was asked for assistance. Even with upgrades, the rail conditions were not stabilized and there were several derailments. In 2007, the W&P filed an embargo on the line citing unsafe track conditions. The Union Pacific (owner) and W&P (lessee) have indicated that they plan on filing a joint abandonment and discontinuance of service application with the Surface Transportation Board for the line. Vennel Farms, a shipper on the line, recently purchased six miles of track from Corvallis to Greenberry Road.

Project Justification: The proposed project would assist in securing a recognized link in a future west side rail transportation corridor and a transportation asset that can be marketed for future economic development. Also, the rehabilitation of the rail encourages the utilization of rail freight for potential shippers and removes reliance on truck freight. Therefore the demand on the local highway system, specifically Highway 99W, will decrease and create a safer system for the passenger vehicles. Rehabilitation of this rail line is an essential step in protecting the livelihood of those living and working in this area of the lower Willamette Valley.

Project: St. Johns Rail Line Relocation
Requestor: Port of Portland, Portland, OR
Account: Rail Line Relocation and Improvement Program
Amount Requested: $2,000,000
Description: 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. If appropriated, the $2 million would be spent on the following activities: $300,000 for engineering design; $300,000 for project management and permitting; and $1.4 million for construction. This project could move quickly to final design and construction as the Port of Portland has sponsored three studies to develop and prepare the project. All of the funds could be obligated within FY2011.

Project Justification: This project will serve three important public goals: community livability, safety, and economic development. First, the livability of the St. Johns/Cathedral Park neighborhoods will be enhanced by reducing train whistle noise during the day and night. The neighborhoods are "uphill" from the rail line and receive the brunt of train whistle noise, which often occurs late at night. Separating the rail from the roadway would result in less whistle blowing. Second, the safety of motor vehicles, pedestrians, and bicyclists will be improved when the rail line is removed from the middle of the street. Third, freight truck operations will

be more efficient as trucks will no longer be impeded by trains within the roadway. Also, it is important for the future of freight operations at Terminal 4 that they be as sensitive as possible to the surrounding neighborhoods.

Project: Umatilla Depot Rail Switches Replacement Project
Requestor: Umatilla County, Pendleton, OR
Account: Rail Line Relocation and Improvement Program
Amount Requested: $3,600,000
Description: This project would reconstruct two railyard switches to connect to the Union Pacific mainline from existing tracks at the former Depot site.
Project Justification: Umatilla County and the Umatilla Army Depot Reuse Authority are working to transform the former Depot site into an economically redeveloped site to provide new opportunities for community employment and revenue.

Federal Transit Administration Requests

Project: Bus Replacements
Requestor: Salem Area Mass Transit District, Salem, OR
Account: Bus and Bus Facilities
Amount Requested: $1,540,000
Description: SAMTD seeks funding to purchase approximately five transit buses. These buses will replace 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.
Project Justification: Public transportation services are a critical resource for communities. They allow individuals to access employment, various services, and to purchase goods without bearing the cost of owning and driving a car. The availability of public transportation service is vital to community livability and provides a means for local residents to remain connected to their community. From an operational perspective, vehicles that are well beyond their useful life become much more expensive to operate and eventually can become a safety risk due to the possibility of major component failure. This investment will prevent that from happening.

Project: Canby Area Transit – Rolling Stock and Facility Plan
Requestor: City of Canby – Canby Area Transit, Canby, OR
Account: Bus and Bus Facilities
Amount Requested: $600,000
Description: The acquisition of both replacement and expansion vehicles will improve Canby Area Transit's (CAT) ability to provide existing transportation services and address growing demand by increasing individual bus capacity and the overall fleet size. This would help secure the jobs of existing drivers and allow us to hire drivers to address growing demand. This project will also fund planning activities for the renovation/expansion of an existing fleet facility. Activities will include environmental assessment, preliminary engineering and design. The renovation/expansion will create an operations and maintenance center that will provide office space for CAT personnel, a dispatch center, locker and break room for transit operators, two new maintenance bays and office space for fleet personnel as well

as a secure parking lot for CAT vehicles. This expansion will add approximately 2500 square feet of office space to the existing fleet facility. Two bays will be enclosed to form two new workshop areas with roll up doors. In addition, as a part of the project a long term solution for an on-site storm water management system will be investigated and energy saving features will be incorporated into the design of the facility.

Project Justification: Canby Area Transit provides a vital public transportation link to the regional system. Canby and surrounding communities depend on this link to reach the urban area where most services and employment opportunities are located. Canby Area Transit ridership has grown over 400% since service began ten years ago. CAT provides 30+ family wage jobs in an area with high unemployment and incomes below the poverty level. Canby Area Transit needs an adequate facility and a quality fleet of buses to continue to provide these family wage jobs and access to the job market for riders who may have no other transportation alternative.

Project: LTD Technology Improvements
Requestor: Lane County, Eugene, OR
Account: Bus and Bus Facilities
Amount Requested: $1,743,800
Description: Funding will support the 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.

Project Justification: Replacing the system in a timely fashion will save taxpayers money by avoiding the increasing costs to service of an out-dated technology or to replace a system later. Moreover, these systems improve transit service, promising to make it more efficient and effective and therefore less costly to the taxpayer.

Project: Regional Transit Centers
Requestor: Salem Area Mass Transit District, Salem, OR
Account: Bus and Bus Facilities
Amount Requested: $1,743,800
Description: 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.

Project Justification: Public transportation services are a critical resource for communities. They allow individuals to access employment, various services, and to purchase goods without bearing the cost of owning and driving a car. The availability of public transportation service is vital to community livability and provides a means for local residents to remain connected to their community. From an operational perspective transit centers greatly enhance the efficiency of how the system operates by creating a network of options that serve both local neighborhoods and connections to employment and services. The transit centers also improve the customer experience, thus encouraging an increase in the number of people using the system.

Project: Replacement Transit Vehicle Information System
Requestor: City of Corvallis Public Works Department, Corvallis, OR
Account: Bus and Bus Facilities
Amount Requested: $400,000
Description: 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 9 wayside signs to display bus arrival times at key bus stop locations, and two dispatch stations with supporting software, computer servers and communications systems.
Project Justification: This system not only provides critically important dispatching and driver and passenger safety functions, data to CTS for customer service, system and service design, and NTD reporting, it also provides real-time data to transit users, which increases customer satisfaction and increases ridership. It ensures ADA compliance by automatically announcing and displaying the next stop, increasing the viability of the service to the hearing and visually impaired.

Project: Seaside Transit Center Project
Requestor: Sunset Empire Transportation District, Astoria, OR
Account: Bus and Bus Facilities
Amount Requested: $1,743,800
Description: Funds will support the design and construction of a multi-modal facility for transit services and leased space for use as a childcare facility and food bank making the facility a one stop for seniors, disabled and low income living in south Clatsop and North Tillamook counties. There is currently no transit facility in South County making it extremely difficult for transit users to access available public transit to needed services and work. Even without the hub, ridership continues to grow, making South County route the third highest ridership route in Clatsop County. The transit facility would serve all of south Clatsop County as well as act as the hub for two roundtrips Greyhound service to Portland via Highway 26 and the transfer point for Tillamook County Transit. This project will achieve five primary benefits to the overall transportation network in Clatsop County: 1) Increase visibility of transit services in south Clatsop County thereby providing more convenient transportation options for travelers and providing a visible and safe location for transfers between the Tillamook system, Portland bus service and SETD services; 2) Contribute to the reduction of congestion of traffic along Highway 101 with a visible transportation alternative; 3) provide accessible and safer transportation access to all; 4) Provide easy and visible access to transportation for employment or educational opportunities for non-drivers, transportation challenged and low income people; and 5) provide access to other core services such as childcare, food bank and social service agencies for housing assistance and employment centers.
Project Justification: The South County Transit facility promotes an environmentally sustainable transportation system. With its close proximity to downtown Seaside and Highway 101, it encourages less reliance on the automobile and improved pedestrian and biking connections through the use of environmentally sound design techniques. The intent of the service-based facility is increase accessibility through enhanced transit service, enhance the livability of the community and its tourists, provide opportunities for new businesses, and providing better access to new job opportunities for local residents. Based on current ridership

figures, adding this facility will increase ridership by a minimum of 24% in the first year after completion and would contribute up to 15 full time jobs for construction and an additional 15.5 full time jobs at the facility This project will give SETD a significant presence in South Clatsop County and allow the District to serve the travelling public more effectively while offering a destination for the transit districts we partner with to move the public to and from Clatsop County. SETD has documented significant ridership increases in areas of the County where enhanced transit service is offered. Construction of a multi-modal transit center to support Seaside and South Clatsop County will continue to improve the promotion of transit and partnerships with neighboring communities, businesses and organizations throughout south Clatsop County and north Tillamook County for a more coordinated transit network. Reduction in cars on the road will reduce traffic congestion in and around Seaside, most specifically on Highway 101.

