United States Senate

WASHINGTON, DC 20510

May 15, 2009

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 2010 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.**

Federal Aviation Administration Requests

Project: Aurora State Airport Air Traffic Control Tower
Requestor: Aurora State Airport, Aurora, OR
Account: FAA – Facilities and Equipment
Amount Requested: $1,585,000
Description: The project would construct a much-needed air traffic control tower at the Aurora State Airport. A tower will provide improved safety, regulate flight patterns and reduce noise to the surrounding property. The land is owned by the state of Oregon and a preliminary site has been identified on the current approved Airport Layout Plan. The Aurora State Airport is located approximately midway between the Portland metropolitan area and the state capitol in Salem, on the border between Marion and Clackamas Counties. With 421 based aircraft and 86,696 annual operations, it is the busiest non-controlled airport in Oregon and ranks fifth in airport activities in the state, serving a wide range of corporate, charter and General Aviation users
Project Justification: Aurora State Airport is a part of the FAA's National Plan of Integrated Airport Systems and is significant to the national air transportation system. A tower will provide improved safety, regulate flight patterns and reduce noise to the surrounding property and expand economic opportunities both at the airport and to surrounding areas. Aviation-related

businesses are more likely to locate at an airport with a control tower. More businesses, including those that support aviation directly and those in the service industry supporting the subsequent growth in the community translate into more jobs.

Project: Creswell Airport Improvements
Requestor: City of Creswell, OR
Account: FAA – Facilities and Equipment
Amount Requested: $1,585,000
Description: There is currently a moratorium on development at the Creswell Airport due to insufficient water service for fire suppression. The City has a hangar waiting list of 35 names, with an average wait time of six years for an airport hangar opening. This project includes: installation of city water line to provide sufficient fire suppression and water to Airport users and businesses; security fence; road improvements; hangar construction; and Airport Terminal Building construction. The aforementioned components will improve airport safety as well as provide economic development opportunity for airport and surrounding area businesses. Four businesses run out of the airport and have expansion needs; additional businesses are anticipated related to recreational flying, emergency service/Life Flight, forestry department Hot Shot flights, and expansion of medical services in Creswell and surrounding areas.
Project Justification: The taxpayers have already made a heavy investment in Creswell Airport due to several years of AIP grant funding. These funds would further enhance the previous investment by improving and expanding our publicly owned transportation infrastructure to support economic development in Creswell. A safe, efficient and reliable transportation network will support the long term economic development and livability of Creswell.

Project: Fixed Base Operator Building/Aviation Training Center at Klamath Falls Airport
Requestor: Klamath Falls Airport, Klamath Falls, OR
Account: FAA – Facilities and Equipment
Amount Requested: $1,585,000
Description: Funds will be used for the construction and furbishing of a building for the shared purpose of a Fixed Base Operator and the establishment of an FAA Part 147 airframe and powerplant mechanics program. The mechanics program would be a joint effort between the Klamath Community College (KCC) and Oregon Institute of Technology (OIT) to train students in either a two or four year program. In 2004, the Professional Aircraft Maintenance Association estimated that 3,500 additional mechanics would be needed each year to replace the growing numbers of retirees and to account for major airlines fleet growth. The building to house the program would be constructed by the Klamath Falls Airport and would be approximately 65,000 square feet consisting of aircraft hangar space, classroom and laboratory space and space for administrative support.
Project Justification: The immediate benefit of this project would be the creation of construction jobs to build the facility and the associated economic benefit to the local community from those jobs. Once fully operational, the program would create additional jobs in the community through the employment of instructors and administrative support personnel at family wage rates. Students who graduate from the mechanics program could expect to obtain

jobs with a salary range of $35,000 to $61,000. Creation of jobs, and especially well paying jobs, pays dividends to the local community in terms of a greater tax base and money spent with local businesses. The taxpayer dollars would be spent to create living wage jobs in the near and long term for the regional community. It would allow students an opportunity to pursue various careers within the aviation industry.