Project: Transit District Administration Building Rehabilitation
Requestor: Salem Area Mass Transit District, Salem, OR
Account: Bus and Bus Facilities
Amount Requested: $1,600,000
Description: SAMTD shares the administrative building known as Court House Square located in the heart of downtown Salem within Marion County. The county owns 81 percent of the building; the Transit District owns 19 percent. 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 19-20% of the cost.
Project Justification: The public will be better served by the rehabilitation of the Court House Square administrative building as it will ultimately make the building safer both inside and outside should any natural disaster occur in the mid-Willamette valley.

Project: Transit District Maintenance Facility Generator
Requestor: Salem Area Mass Transit District, Salem, OR
Account: Bus and Bus Facilities
Amount Requested: $280,000
Description: SAMTD seeks funding for the purchase of an emergency generator to be used at the Transit District's Maintenance and Operations Facility. At this time the transit district has three portable generators that will provide power to computers, information technology servers, and another old generator that could provide power to the diesel and gasoline 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.

Project Justification: The public will benefit should a natural or man-made disaster strike the Mid-Willamette Valley. We have already had volcanic eruptions with Mount St. Helens, numerous small earthquakes waiting for "the big one," and major flooding in the Willamette Valley in 1996. The generator will provide power to the Transit District's maintenance facility so that buses can be out on the streets providing public transportation and responding as needed to potential public safety requests.

Project: Transit District Mall Upgrade
Requestor: Salem Area Mass Transit District, Salem, OR
Account: Bus and Bus Facilities
Amount Requested: $357,836
Description: 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.
Project Justification: The public will be better protected from inclement weather once the entire Transit Mall center island has a complete roof. Their comfort level in waiting for buses will be increased by the heaters. Patrons will not have to wait in line to purchase bus passes; they will be able to purchase them from the kiosks.

Project: Transit District Paratransit Facility
Requestor: Salem Area Mass Transit District, Salem, OR
Account: Bus and Bus Facilities
Amount Requested: $1,743,800
Description: Funds will support construction of 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.
Project Justification: The public requiring paratransit service will be served with greater efficiency by coordinating services from one location. The building and parking lot will be constructed on the same grounds as the Paratransit Call Center and the maintenance facility that provides repair services on the buses.

Project: TriMet Bus Replacement
Requestor: Tri-County Metropolitan Transportation District, Portland, OR
Account: Bus and Bus Facilities
Amount Requested: $1,743,800
Description: Funds would be used to help replace 45 of TriMet's oldest fixed route 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.

Project Justification: The purpose of the project is to begin to replace TriMet's aging bus fleet. TriMet has deferred replacing buses due to the agency's financial condition. This has resulted in an average fleet age that is 62 percent higher than the national average. Many of these buses have been in TriMet's fleet for decades and are years beyond retirement age. In fact, 161 buses—26 percent of the fleet—are 18 years or older and are past the point where they run efficiently or reliably. They lack up-to-date exhaust emissions reduction technology, accessible ramps and air conditioning. The 45 buses identified for replacement are at least 20 years old, with an average of 810,000 miles each. The industry standard for cost-effective retirement age for a bus is 15 years with 650,000 miles. Bus maintenance costs peak at 10 years of age. Once buses reach 10 years, TriMet operates them only as peak trippers to avoid high maintenance costs. However, as a higher percentage of the fleet reaches 10 years of age due to deferred bus replacement, TriMet needs to operate older buses in all-day service, resulting in higher maintenance costs. Replacing the oldest buses in the fleet would result in lower emissions, reduced maintenance costs and provide a more accessible and comfortable experience for TriMet riders.

Project: Yamhill County Transit Projects - Bus & Bus Facilities
Requestor: Yamhill County, McMinnville, OR
Account: Bus and Bus Facilities
Amount Requested: $1,743,800
Description: Funding will be used for right-of-way acquisition, design, and construction of a transit facility in McMinnville, Oregon. Yanhill County currently relies upon contractors to provide space for storage of its vehicles. The system has grown to the point that this is no longer sufficient space for its fleet. Yanhill County is also in great need of a transfer facility to accommodate the ever growing number of riders and increased routes. The 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. Yamhill County is in desperate need of new, higher capacity vehicles. Many of its buses have 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.
Project Justification: This project would increase the opportunities for people to take public transit, thereby reducing Vehicle Miles Traveled and emission of greenhouse gases from use of motorized vehicles. This project will create new jobs in Oregon and will help people of lower incomes and those that are elderly and disabled get to and from their place of employment or to important life-sustaining services.

Project: Southwest High Capacity Transit Corridor (Barbur/I-5, Portland to Sherwood)
Requestor: Metro, Portland, OR
Account: Alternatives Analysis
Amount Requested: $2,500,000
Description: The purpose of this project is to enter into project development and begin 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. 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. The eventual project would improve mobility and access between key travel markets and destinations within this corridor. This corridor ranked highest in total potential benefits to the region, compared to 55 transit corridors that were examined as part of the 2009 Regional High Capacity Transit System Plan. This corridor was adopted as the region's top transit priority by the Joint Policy Advisory Committee on Transportation in January 2010 and Metro Council in February 2010.
Project Justification: The purpose of this project is to improve mobility and access between key travel markets and destinations within this corridor. This corridor ranked highest in total potential benefits to the region, compared to 55 transit corridors that were examined as part of the 2009 Regional High Capacity Transit System Plan. This corridor was adopted as the region's top transit priority by the Joint Policy Advisory Committee on Transportation in January 2010.

Project: West Eugene EmX – Alternatives Analysis
Requestor: Lane Transit District, Eugene, OR
Account: Alternatives Analysis
Amount Requested: $1,446,700
Description: This project would complete 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.
Project Justification: This project meets the federal interest in providing alternative modes of transportation as identified in SAFETEA-LU. LTD has been a national leader in bus rapid transit. The first EmX line has been in operation since January 2007 with great success. An extension of that line from the eastern terminus is in construction, with completion expected in January 2011. This funding would pay for completion of planning and environmental work for a western extension of the first line, which will greatly enhance the utility and convenience of the entire EmX system.

Project: City of Astoria Trolley Track Repair
Requestor: City of Astoria, OR
Account: New Starts
Amount Requested: $300,000
Description: Funds will be used for reconstruction of the railroad bridges, including replacement of wooden pilings and stringers, shimming of pilings, and replacement of riprap at washouts. Engineering and inspection would be done by City Staff.
Project Justification: This is an excellent use of taxpayer funds because a relatively small investment by the Federal Government will leverage millions of dollars in tourist spending

throughout the city. Thousands of tourists ride the trolley throughout the year. The trolley is entirely staffed by local volunteers.

Project: Portland – Milwaukie Light Rail Project
Requestor: Tri-County Metropolitan Transportation District, Portland, OR
Account: New Starts
Amount Requested: $60,000,000
Description: Funds will be used 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. The project 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. The project received permission to enter preliminary engineering in March 2009, has completed 30 percent of the design work, and will request permission to enter final design in late March 2010. Construction work in the Willamette River is scheduled for summer 2011.
Project Justification: The project will connect the Portland central business district with regional educational institutions, dense urban neighborhoods, and emerging growth areas in East Portland and Milwaukie. The corridor's transportation network is currently congested and constrained by the Willamette River and dense existing development. The corridor's only radial highway (Highway 99E), which links downtown Portland via the existing Ross Island, Hawthorne, Morrison and Burnside bridges, is limited to two through-lanes in each direction for much of the segment between central Portland and Milwaukie. The new alignment would have the long-term capacity of approximately 5,320 persons per hour (at the peak load point), equivalent to the capacity of approximately 3.5 additional highway lanes in a corridor that has no viable or available funds for additional highway lanes.

The new line will:

- Increase work trips from this corridor to downtown Portland by 20 percent;
- Reduce vehicle trips each weekday by more than 9,100 (or 60,000 vehicle miles);
- Require 110 fewer bus trips each weekday on 5th and 6th avenues; and
- Improve travel time between Milwaukie and South Waterfront by 58 percent, and Milwaukie and Portland State University by 29 percent.

The project will serve as an anchor for the Innovation Quadrant, connecting Portland State University, Oregon Health Sciences University and the Central Eastside Industrial District, including Oregon Museum of Science and Industry and Portland Community College's Workforce Training Center. Improving connections and access to these regional economic

engines will expand business access to markets, spur inner city redevelopment and reduce the business costs associated with congestion. Together, the four districts of the quadrant are projected to grow by approximately 30,000 jobs and 11,000 households over the next 25 years.

Project: SW 4th Avenue Streetcar Realignment
Requestor: Portland State University, Portland, OR
Account: New Starts
Amount Requested: $2,000,000
Description: Funds are requested for direct track and street construction elements, other costs such as station construction and soft costs will be funded by partners.
Project Justification: The project will support the development of the Oregon Sustainability Center by incorporating the new streetcar station at the base of the building. The project will serve area urban residents and students by improving traffic flows along 4th and 5th streets in and out of downtown Portland and the campus. Realignment of the streetcar also removes 90-degree track turns, which will increase speeds and reduce passenger travel times. The streetcar currently runs counter-directional along SW 4th Avenue. Separating this portion of streetcar alignment from the roadway will increase safety for cars, pedestrians and bicycles. Currently, 65% of PSU faculty and staff walk, bicycle or take transit. This project will directly create construction jobs and indirectly support the local economy by making the downtown and campus area a more desirable place to live, study and work.