Project: Bend Municipal Airport Expansion and Development
Requestor: City of Bend, OR
Account: FAA – Airport Improvement Program
Amount Requested: $150,000
Description: This project will update the Bend Municipal Airport's master plan. This plan will encompass an inventory of current assets, airport capacity, historic summary of airport and community needs and process to fulfill those needs. The current plan is outdated and has been deemed insufficient for future growth by County zoning authorities.
Project Justification: This project will prevent future projects from being pursued that do not serve the long term viability of the airport. It allows the airport to remain eligible for FAA funding. This project will save help prevent costly litigation costs from incompatible growth.

Project: Columbia Gorge Regional Airport Runway and Taxiway Strengthening
Requestor: City of The Dalles, OR
Account: FAA – Airport Improvement Program
Amount Requested: $2,070,000
Description: The Columbia Gorge Regional Airport (which is jointed owned by the city of The Dalles, Oregon and Klickitat County, Washington) has runways that fall below the strength required for some of the aircraft using the facility. An overlay of approximately 4-5 inches would bring the runway up to strength. In addition, it is advisable to improve taxiway strength at the same time to provide a safe environment for larger aircraft operations to the airport.
Project Justification: The Columbia Gorge Regional airport is a vital part of the community's economic structure. It also is an important part of the Northwest regional airport system. The recently surveyed pavement strength shows that The Columbia Gorge Regional Airport will not be able to continue to accept certain classes of aircraft unless this project can be completed.

Project: Roberts Field Taxiways
Requestor: City of Redmond, OR
Account: FAA – Airport Improvement Program
Amount Requested: $2,070,000
Description: Taxiway G will be widened from 40 feet to 50 feet to conform to all the other taxiways on the airport. Both taxiways G & C will be reconstructed to meet the weight bearing capacity of Roberts Field's primary runway because both of the Airport's Fixed Base Operators are adjacent to them.
Project Justification: Both taxiways are in poor condition and need reconstruction.

Project: Roseburg Regional Airport Runway Expansion
Requestor: City of Roseburg, OR
Account: FAA – Airport Improvement Program
Amount Requested: $1,482,000
Description: This project would add 400 feet of length to the north end of the runway at the Roseburg Regional Airport. Currently, the runway is too short for certain aircraft based at the airfield to take off with a full load of fuel under certain weather conditions. Expansion of the runway will allow additional aircraft, typically used for business travel, to utilize the Roseburg Regional Airport.
Project Justification: A longer runway will increase the potential for commercial and business use in this community, where the unemployment rate has hit 19%.

Federal Highway Administration Requests

Project: The Dalles Downtown Riverfront Access phase II: Marine Terminal (Dock) Rehabilitation & Railroad undercrossing
Requestor: City of The Dalles, OR
Account: FHWA – Ferryboats and Ferry Terminal Facilities
Amount Requested: $1,805,000
Description: For the past nine years, the City of The Dalles has been pursuing reconnection of their historic downtown to their riverfront. This project proposes to link the downtown with the river's edge via two access tunnels under the freeway, one for pedestrians at Washington Street and another for both pedestrians and vehicles at Union Street. The Union Street Underpass is completed. Included is a tour boat dock at the end of Union Street. The remaining Washington Street Connector includes new street construction along West First Street. A new pedestrian crossing, ADA accessable, under the railroasd tracks and sidewalk anong West First Street is also included. This request is for Phase II of the master concept plan. It is planned for non-vehicular use and would include a railroad undercrossing at First Street and rehabilitation of marine terminal dock. This project will reconnect the community to the river and all of the resources along the river. The dock will be constructed on the site of the community's last significant river dock. It will allow the Columbia River cruise ship fleet docking convenient to the downtown. This will help the economy of the downtown business district.
Project Justification: The Purpose of this project is to strengthen the business in the community's historic downtown district and, as a result, the community as a whole. This will be accomplished by:

- Restoring a Critical Marine infrastructure
- Providing support facilities and access for the users for that facility,
- Providing a shipping dock for light industry in the community including at least one new business,
- Providing docking facilities for the Cruise ship industry, including one re-start vessel,
- Encourage new businesses to locate in the downtown, including a new cruise line's headquarters,
- Strengthen existing business by providing new customers from cruise ship passengers, and new businesses.
- Attract new customers to the downtown because of new facilities and increase

familiarity and

- Enhance the downtown for community and regional events.

Project: 1st Street Safety Improvements – Phase II
Requestor: City of Aumsville, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: In 1997, highway improvements provided a widened roadway on First Street to Del Mar Street. However, the remainder of the roadway from Del Mar to Main Street is unsafe with two 11 foot wide lanes. This once rural roadway is now an interchange turnpike, which has become a serious safety hazard. The roadway has only a 1-foot wide shoulder that slopes dangerously downward into a deep ditch on each side. This ditch is approximately 5 feet wide on the west side; and approximately 20 feet wide on the east side, which also acts as a main drainage way. After many years of attempting to fund the project, the city was successful in obtaining the funding for completion of Phase I of the project. This request would allow the city to complete Phase II during the same 2010 construction timeline as Phase I. This will widen First Street to standard size travel lanes, construct a pedestrian and bike route on the west side, as well as a bike lane on the east side to connect to the new development improvements, resulting in a reduction of conflicts with vehicles and improved safety, to encourage walking and bicycling. Since First Street is an arterial, its traffic consists of cars, trucks and tractor-trailers. With only 11 foot travel lanes, the meeting of two tractor-trailers can be very dangerous.
Project Justification: The city is very concerned that they are going to have a serious pedestrian/motor vehicle accident or fatality. The city and taxpayers have the responsibility of providing safe vehicle and pedestrian transportation for all citizens, and this project helps the city meet their mandate for safety. Motor vehicles average approximately 3500 per day at Main Street and 4200 per day at Del Mar. Pedestrians and bicyclists are discouraged from this area and it is important that more pedestrians and bicyclists be able to use this arterial connection to the commercial areas. Outside funding assistance is the only way this small community will be able to complete this project that serves a regional interest of taxpayers.

Project: 122nd/129th Avenue (Sunnyside Road to King Road)
Requestor: City of Happy Valley, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: Funds are requested for engineering and right-of-way acquisition costs for this major south/north collector that provides access to a fire station, police station, elementary school, church, water provider office, and residential areas. Currently this corridor is not fully equipped with sidewalks or bike lanes. Portions of the road have no shoulder for pedestrians or bicyclists, creating a significant safety issue.
Project Justification: This project is a critical first step in fixing a highly utilized transportation corridor that provides access to a fire station, police station, elementary school, church, water provider office and residential areas, but is unsafe for vehicular, bicycle and pedestrian traffic. Funding directed to project engineering and right-of-way acquisition will provide employment opportunities for engineers, surveyors, and planners.

Project: 5th and 6th Street Reconstruction
Requestor: City of Redmond, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: This Project will remove and replace existing pavement surfacing and sub-grade material and restore the street section to minor arterial standard. Deteriorated curb and sub-standard sidewalk will be replaced; however existing curb and sidewalk in fair condition will be retained to reduce replacement cost. All curb ramps will be reconstructed to meet ADA standards.
Project Justification: The local access restrictions to the newly constructed US 97 Reroute have placed a greater degree of importance on the operational necessity of the 5th/6th Street Couplet to carry local traffic and efficiently serve local trip making. An investment in the City's 5th/6th Street Couplet will benefit the State Highway system through Redmond and help provide economic development and redevelopment opportunities.

Project: 12th Street Bike Path
Requestor: City of Florence, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $420,000
Description: This project would create a 10 foot wide multi-use path that would extend from Rhododendron Drive to Kingwood Street within the existing right-of-way. The funds are for design, construction materials and labor.
Project Justification: The city needs to complete a path from Rhododendron Drive to Kingwood Street to connect several residential areas to major activity areas such as parks, schools and the hospital. Completing the path would also allow residents and tourists the opportunity to use alternative transportation methods for recreation and shopping. It would also provide new ways for local residents to reach jobs and services at the hospital within the city's industrial/business park and in the Florence downtown plan.