US Department of Housing and Urban Development Requests

Project: All Hazards Alert & Warning Project
Requestor: Clatsop County Emergency Services, Astoria, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $175,000
Description: The funding will be spent transporting the sirens and controllers from Hermiston to Clatsop County Public Works yard. The purchase of poles, wiring and electrical breaker boxes. Personnel will be hired to do the electrical work, radio service work, and the installation of the poles and the mounting of the sirens. There will also be purchasing of radio equipment, to include antennas and cabling, so we can activate the siren system.
Project Justification: The county does not have the resources to purchase the needed equipment and personnel to install this alert and warning system. Clatsop County is at a very high risk for Tsunami, earthquake and our community will have very little time to react to this type of natural hazard. Wildland fire or a Hazardous Materials incident. As our community is training our Community Emergency Response Teams (CERT), and Amateur Radio Operators, and we have had many citizen request that we better prepare communities with any and all available alert and warning systems. With the donation of 35 sirens from the CSEP program from Hermiston Army Depot at an initial cost of $50,000 per siren we can have a benefit cost ratio of 8.5: 1. This is also utilizing the tax dollars that already have been spent on the CSEP program.

Project: Aurora City Hall Replacement
Requestor: City of Aurora, OR

Account: HUD – Economic Development Initiatives
Amount Requested: $500,000
Description: The City of Aurora's City Hall/Police Department building was constructed sometime in the early 1900, because I have traced the buildings history to a chicken house in the 1920's, cow barn, blacksmith shop, lumber yard, and motorcycle repair shop. The building has been modified so much that this building does not meet the current building codes nor does it meet the ADA Requirements. The City of Aurora's City Hall/Police Department money will be spent to completely remodel this building to make it functional and to bring it up to the current building codes and to the ADA Requirements. The City of Aurora is in the process of trying to raise the funds needed to remodel the current City Hall/Police Department Building or to build a new City Hall/Police Dept. that would be up to the building codes and earthquake standards. The existing City Hall/Police Dept. has mold growing in the building, part of the Police Dept. building does not have a foundation, there are critters that come into the building (bees, birds, mice, rats, Possums and squirrels). There are holes in the walls in the bathroom and many other areas of the building. This is just some of the unsafe, unsanitary conditions that the staff is working in. This money will be used to update and remodel the current building so it is up to Building Code standards and ADA compliant, along with providing a safe environment for our staff.
Project Justification: This project would be in the interest of the tax payers, because once the building is completely remodeled, there would be a lower heating and cooling bill, which on its own would save the tax payers money. These improvements would also result in increased environmental efficiency. The new proposed building would be ADA Compliant, and would comply with OSHA requirements. The city would be able to hold council meetings in its own building and not have to rent a facility which currently costs the tax payers. The proposed New City Hall would be constructed to provide a measure of security for city employees along with providing much needed security elements for the police department staff. Without these much needed security features in addition to fulfilling basic sanitary needs of employees and citizens who come into the City Hall/Police Department, the city is on borrowed time due to a potential law suit which the city cannot afford, at which time there would be additional costs rendered to our citizens.

Project: Backup Generator for Senior Center
Requestor: City of Mollalla, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $50,000
Description: Funds would be used to install an emergency generator at the Adult Community Center in Molalla. In addition to providing senior services, activities and meals, the center serves as an temporary shelter and congregate meals site for natural or civil emergencies. The center currently lacks backup power in the event of an extended electrical outage.
Project Justification: This expenditure will enhance Molalla's readiness to house and feed citizens in need in emergency situations.

Project: Behavioral Healthcare Housing for Court Diversion of Individuals with Mental Illness
Requestor: Luke-Dorf, Inc., Portland, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800

Description: Luke-Dorf proposes to construct a 14 bed Behavioral Healthcare Housing Facility for individuals diverted by the Multnomah County Mental Health Court. The success of this recently established court depends on the availability of treatment-oriented housing. The proposed project will supply this necessary element, offering medically-monitored, residential treatment and support that facilitates recovery and reintegration into the community. More than half of America's inmates face mental health challenges. Offenders with mental illness are more likely to serve multiple sentences and to have been homeless in the year prior to their arrest. The proposed project will provide these individuals with the housing, case management, and psychiatric services, coordinated with physical health care, necessary to significantly increase their likelihood of recovery and ensure a corresponding decrease in costly recidivism. During their stay, residents will work with a multidisciplinary team of housing specialists, psychiatric prescribers, doctors, nurses, case managers, and skills trainers. This 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. The goal of Luke-Dorf's proposed facility, and partnership with the Multnomah County Mental Health Court, is to place individuals in 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 into the community at the highest possible level of independence, relieving the burden caused by their untreated symptoms.
Project Justification: This project will reduce the cost to the community resulting from lack of adequate treatment options for individuals with severe mental illness. This population frequently lacks financial resources and therefore disproportionately utilizes costly, taxpayer-funded community resources. Specifically, the community justice system bears much of this load, as poor symptom management often leads to socially and legally disruptive behaviors and significantly higher rates of recidivism. Creation of treatment-oriented housing and services specific to the needs of the mentally ill population will alleviate these costs. The daily cost of the proposed Luke-Dorf facility is approximately $100 per day per individual, as opposed to the approximate $160 per day cost of the Multnomah County Jail. Additionally, similar therapeutic Community Programs for Mentally Ill Offenders have been shown to reduce recidivism rates by 20.8% (Washington State Institute for Public Policy, October 2006). Taxpayers will benefit not only from the reduction in daily cost but also from a reduction in the number of days spent in a taxpayer-funded facility. This program will also facilitate job creation in the area. Approximately 30 jobs will be created for the duration of construction of this $2 million facility. Once operational, the program will employ about 15 people long-term. The proposed project is an excellent use of taxpayer funds because it not only benefits the individuals involved, by supporting their personal recovery and reintegration, but also brings substantial benefit to the general community in the form of financial and human cost savings.

Project: Bend Applied Research Center
Requestor: City of Bend, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: 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.
Project Justification: Central Oregon is a region of high unemployment and generally low wages. This project will create hundreds of high-paying, permanent jobs, and since these jobs carry a large multiplier, there will be significant additional job creation. Unlike most semi-rural areas, Central Oregon has a significant number of promising technology companies, but their growth is hampered by lack of any central research facility in this region. The research center will combine basic local research capability with effective links to Oregon's universities to leverage past state and federal investments in research.

Project: Cannon Beach Tsunami Evacuation Building
Requestor: City of Cannon Beach, Cannon Beach, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: 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.
This model project will be the first such building built in the United States. The project is planned to be completed by March 27, 2014, the 50th anniversary of the Alaskan earthquake and tsunami. The project currently has completed the conceptual design stage. The project will be built on the site of the existing City Hall and incorporate city functions on the second floor. The City Hall level and proposed roof terrace will provide refuge for up to 1500 people. This location is well situated for people evacuating from the beach and the downtown, both areas with a high percentage of the visitor population. The project will be integrated into the existing tsunami evacuation plan and 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.
Project Justification: This model project will be the first of its kind built in the U.S. It will provide valuable information for other coastal communities to implement their own needed tsunami evacuation buildings or structures. The project will enhance relief and reconstruction efforts following the tsunami and promote hazard mitigation projects as an essential part of sustainability standards. The emergency power system will be based on a combination solar, wind, and battery, and will reduce energy costs during normal operation and reduce the carbon footprint of the building. This project builds on the existing emergency planning efforts of Cannon Beach and other tsunami-ready communities along the West Coast. Completing this project will encourage other coastal communities to build needed TEB's as part of their tsunami evacuation plans; it will save lives of residents and visitors following the Cascadia Subduction Zone earthquake and tsunami.

Project: Carnegie Community Center Renovations
Requestor: City of Medford, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $400,000
Description: Funds would be used for the revitalization and renovation of a vacated downtown historic library building to fill the increasing need for a 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.
Project Justification: Funds will go towards developing a community center using a vacated historic library building located in a lower income area. The renovations planned would enhance the energy efficiency and bring the facility up to ADA standards.

Project: Chehalem Center and Regional Business Incubator
Requestor: Chehalem Parks and Recreation District, Chehalem, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: 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, art studios, music practice 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. Funds will be used for business incubation, jobs creation, and other purposes. The incubator will offer a variety of classes, and serve as an anchor for the downtown revitalization project, Portland Community College will also offer courses in the facility. 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 the 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.
Project Justification: This project will provide and economic investment in an area of high unemployment and with a depressed economy and it will provide activities and services to low-income, minority, elderly, and disabled citizens. The purpose of this regional innovative project is to connect community and culture while providing a cornerstone for economic development in Yamhill County and beyond. Particularly in Yamhill County, with an extremely high unemployment rate, this kind of a small business incubator along with the location of arts and cultural events will promote tourism and economic development and create new jobs. The Arts & Business Enterprise track of the programming is designed to train future entrepreneurs and work with many partners to build a strong, vital economy for the area. Although this project will create 20-30 full time employees, the center will also act as a catalytic force to develop hundreds of entrepreneurs over time which will start companies and hire full time professionals in the future. The center is an anchor in the downtown revitalization project. It will do much to attract new business to Yamhill County, as companies look for livable communities to attract top talent.