Project: 53rd Ave. Bridge and Roadway Extension Project
Requestor: Linn County, Albany, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description:
The project would construct 6,700 feet of a new 5-lane arterial road including an overpass over the Union Pacific Railroad high-speed rail line located between State Highway 99E at 53rd Ave. and Lochner Road. The roadway is needed to address the traffic and safety limitations caused by 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. In addition to the positive economic impacts this project will have for development of property adjacent to the new roadway, the project will also provide a vital transportation link for the City of Albany. All of the City's surface roads that run east/west must use an existing at-grade crossing of the Union Pacific railroad tracks. The closure of the at-grade crossing by constructing an overpass to the tracks will improve vehicular safety.
Project Justification: The roadway is needed to address the traffic and safety limitations caused by

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. This project will provide the City with an unimpeded east/west link in the southern section of the City. Investment in this project will provide significant economic benefits to the area by facilitating the development of residential, regional commercial, and industrial property that has remained undeveloped within the City limits for more than 20 years because of the significant economic barrier the road construction presents.

Project: Bear Creek Greenway Crossing at Barnett Road
Requestor: City of Medford, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: Funds will be spent for a grade-separated crossing of the Bear Creek Greenway Trail (which has national designation) at Barnett Road. Currently Greenway users must cross Barnett Road, a busy 4-lane arterial street, at grade as directed by a pedestrian crossing signal. This crossing disrupts the 'Greenway' experience and creates potential unsafe conflicts between large numbers of bicyclists/pedestrians and the large numbers of vehicles making turning movements at this intersection. Traffic capacity of the arterial streets is also negatively affected by the long crossing times required for pedestrians on this wide street. Additional federal funding will magnify the benefits of the18.5-mile Bear Creek Greenway. A grade-separated crossing will eliminate delays for Greenway users, improve safety, and preserve capacity on a major arterial which is on the federal aid transportation system.
Project Justification: This project would improve a crossing that currently disrupts the Greenway trail and creates potential unsafe conflicts between large numbers of bicyclists, pedestrians and the large numbers of vehicles at this intersection.

Project: Beltline Highway/Delta Highway Intelligent Transportation Systems
Requestor: Oregon Department of Transportation, Salem, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: Delta Highway and Beltline Highway, two key routes in the Eugene/Springfield area, face congestion and unsafe conditions due to heavy traffic at rush hour. The Beltline Highway, an important freight corridor connects western Lane County to Interstate 5. The Beltline Highway experiences slow traffic particularly in the vicinity of the River Road, Delta Highway, and Coburg Road interchanges. Traffic moving both on and off Beltline Highway at these interchanges is impacted, with lines forming at ramps. At the Beltline/Delta interchange, these lines routinely spill over onto the mainline Delta Highway and create unsafe conditions that have caused many vehicle collisions and at least one pedestrian fatality. A planning study, currently underway, will assess roadway deficiencies and recommend long-term solutions to address those deficiencies. However, these solutions may take several years to develop and many years to fund. Intelligent Transportation System (ITS) solutions can help address the more immediate needs by improving the efficiency and safety of traffic operations in the corridor and optimizing the use of existing facilities. ITS features will improve travel time and reduce crashes, disseminate traveler information to the public to facilitate making better travel decisions, reduce incident response time and incident-related congestion, and collect roadway performance data. ITS components will help adjust operations of the highways, which will improve both

mobility and safety within the corridor. By utilizing ITS assets funded by this request, improved operations will be obtained at much lower cost, and with much earlier implementation, than by adding additional lanes.

Project Justification: The Beltline Facility Planning Study, currently underway, will assess deficiencies on the Beltline and Delta Highways and recommend long-term solutions, including adding capacity to address identified deficiencies. However, improvements to the highways may take several years to develop and many more years to fund. Intelligent Transportation Systems (ITS) solutions can help reduce highway congestion and improve safety more immediately by improving the efficiency of traffic operations in the corridor and optimizing the use of existing facilities.