Project: CGCC National Workforce Innovation Training Center
Requestor: Columbia Gorge Community College, The Dalles, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: Funds will help construct a workforce training center with high-bay lab and classrooms on The Dalles campus. The facility will be constructed in three phases: 1) lab; 2)

first classroom annex; 3) second classroom annex. Labs and classrooms will be designed for maximum flexibility to accommodate changing workforce training requirements of private industry. The site is developed and ready to build, but still needs to be designed and engineered. The building may be constructed in phases or as a single project, contingent upon funding.
Project Justification: Project will help college meet urgent workforce training need for renewable energy technicians, nurses, and other high-growth industries in the region. Training benefits low and moderate wage earners. By providing the skills to obtain family-wage employment in renewable energy and healthcare, this project provides broad economic benefit to the community and region.

Project: Columbia Gorge Regional Airport Water System Project
Requestor: Columbia Gorge Regional Airport, Dallesport, WA
Account: HUD – Economic Development Initiatives
Amount Requested: $2,600,000
Description: The vision is to 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 at the Dallesport Water District 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. Not only does this increase economic development opportunities it creates a safer environment for the airport and its neighbors. All funds will be used for construction and project will begin within six months of funding being secured and completed within 12 months of construction start date.
Project Justification: A key component to the development of this facility is a water system that has both adequate domestic supply and fire flow. Not only does this increase economic development opportunities it creates a safer environment for the airport and its neighbors.

Project: Community Facilities Acquisition and Renovation
Requestor: City of Grants Pass, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: This project would allow the City of Grants Pass to acquire and renovate the historic Grants Pass Supervisor's Warehouse complex. The City is working to acquire the facility from the United States Forest Service for adaptive reuse as a Community Center. This location has been used by the USFS since 1933. The renovation will primarily focus on the central building and include new electrical and mechanical systems, extensive energy efficiency upgrades, seismic upgrades, the installation of restrooms, and the installation of a commercial kitchen for catered events.
Project Justification: Community centers play a critical role in community development. They provide safe, accessible community space for activities that meet community needs. A community center opens opportunities to raise public consciousness through education, art, music, culture, craft, communication, and civic discourse and debate. The City of Grants Pass currently has no public facility to serve these purposes.

Project: Community Infrastructure Improvements

Requestor: Confederated Tribes of Grand Ronde, Grand Ronde, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: This project would subdivide a parcel of Trust property into half 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. 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.
Project Justification: The Grand Ronde Tribes gained federal recognition in 1983 after thirty years of termination. During that time, many tribal members were forced to leave the reservation to seek jobs in other areas. Much of the former reservation lands were purchased by non-Indian people. Property within the local community is still largely held privately by non-Indians, and as a result, homeownership is an obstacle for tribal members wishing to move back to the reservation to build a home and raise a family. The addition of 33 middle-income families is good for the local community. It will not significantly affect housing density, and it would infuse local businesses with an increased demand for goods and services which is a positive when considering such a challenging economy.

Project: Coos Bay Waterfront Development Initiative
Requestor: South Coast Development Council, Coos Bay, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $825,000
Description: Funding 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.
Project Justification: Coos Bay and Coos County have not yet recovered from the devastating loss of timber-related jobs in the 1980s. Almost 70 percent of local jobs had depended on logging, milling and shipping; loss of those industries wreaked social and economic havoc and left an unwanted legacy of abandoned waterfront lots, derelict structures and rotting wharves. This project will serve to put people to work developing a regional and cultural center that will house events benefiting the community and that will breathe life back into one of Oregon's poorest counties (13.4 percent unemployment as of December 2009), spurring development that

will positively affect the region long-tem. This area cannot be revitalized by private development alone, public investment in the Coos Bay Waterfront Development Initiative, and in the Coos Bay Regional Center in particular, will serve not only as an anchor for the community and a destination spot for visitors, but a necessary catalyst for private investment.

Project: Coquille Indian Tribe Low Income Housing Rehabilitation
Requestor: Coquille Indian Tribe, North Bend, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $875,000
Description: This project includes modernization and rehabilitation of 71 substandard housing units located on Coquille Tribal Lands in Coos Bay. 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.
Project Justification: The purpose of this request is to improve access to decent, safe, affordable housing for low-income Native Americans and Alaska Natives. Adequate housing is fundamental to the development of self-sufficiency by providing a base from which low-income families can pursue educational and employment opportunities. This project supports this mission and will produce long-term taxpayer benefits by reducing future dependency on social programs and by creating new assets for use in meeting the State's low-income housing needs. Further, this project will provide immediate opportunities and economic support for Oregon employers, manufacturers, and service providers.

Project: Coquille Indian Tribe Operations and Storage Facility Construction
Requestor: Coquille Indian Tribe, North Bend, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: This project involves the construction of a storage, staging, and maintenance facility on Coquille Tribal Lands in Coos Bay 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.
Project Justification: The purpose of this request is to construct of a storage, staging, and maintenance facility on Coquille Tribal Lands to better maintain decent, safe, affordable housing for low-income Native Americans and Alaska Natives. This project will produce long-term taxpayer benefits by better maintain low income housing, thus preserving existing assets for use in meeting the State's low-income housing needs. Further, this project provides immediate

opportunities and economic support for Oregon employers, manufacturers, and service providers.

Project: Dallas Senior Center
Requestor: City of Dallas, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $500,000
Description: 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.
Project Justification: Dallas has a large number of senior citizens who currently meet in a facility that is inadequate to meet their needs. There is insufficient room for them to provide the many health programs, drivers' safety programs and social events that are vital to this growing demographic. In addition, a new facility will provide a full-service kitchen facility that will allow the seniors to provide meal service to the senior and disabled populations of Dallas.

Project: Depoe Bay Harbor Public Docks Rehabilitation
Requestor: City of Depoe Bay, Depoe Bay, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $615,000
Description: This project will provide a long overdue and critically needed rehabilitation of the Depoe Bay harbor moorage facilities. Proposed to be completed in four phases, the overall project will replace the four public docks and pilings which were constructed in 1957 to early 1960's, and electrical service and water service to the docks. Conscientious maintenance has extended these facilities beyond the normal life expectancy, but there comes a point where replacement is necessary. The existing 20 amp electrical service is inadequate to serve today's boats' demands. The project is based upon a 1996 study and improvement plan which includes replacing all existing H beam steel pilings (approx 52) with round galvanized steel pilings; replacing existing wooden dock floats (1,040' X 12') and finger piers (45 @ 3' X 20') with concrete floats/piers; and upgrading electrical service to the docks from 20 amp to 30 amp, which will entail repaving of the parking lot upon completion of electrical work. Dock water service lines and signs will be replaced with each phase
Project Justification: Without this rehabilitation project, the moorage facilities will eventually be lost to time and deterioration. The loss of moorage facilities would effectively close down the Depoe Bay harbor. Depoe Bay's economy is primarily tourism, with the harbor being the principal attraction for our visitors. Public access will be lost, jobs will be lost, businesses will need to relocate to other ports or discontinue entirely. This project eliminates all of these distress factors by providing safe and functional facilities for many years to come.

Project: Downtown Improvement Loan Recapitalization Program
Requestor: City of Corvallis, OR

Account: HUD – Economic Development Initiatives
Amount Requested: $100,000
Description: The city requests re-capitalization funding for a successful matching funds loan program. Funds are used to provide loans to property owners in the downtown area to assist with façade improvements, upper floor conversions, and interior redevelopment projects. The City works with the Downtown Corvallis Association, which administers the program. The program has been operating for 15 years and is highly successful but no longer has funds available for new loans.
Project Justification: The loan program creates construction projects and employment locally, assists redevelopment efforts, and multiplies investment in downtown through various public/private partnerships.

Project: Downtown Revitalization Project
Requestor: City of Medford, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: 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. The entire project focuses on financial, recreational, employment and housing revitalization of an eight block area of downtown.
Project Justification: This redevelopment project is a partnership between the City of Medford, Medford Urban Renewal Agency and the private sector to draw new commercial, retail and housing to an eight-block downtown section creating an employment, education and services area typical of a regional center. Funding will create both short and long term employment plus make the area safer for automobile as well as pedestrians.

Project: Downtown Sherwood Redevelopment Project
Requestor: City of Sherwood, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $700,000
Description: Federal funds would be used to renovate an existing building 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 eye-sore 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.

Project Justification: In 2000, city leaders had the foresight to form an Urban Renewal District and adopt an Urban Renewal Plan to redevelop a community that was surrounded by blighted areas, but bursting at the seams from exponential growth and changing demographics. A downtown that once had 16 antique stores now has two and a cluster of "youth oriented' businesses, such as art, music, and dance studios for children. The addition of a Community Center and surrounding mixed use facilities will bring increased economic activity back to Old Town. With the City's emphasis on bringing the community together both commercially and socially, improvements to the Old Town district make perfect sense. The Community Center will be constructed in tandem with a lively mix of places to shop, eat, stroll, gain and share knowledge, attend events indoors and out create the Old Town experience, one easily welcomed by those who live and work in Sherwood.

Project: East Mooring Basin Causeway
Requestor: Port of Astoria, Astoria, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $200,000
Description: Funds would help 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. This project has permits now and could be completed during the in-water work window in FY11, or FY12.
Project Justification: This closure affected the large commercial fishing vessels and Triumph II that transports customs agents to inspect foreign vessels entering the Columbia River, all of which had to evacuate the East Mooring Basin. Although the port can provide moorage in West Basin, it is not designed to accommodate these large vessels. This project will restore public access to the USACE Breakwater, allow the larger vessels to return and allow emergency vehicle access for fire suppression on vessels moored at the basin and emergency medical vehicle access for accidents or health issues for individuals using the facilities.

Project: Eugene Fire Hydrant Replacement
Requestor: City of Eugene, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $250,000
Description: The city 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. Most of the hydrants in this aging system are nearing the end of their useful lives (50 to 60 years). Approximately 31 percent of the city's hydrants are 50 years old or older; another 24 percent 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.
Project Justification: 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 percent of the replacement costs. This offer represents an enormous leverage of funds. The consequences of failing to address these deferred maintenance issues is that hydrants will continue to fail and many will need to be capped and taken out of service resulting in substantial public safety liability, particularly in the low income neighborhoods of the City.

Project: Foothills District Framework Plan
Requestor: City of Lake Oswego, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $300,000
Description: The Foothills District Framework Plan will create a 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. Its proximity to the proposed streetcar alignment and the Willamette River make 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.
Project Justification: The purpose of the project is to plan for the redevelopment of an underutilize area of Lake Oswego. Upon completion, having a densely developed urban area within the downtown area will increase the availability of attainable housing, increase space for small businesses and also positively impact existing local businesses in the downtown core increasing economic vitality and job creation. Higher density housing fulfills the metro region's objectives for sustainable urban redevelopment and infill and minimizes pressures to expand the growth boundary in the Portland area. The project also holds significance for the City's efforts to connect its residents to the Willamette River and Tryon Creek Watershed, as currently these natural resources are not well connected to the City. It is regionally significant in that the Foothills District will be served by the Portland to Lake Oswego Streetcar and the additional residential and commercial activity will create a vibrant urban village along with adjacent downtown Lake Oswego that will enhance public investments in the Portland area public transportation system.

Project: Garibaldi Emergency Shelter Rehabilitation
Requestor: City of Garibaldi, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $221,879
Description: This project will improve the city's existing community hall, bathrooms and kitchen to current ADA and health code standards. Project engineering and design have been completed and the City can pull permits, advertise for bids and begin construction within 90 days – 100 percent of the funds requested will be spent on construction. The Community Hall itself is used multiple times each week for public events, and more than once a year by the American

Red Cross to drill for local disaster response, in addition to the normal operation of the library, administrative offices, fire and police departments. This building is designated as an emergency shelter by the ARC, and in community emergency events such as inclement weather and long-duration power outages this building becomes an essential facility that provides shelter, meals and emergency response operations.

Project Justification: This project will create immediate work for a local construction contractor and provide the minimum required level of ADA access to facilities that are being used right now. The immediate problems are:

- The ADA access and public bathrooms to the Library and Community Hall do not meet current building code requirements. The City has been required to make improvements to this access by the USDA as a condition of funding City infrastructure improvements, and the U.S. Department of Justice has mandated that all County Library facilities have current ADA access to operate.
- The kitchen facility in the Community Hall is not adequate to serve the public. It was originally built using a domestic kitchen design that does not allow for proper cleaning or meal preparation.
- The building does not currently have a security or fire detection/suppression system. The remodel process would allow for a hard-wired system that would provide satisfactory protection of City and County assets.
- There are no grant opportunities or funding sources available to the City to make these improvements. Without an appropriation these improvements will continue to be deferred and potentially force the closure of the Garibaldi branch library.

The City's key concern is the public's safety while they are using this facility, and the current demand to use this facility is considerable.

Project: Halsey City Hall and Community Center
Requestor: City of Halsey, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $220,000
Description: This project would complete ADA accessibility upgrades to the Halsey City Hall and Community Center to meet the growing demands for city services in an underserved rural community. The city has been successful in receiving funding for the lower level therefore considerable progress has been made in designing and constructing this phase of the project however the parking lot needs to be completed in order to provide ADA access to the building and finish work such as doors, flooring, plumbing fixtures, etc. are yet to be completed. The goal for the second level is to renovate the building, formerly a train depot, for use by the city and the court system. The existing one room facility creates a hardship for the City Council, as well as the citizens, in order to hold meetings that are so instrumental for conducting City business. In addition, the Municipal Court currently competes with phone lines ringing or citizen and community traffic frequenting City Hall during court sessions because of the existing one room building.

Project Justification: A positive perception of the community is crucial for the City of Halsey's future and essential for the stimulation of economic growth. In order for the few businesses to survive in town, and to encourage new business, it is necessary to take steps to improve the general livability of this historic town. The completion of this all-in-one community

center/City Hall will positively affect the quality of life in this rural community. A variety of educational opportunities could be offered to the young and old alike and provide a safe, drug free, and friendly atmosphere for learning. City services are provided to all walks of life and the current facilities pose a serious threat to the community. The current one room City Hall does not provide ADA accessibility and cannot adequately meet the needs of this growing community.

Project: Infrastructure for Redevelopment of Industrial Land
Requestor: Wasco County, The Dalles, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: 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. One project will allow a 150 percent expansion for a Billabong/Dakine building already located in The Dalles and a main tenant for surplus space the regional jail has available. This land is used to secure rental income to subsidize jail-operating expenses. This project will significantly increase those revenues. Negotiations are underway for a $5.7 million industrial expansion by a private partner and are contingent upon completion of the infrastructure improvements. Another public partner is pursuing development of a job training facility on site.

Project Justification: There are two major projects waiting for improvements. One allows 150 percent expansion for Billabong/Dakine Company and a main tenant for surplus space the regional jail has available. The project also allows for land used to secure rental income to subsidize jail-operating expenses. This project will significantly increase those revenues.

Project: Infrastructure Water Line Looping Improvements
Requestor: City of Salem, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: 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).
Project Justification: The project will facilitate the development of the Mill Creek Corporate Center, located in the southeast corner of the Salem urban growth boundary. Mill Creek is one of the largest industrial properties with undeveloped acreage along the I-5 corridor in the Northwest. The project is a joint partnership between the City of Salem and the State of Oregon. Approximately 650 acres in total acreage, the site has flat topography; direct access to regional transportation facilities, including I-5 and Highway 22, Salem rail facilities and the Port of Portland; and is in proximity to a large labor force. The project will also facilitate the development of the Salem Renewable Energy and Technology Center (location of SANYO Solar, LLC). When completed, both properties are expected to generate private development that will (1) create 5,000+ jobs, (2) invest one billion dollars in the regional economy, (3)

transfer nearly 600 acres from public to private ownership, (4) create 110 acres of wetland and open space.

Project: John Day Fire Station
Requestor: City of John Day, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $300,000
Description: The city proposes to construct a new fire station with good access and parking and that meets all OSHA and ADA requirements. It will house the John Day Volunteer Fire Department and the John Day Rural Fire District. 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 needed to provide for continuity of operations. In addition, the current station's location at a key intersection in town creates a traffic bottleneck during any activities at the station. Finally, non-existent parking and staging areas create a need to completely close the intersection during a fire emergency. The new fire station will be significantly larger than the existing facility; enabling it to accommodate modern trucks, office space, and space for training. The present station misses the mark on all three points and, because it is located in a very congested area downtown, there is no room for expansion. The city was fortunate enough to purchase the land to house a new station. The new site is centrally located, accessible and large enough to house the new station. The city expects to erect a steel structure with slab on grade construction. The building will have sufficient space for maintaining vehicles and equipment year round and have sufficient space that it can serve as an emergency coordination center depending on circumstances. A RFP for a planning consultant was mailed on March 15, 2010.
Project Justification: A new fire station is important to the community and surrounding area because the current one is not large enough to accommodate the equipment or training areas needed to keep our firefighters safe, well trained and well-equipped. The community relies on this important service to be well prepared in the case of an emergency and to protect critical community infrastructure such as the local hospital, regional airport, wild land urban interface areas adjacent to the City of John Day, local schools and the National Historic Landmark - the Kam Wah Chung museum. Lives would be lost without this service in the community. A new fire station will ensure the needs of the department are met for years to come. John Day is an economically distressed community, and the new fire station will play a vital role in economic development. Without this essential service, the community cannot grow and develop. With the current economy, any funding assistance would help ease the additional tax burden placed on the community by the construction of the new fire station.

Project: Low Income Housing Preservation
Requestor: Portland Community Reinvestment Initiatives (PCRI)
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: 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.

Project Justification: This project directly benefits 30 neighborhoods in the City of Portland, and indirectly benefits the greater metropolitan area by preserving affordable housing options and maintaining diverse neighborhoods.

Project: Neighbors for Kids New Building Completion
Requestor: Neighbors for Kids, Depoe Bay, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $200,000
Description: Neighbors For Kids requests funding to complete its 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.
Project Justification: Depoe Bay has a relatively high number of low income families, and consequently, a lot of kids who are often forced to be at home by themselves as parents work two or more jobs to make ends meet. Neighbors For Kids provides a safe place for these kids and NFK programming allows young people to engage in fun and enriching personal development activities at no cost to them. Unfortunately, the demand for NFK greatly exceeds the size of the current facility (NFK can only serve as many kids as it has room for). The mission of NFK will be aided greatly with the completion of new, bigger facility.

Project: North Tongue Point – Fender Piles
Requestor: Port of Astoria, Astoria, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $500,000
Description: 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.
Project Justification: This project will upgrade infrastructure, bringing it back into productive use by private businesses and public agencies needing moorage, dockage and wharfage services.

Once this project is complete, the facility can generate revenue to provide future maintenance.

Project: North Tongue Point-Install Utilities
Requestor: Port of Astoria, Astoria OR
Account: HUD – Economic Development Initiatives
Amount Requested: $500,000
Description: 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.
Project Justification: Port of Astoria will engage the services of a qualified utility engineer who will coordinate with the City of Astoria for water service installation; and Pacific Power for electric utility installation and connections.. Upon receipt of funds, engineering, permitting, and coordination with utility providers should take no more than 6 months, construction will take another 6 months to complete all 5 piers. This project is part of critical infrastructure that will bring North Tongue Point Marine Industrial Facility back to life as an active facility providing moorage and wharfage for a variety of vessels larger than 100 feet long. It improves the serviceability of the piers and provides the port with more flexibility to serve potential tenants.

Project: OnTrack Generations
Requestor: OnTrack, Inc., Medford, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $750,000
Description: Generations is a green, sustainable intergenerational community to be constructed in two phases (Phase 1 -- 42 units of affordable rental housing and Phase 2 -- 39 units of mixed income rental and ownership) that will serve 62 seniors and 19 young families who have been in the Child Welfare system and who are in recovery from addictions. Generations offers a new approach to reducing foster care placements and strengthening families by creating a community where recovering, low income families live with seniors who mentor their growth toward system independence. Both senior and family outcomes will improve as seniors benefit from the vitality of living with/mentoring young families, and children organically create extended "grandparent" relationships. In Phase 2 the project will offer some affordable limited equity ownership units for seniors. Onsite case managers will provide support/oversight and facilitate the building of community. OnTrack has received all planning approvals from the City of Medford, developed working drawings, and secured contractors. Phase 1 is being financed utilizing a blend of public/private sources to include: debt, LIHTC, HOME Investment Partnership, Conservation and Renewable Energy Tax Credits; private foundation grants, and private contributions/investment. OnTrack, the developer, is a nonprofit affordable housing and comprehensive substance abuse treatment provider, offering services in Southern Oregon since 1969. OnTrack has been a pioneer pairing housing and services to assist client families in becoming clean, sober and system independent. Recognizing families require long term supportive services, OnTrack has developed 158 units of affordable rental housing with no vacancies.
Project Justification: Generations is the next logical step in OnTrack's efforts to stabilize and strengthen families. The development of healthy, system-independent families will generate substantial savings to the taxpayer in many ways, including savings otherwise associated with health care, special education, courts, foster care, child welfare and corrections. As a mixed income project embedded in the heart of a residential neighborhood, Generations will allow

families to fully participate, integrate and attach to the wider community, observing and absorbing new life skills and strategies that will help them achieve system independence and family stability and to develop stable credit and tenant histories that allow them to transition to market rentals or home ownership. Most importantly, the project has the potential to break the intergenerational cycle of abuse, benefiting families for generations to come.

Project: Oregon Food Bank West Project Backup Generator
Requestor: Oregon Food Bank, Inc., Beaverton, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $250,000
Description: OFB has launched, and has raised $5.6 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. Remodeling of the 35,000 square foot warehouse project begun in January 2010, and is to be complete this summer. The remodeled warehouse will contain three times the cold storage space of the current Hillsboro facility and four times the volunteer capacity, providing backup volunteer capacity to OFB's headquarters in east Portland. The facility's temperature-controlled perishable repack room will allow volunteers to process perishable donations. The goal is collection, processing and distribution of 1.5 million more pounds of perishables and produce a year within three years to support growing need in Washington County and provide backup processing capacity to the entire statewide hunger-relief Network. The facility has community meeting rooms and space for nutrition education and garden education programs, which are lacking in the current Hillsboro facility. It also provides storage, logistical and technological backup to OFB's headquarters in support of OFB's statewide disaster relief role. As part of this project, OFB seeks $250,000 in federal funding to purchase a backup generator to power the cooler/freezer, the perishables repack room and other warehouse operations in order to maintain emergency food distribution during a time of natural disaster or national emergency as part of OFB's role as a first responder.
Project Justification: Increases in food box distribution in Washington County – up 49 percent over the past 2 years – are 1.5 times the statewide increase. With a larger warehouse, OFB projects the ability to collect and distribute 1.5 million more pounds of food a year within 3 years, principally Fresh Alliance product (OFB's retail perishables rescue program) and produce from area farmers. The Beaverton facility will greatly improve capacity for local volunteer involvement with space to accommodate large corporate (Intel, Nike, etc.) and school groups that cannot now volunteer in Hillsboro. Also, OFB projects that 30 percent of the capacity will help support the entire Network and provide logistical and technological backup to OFB in its role as a first responder in the event of natural or national disaster or emergency. OFB headquarters are east of the Willamette River. Disaster officials project earthquake as the most likely major disaster here, with damage to major bridges stymieing east-west traffic. This facility provides west-side disaster response capacity to quickly and efficiently mobilize emergency food, water distribution to both sides of the state. The backup generator is a needed piece of equipment in support of this vital role. OFB projects a 20-year service life for the remodeled facility. Jobs created: Over 100 construction jobs for OFB West; support for 45 jobs at GBD Architects; up to 8 full-time staff positions with OFB by June 2012: two truck drivers, warehouse worker, two volunteer coordinators, administrative staffer, and nutrition education coordinator. Generator would support approximately 18 OFB West employees in time of emergency (10 now plus

additions.)

Project: Port of Alsea Dock Rehabilitation and Repair
Requestor: Port of Alsea, Waldport, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $50,000
Description: Both of the Port docks are aging and in serious need of repair. The pier and gangway to the moorage floats need to be replaced, and hinges, pilings and decking on both docks are in need of repair
Project Justification: Oregon's economic success depends largely on the success of its local ports, which are unable to operate without proper and safe equipment.

Project: Port of Astoria Mobile Crane
Requestor: Port of Astoria, Astoria, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $400,000
Description: 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.
Project Justification: The purchase and installation of a 300 ton capacity crane with a 250 foot boom for Pier 1 will increase the efficiency or local and regional businesses to move their goods through the freight transportation system. This will provide an integration of marine activities at Port of Astoria that has not existed at the port facilities for years. Port of Astoria is uniquely positioned near the mouth of the Columbia and is the gateway to the Columbia-Snake River system for all import and export activity. With recent investments to upgrade pier 2 and proposed upgrades of Pier 3 for barge traffic, this crane becomes even more critical to integrated marine work. Some of the opportunities for labor and revenue to the port include transload of cargo from ships that can't use the locks to barges that can; ships pulling into port for topside work and transfer of cargo from ship barge or warehouse to truck for short haul to North Tongue Point Marine Industrial Facility's rail.

Project: Port of Bandon Marina Steel Pile Repair
Requestor: Port of Bandon, Bandon, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $155,000
Description: 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.
Project Justification: Oregon's economic success depends largely on the success of its local ports, which are unable to operate without proper and safe equipment.

Project: Port of Gold Beach Facility Preservation

Requestor: Port of Gold Beach, Gold Beach, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $490,000
Description: Funding is requested to completely refurbish a 50 year old building with updates and modernizations, as well as an addition to house new offices and meeting areas. The funds would be used for construction of the project. Port provided funds would be used to finish out the offices and meeting area.
Project Justification: Oregon's economic success depends largely on the success of its local ports, which are unable to operate to their full potential without adequate facilities.

Project: Port of Newport International Terminal Renovation
Requestor: Port of Newport, Newport, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $355,000
Description: 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 percent 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. This request is for site preparation only.
Project Justification: Located on the central Oregon coast, Newport is one of two coastal deep draft ports in the state. Without the necessary repairs to the International Terminal, the trade dependant local economy will be economically harmed.

Project: Port of Port Orford Marine Research Facility
Requestor: Port of Port Orford, Port Orford, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: 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
Project Justification: Oregon's economic success depends largely on the success of its local ports, which are unable to operate without proper equipment and space.
Project: Port of Siuslaw Wharf Economic Development
Requestor: Port of Siuslaw, Florence, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $700,000
Description: This is the port's top non-dredging priority. 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 addresses structural deficiencies across the entire dock including replacement of pilings, pile caps, stringers, joists, decking and associated utilities. Funds will pay for permits, decking, utilities, piling and stringer construction/repair/replacement.
Project Justification: The medium and long term future of the wharf is in doubt and must be addressed sooner rather than later. A full commercial marina with 50 boats supports over 100

direct jobs and many more indirect jobs from other fishing boats visiting the Port of Siuslaw through the new transient dock. A safe and stable wharf sets the stage for activities such as fish buying stations, cannery, cold storage, smokehouse or other activities to occur. A stabilized commercial dock not only aids commercial and sport fishing operations, it also can assist in marine repairs of these vessels through the use of an upgraded hoist slated to arrive with the new transient dock. This wharf can be utilized for research vessels, law enforcement, government vessels such as the US Coast Guard, as well as for transient vessels of various types. All of these aid in the economy of the surrounding communities. The wharf sustains well over 600 hundred jobs and those would be lost if the wharf had to close due to lack of development space and repairs.

Project: Port of Toledo Boatyard Infrastructure
Requestor: Port of Toledo, Toledo, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: Funding is requested to upgrade and expand the capabilities of the Port of Toledo'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.
Project Justification: This project will create additional economic development opportunities for the port, and in effect, create additional jobs.

Project: Portland Human Trafficking Victim Assistance and Support Center
Requestor: YWCA of Greater Portland, Portland, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $300,000
Description: The project will improve shelter services to victims of human trafficking by upgrading an existing facility structure and providing necessary equipment. The YWCA currently owns a facility (formerly utilized as a homeless shelter) that is available for conversion to this population of need.
Project Justification: Human trafficking is a form of modern-day slavery and is not just a problem for developing nations. An estimated 300,000 children and adolescents are the victims of domestic trafficking and commercial sexual exploitation in the United States every year. We are facing a national epidemic and there is a vital need for a secure shelter that can offer complex services to survivors of sex trafficking. On February 23, 2009, the FBI conducted Operation Cross Country to identify pimps and child prostitutes in the U.S. Portland, Oregon was second in the nation in numbers of child prostitutes apprehended.

Project: Property Acquisition for Low-Income Housing
Requestor: City of Beaverton, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $585,000
Description: The City of Beaverton currently has no public or non-profit sponsored affordable housing in the City. 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 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 would assist the City with the purchase of three parcels of land that make up one city block at 1st and Lombard. The Lombard would be the only project of its kind in the City, meet a serious need for affordable housing, and would provide an important signal to the market that very substantial demand for such housing exists in Beaverton.

Project Justification: The City of Beaverton has a serious shortage of public or non-profitsponsored 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 struggles to meet the housing needs of its lower income residents. The Central District of Beaverton is currently a highly-distressed neighborhood. The Lombard would be the only project of its kind in the City, meet a serious need for affordable housing, and would provide an important signal to the market that very substantial demand for such housing exists in Beaverton.

Project: Rufus Community Center Renovation
Requestor: City of Rufus, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: Plans are to upgrade the heating and cooling system, install energy saving windows and lights, and to upgrade the interior and make repairs. A majority of the design work has been completed, 95 percent of the funds will go towards construction.
Project Justification: In 1993, the Sherman County School District closed the Rufus Elementary School, leaving a gaping hole in a already economically depressed and rural community. According to a market feasibility study conducted by PARC Resources, the City and surrounding area is lacking a common space where citizens can congregate and benefit from arts, culture, and educational opportunities. The Rufus Community and Training Center is a good use of taxpayer funds because of the lack of gathering space available, the rural nature, the low income levels, the jobs it will create and the opportunity to build upon Oregon's renewable energy platform.

Project: Safety Dredging of the North and South Basins
Requestor: Port of Brookings Harbor, Brookings, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $130,000
Description: 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. The dredging operation itself, planned to be initiated in September, 2010, is proposed to be by barge-mounted bucket/excavator. About 12,000 cubic yards is expected to be removed, estimated to cost about

$5/cubic yard. Handling of sediment is expected to cost, if land disposed, about $4/cubic yard, not including grading and preparation of first lift, which should not cost more than $1.5/cubic yard.
Project Justification: Oregon's economic success depends largely on the success of it's local ports, which are unable to operate at full potential without regular maintenance.

Project: Salem Family YMCA General Construction Project
Requestor: Family YMCA of Marion and Polk County, Salem, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $290,000
Description: The Family YMCA is housed in a building that was built in 1926. A host of long-term maintenance projects are required to continue programming. The projects are installing new windows, replacing HVAC units, upgrading server/computers, and painting the outside of the building.
Project Justification: The Family YMCA is an integral part of the Salem, Oregon community. The Y has been operating in Salem since 1892. The YMCA serves over 10,000 participants a year, and is in need of funds to continue to operate high quality programming. This programming is open and available to all.

Project: Service Enriched Transitional Housing Project
Requestor: City of Salem, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: The $3 million total project request will cover 100 percent of the development and construction cost. Funds would be expended on pre-development project planning and construction related costs, i.e. permits, entitlements, design, plans, etc.; and, the additional request for $2 million in FY 2012 will fund hard and soft costs associated with the actual construction/rehabilitation. The requested funding will finance the construction/rehabilitation of 15-20 units of transitional housing for families and individuals for a tenancy period of up to two years. This program will connect with access to wrap around social services and the migration to permanent supportive housing. The program would be modeled on successful Housing First strategies with the following components: crisis intervention, intake and assessment, long-term stabilization and case management with service delivery.
Project Justification: This project meets local community needs as identified through adopted federal and local plans with broad community input based on verifiable data from homeless counts. Based on homeless counts from January 29, 2009, there is a deficiency of 345 transitional housing units for households with dependents. This project funding is a sound public policy investment as it addresses homelessness--considered one of the nation's most serious social issues. While the problem is systemic and interwoven with personal problems, the primary cause of homelessness is economic in nature. Housing costs are increasing while household income is decreasing. Short term homelessness can cause disruption in the family resulting in child neglect, domestic violence and a continuing cycle of families in crisis and instability. This cycle limits access to opportunity and education and unfortunately often repeats itself for the children as they become adults.

Project: St. Helens Police Station Expansion Project

Requestor: City of St. Helens, St. Helens, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: The St. Helens Police Station is a single-story, 2,260 square foot structure built in 1971. In 1988, a 5,100 square foot 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.
Project Justification: Originally built in 1970, the current police department building is grossly insufficient to house existing public safety officers, administrative staff, meeting space, evidence storage and other staff related facilities. Oregon tax initiatives have made it virtually impossible to fund this project through general fund revenues and state funding issues have similarly made it virtually impossible to fund through grant programs. This is a new construction project that will create new jobs including professional services (ie. architectural services), contractors, subcontractors and vendors.

Project: Sustainable Homeownership Pilot Project
Requestor: City of Portland, Portland Housing Bureau, Portland, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: This project will construct LEED family housing in an urban renewal area, infilling a vacant lot on a main street. The funds will be used to reduce the sales price of the units for the initial and all subsequent purchasers. These homes are being developed by Proud Ground, an experienced developer, using a shared equity ownership model. The funds will increase the amount of equity owned by Proud Ground, thereby reducing the sales price by an average of $75,000. The homes will be targeted to households with incomes under $36,000.
Project Justification: Svaboda Court serves several important purposes. It serves "smart growth" objectives by demonstrating that infill projects that are child-friendly, human scaled, attractive and contextually appropriate can be built in urban, transit-oriented areas. It helps to keep families with children within the City of Portland – necessary to stabilize school funding -- by providing family housing options at a lower price than conventional, stand-alone homes. It is an example of sustainable construction, built to LEED for Homes Platinum standards. It will help to revitalize the Lents Urban Renewal Area, by filling in an empty lot on a main street, and developing a stable consumer base for local business. It will provide affordable homeownership opportunities for generations to come, helping low-income families to achieve housing stability, build assets and secure access to opportunity. Because the developer, Proud Ground, has an excellent record of marketing to households of color, sales of the fourteen homes will help the City to increase the rate of minority homeownership. The project epitomizes the efforts currently underway in HUD's Sustainable Communities efforts. Development of the project will create 16 FTE construction and project management positions for ten months.

Project: The Dalles Downtown Riverfront Access Phase II: Marine Terminal
Requestor: City of The Dalles, The Dalles, OR

Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: For the past ten years, the City of The Dalles has been working to reconnect the Historic Downtown to the 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 multiuse 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, a parking lot, 12 foot wide 80 foot long "L" pier with an jib 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.
Project Justification: 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; building and diversifying the city's economic base.

Project: Tsunami Preparedness Project
Requestor: Clatsop County, Astoria, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $500,000
Description: The funds would be used for planning by developing a schematic level plan to identify the best of the alternative location(s) for public facilities with respect to the east west and north south transportation options. The funding would help the community explore the options in the context of best alternative locations, highway safety, smart growth by recapturing the sense of community by calming traffic, rerouting Highway 101, greater energy efficiency from the new buildings and less inefficient 'stop and go' along Highway 101. The project would focus future economic development and rehabilitation to enhance livability, a more effective transit system, and purposeful post-disaster design of the north coast communities.
Project Justification: North Coast communities live each day with the knowledge that the area is one day closer to the next tsunami. Part of this realization is an on-going effort to move critical public facilities – schools, fire stations, hospitals, public buildings – out of the tsunami inundation areas. Re-locating these facilities in the hills away from the coastal areas requires rezoning property, extensive construction of new buildings, and the construction or improvement of transportation facilities from the populated beach areas to these new public facilities. These facilities would serve the daily population and visitor transportation needs and as evacuation routes in case of a tsunami. Jobs created during the first year would be approximately 5 private consultant jobs from planning and engineering services, plus staff support for these positions. These jobs would be filled within 90 days of funding authorization.

Project: Umatilla County Fairgrounds Improvement Project
Requestor: Umatilla County, Pendleton, OR

Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: This project would 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 center is further restricted by inadequate technology, heating, electrical and related utility access. Despite substantial interest, the facility's structural and accessibility problems also prevent the potential to partner with educational and social service entities. The exhibition hall would consist of two wood-framed stories, a concession area, improved Americans with Disabilities Act enhancements, and modern technology and utilities.
Project Justification: The Fairground Exhibition Center was built over 60 years ago and has become inadequate to serve the needs of the fairground and the community. Usage during the County fair, and throughout the year, is inhibited by a lack of safe and accessible utilities. This project would assist economic redevelopment efforts in the region.

Project: Union County Justice Center
Requestor: Union County, La Grande, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $856,800
Description: The Union County Justice Center will house the community's courts and support staff. The court facilities in Union County have been ranked as the worst 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 provides safe corridors for escorting inmates to and from court.
Project Justification: A new Justice Center would provide a safe and secure environment for judicial business in the county.

Project: Veterinary Program Facilities
Requestor: Blue Mountain Community College, Pendleton, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $650,000
Description: Funds will be used for construction of instructional facilities for a new career technical program 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 agriculture and animal science programs, the veterinary technician program will be comprehensive with a large animal emphasis. Students will have the option of earning a certificate in equine science, pre-veterinary science, and farrier science.
Project Justification: Veterinary technicians and technologists are occupations projected to be in high demand in Oregon and across the nation. Nationally, the Bureau of Labor Statistics projects a 36 percent increase in jobs from 2008 to 2018, a faster rate than the average for all occupations. In Oregon, the state employment office projects that veterinary technician and technologist jobs will increase by an average of 28 percent from 2006 to 2016. Local veterinarians have confirmed a critical need for technicians skilled in handling large animals.

Project: Yamhill County Food Bank

Requestor: Yamhill Community Action Partnership (YCAP), McMinnville, OR
Account: HUD – Economic Development Initiatives
Amount Requested: $425,000
Description: Currently, Yamhill County Action Partnership (YCAP) operates from an inadequate 8,000 square-foot leased facility in McMinnville. Significant facility issues are reducing efficiency and hindering YCAP's 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 (up 37 percent in two years); lease costs that rose to $46,000 annually; insufficient confidential meeting space; zoning issues; and lack of transit vehicle parking. A 2007 CDBG funded study recommended building a new facility. In 2008, YCAP embarked on a $2.96 million capital campaign. The new facility will be a utilitarian, energy-efficient, 19,000 square-foot steel-framed building. The Food Bank portion includes a significantly larger freezer/cooler, a clean room for processing perishable products, adequate warehouse space, and safe loading docks/bays. A kitchen/conference room will be used for classes on nutrition education/cooking, and other self-sufficiency activities. The Transit Yard includes a dispatch office, bus parking, and a washing/maintenance building.
Project Justification: Each day YCAP programs are providing opportunity and making a difference in the lives of low-income households in our community. By wrapping services around clients YCAP can ensure that their multiple needs are met. This might include an emergency food box, affordable heat in the winter, housing stabilization, support to secure a job, transit to medical appointments, jobs and the grocery store, as well as referrals to a network of other community resources. With each individual or family, YCAP's goal is to meet basic needs and then provide opportunities that increase independence. In Yamhill County, YCAP is the primary provider of transitional shelter to families, provides 80 percent of the public transportation, and coordinates all of the emergency food assistance county-wide. YCAP is the only agency that distributes state and federal energy assistance funds, and coordinates the FEMA funds for the county. YCAP projects that in the new facility, YCAP will provide social services and/or transportation on at least 450,000 occasions annually.

Project: First-time Homebuyer Program – Community Housing Fund
Requestor: Community Housing Fund, Beaverton, OR
Account: HUD – Neighborhood Initiatives
Amount Requested: $700,000
Description:
the Portland Housing Center (PHC), prospective buyers in the income range of 50-80 percent 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.

Project Justification: This initiative provides critical financing for first-time home buyers. Increased home ownership will contribute to family stability and add value to neighborhoods throughout Washington County.

Project: Klamath Falls Emergency Women's Shelter
Requestor: Klamath Falls Gospel Mission, Klamath Falls, OR
Account: HUD – Neighborhood Initiatives
Amount Requested: $1,000,000
Description: This project is in the beginning of Phase I of IV for capital improvements. The current Women's Shelter is a 900 square foot house that was constructed in the 1930's with asbestos shingles that can only accommodate 7 women. The Mission has been working to upgrade the facility for several years and has acquired a vacant lot across the street, where the new facility will be built. They will be able to house 16 women, and provide life skills training to assist them in becoming self sufficient productive citizens.
Project Justification: The Gospel Mission partners with the Klamath County Mental Health and Parole and Probation Departments in providing housing for clients and released offenders that would not be able to be housed otherwise. Additionally, by providing programs to support individuals in crisis and offering them life skills training, they help them become self-sufficient, productive members of society.

Project: Klamath Tribe Off-Project Water Settlement
Requestor: Klamath Tribes
Account: HUD – Economic Development Initiatives
Amount Requested: $500,000
Description: The Klamath Tribe and their neighbors in the Upper Klamath Basin have been adjudicating water rights for many years. This process is expensive, time consuming and contentious. All parties have expressed interest in negotiating a unified settlement agreement and have already invested significant time and personal money toward settlement. The Tribe seeks funding to complete their work. The funding will towards developing technical information regarding hydrological, restoration and economic factors to enable closure of negotiations. The Oregon water adjudication process is expected to complete within 18 months. It is critical that a settlement agreement be negotiated before the adjudication process establishes clear winners and losers that will exacerbate social tensions.
Project Justification: This project is a very good use of taxpayer dollars because it will fund hydrologic and environmental studies needed for scientific evidence for agreement on riparian area restoration in the Upper Klamath Basin. This request will enable the Klamath Tribe to finalize water rights negotiations with the local ranching/farming community. With the water wars behind them, the entire Klamath Basin community can focus on economic development to address the 14% unemployment in the county and 60% unemployment in the tribal community. They will use the restoration and economic development recommendations outlined in the new agreement to create jobs and work together to restore the riparian areas to improve endangered species habitat and provide a more stable water allocation system for the entire Basin.

Project: Nehalem City Hall Upgrades
Requestor: City of Nehalem, OR
Account: HUD – Neighborhood Initiatives
Amount Requested: $1,193,900
Description: Funds would help construct a new City Hall, meeting hall/shelter and public works office that meets and/or exceeds all current code requirements for earthquakes, floods and wind-load considerations; as well as makes it 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.

Project Justification: Once completed, the new facility would replace the existing building that is structurally unsound and beyond remedial approach. Existing building cannot stand minor earth movements and flooding, and is not ADA accessible. 2001 study found that no amount of money can be used to save existing building – leaving the City and area without its largest meeting space between Tillamook and Seaside, a centrally located Emergency Shelter and City Hall/EOC office during the time of greatest need.

In addition, we would like to express support for the following national programs funded by the Transportation, Housing and Urban Development Appropriations bill which provide vital support to Oregon's communities. These programs include Housing for People with AIDS, Homeless Emergency Assistance and Rapid Transition Housing, Livable Communities, Section 202 & Section 811, and the Self Help Ownership Program.

Additionally, we certify that neither ourselves' nor our immediate family have a pecuniary interest, consistent with the requirements of Paragraph 9 of rule XLIV of the Standing Rules of the Senate, in any congressionally directed spending item that we requested in this letter.

Thank you for your consideration of these worthy projects. We appreciate your strong and continued leadership and look forward to working with you this year on funding vital to our nation. If you have any questions, please contact Mr. Isaiah Akin in Senator Wyden's office at 224-5244, or Ms. Courtney Thompson in Senator Merkley's office at 224-3753.

Sincerely,

Ron Wyden
United States Senator

Jeff Merkley
United States Senator