Project: Bend Municipal Airport Expansion and Development – Powell Butte Highway Road Improvements
Requestor: City of Bend, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $196,800
Description: The Bend Municipal Airport has been experiencing significant growth in employment and aircraft operations. The increase in traffic as a result of Cessna and Epic operational bases at the airport has provided a need for capacity to expand their manufacturing facilities. The increase in traffic as a result of this expansion will cause significant traffic delays on the Powell Butte Highway and Butler Market Intersection. Attracting additional commerce to the airport will require investments in new infrastructure and traffic flow; this proposal includes making road improvements to Powell Butte Highway.
Project Justification: This project would create significant benefits for business sales at the state and local level related to aviation, and is critical for future development and growth of this critical employment sector in Central Oregon.

Project: Chehalem Historic Greenway Trail
Requestor: Chehalem Park and Recreation District, Newberg, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $500,000
Description: The overall project is planning, design and construction of a 29.7 mile historic greenway trail connecting the cities of Dundee and Newberg, OR, with a trail along the Willamette River. The cost estimate for the entire system is approximately $12 million. However this request is for $500,000 in federal funds for just over six miles of trail that will be for bicycle and pedestrian access and to provide a safe route to schools to two elementary schools and eventually connecting to the local high school. 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: It is in the interest of taxpayers to provide access within urban areas to schools and natural areas via non-motorized vehicle traffic, thereby reducing VMT 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 and is thereby in the interest of taxpayers.

Project: City of Hood River Pedestrian Crossing Improvements
Requestor: City of Hood River, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $400,000
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 street in the City. The intersection of 13th Street with May Street has been considered a dangerous intersection for many years and the intersection is centrally located between an elementary school and middle school with a total student population of 840 students; a major medical center (Providence Memorial Hospital); a municipal park and baseball field; municipal pool; and numerous medical offices. The improvements at this intersection are appropriate because children are forced to cross the highway (major multi-lane, high-speed arterial street) to travel safely to or from school. Due to topography and line of sight, pedestrians are in a "blind spot" when starting to cross the intersection.
Project Justification: The intersection of 13th Street with May Street has been considered a dangerous intersection for many years and the intersection is centrally located between an elementary school and middle school with a total student population of 840 students; a major medical center (Providence Memorial Hospital); a municipal park and baseball field; municipal pool; and numerous medical offices. The improvements at this intersection are appropriate because children are forced to cross the highway (major multi-lane, high-speed arterial street) to travel safely to or from school. Due to topography and line of sight, pedestrians are in a "blind spot" when starting to cross the intersection.

Project: Corvallis to Albany Multi-Use Path
Requestor: Benton County Public Works Department, Corvallis, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $727,000
Description: This project constructs the first part of the much larger project of constructing a multi-use path between Corvallis and Albany. The cost of the entire project is estimated at over $10 million. The multi-use path will be a recreational draw providing economic vitality to the area while providing a path separated from Highway 20. The entire project will be made up of several smaller projects, will span multiple years, and will result in construction of a 10-foot wide paved multi-use path between Corvallis and Albany. This section of the project, Phase I, begins in Corvallis and will run from Circle Blvd. to just north of Cheldelin Middle School along the Union Pacific Railroad for approximatly 1.25 miles.

Project Justification: This muti-use path will provide alternative transportation opportunities for the citizens of Benton and Linn Counties. The bicycle route now is along a very busy state highway with no bicycle or pedestrian accommodations.

Project: County Hybrid/Green Fleet Replacement Project
Requestor: Umatilla County, Pendleton, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $280,000
Description: The requested funds would be used to purchase ten hybrid vehicles for use by Umatilla County departments to replace old, failing equipment. In additional to the environmental benefits, the County will reduce its vehicle fleet maintenance costs.
Project Justification: Umatilla County is instituting a Green Awareness Program to minimize the County's impacts on the environment, reduce fuel costs and improve air quality.

Project: East End Bridge Replacement
Requestor: City of Mitchell, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $308,850
Description: This project would replace the East End Bridge in Mitchell, Oregon. Mitchell's Main Street used to be a part of Highway 26, which runs the entire width of Oregon. In the early 1950's the state of Oregon improved Highway 26 and the result was that Mitchell's Main Street is now a loop off of the highway, with bridges at each end that cross Bridge Creek before merging onto Highway 26. The bridge at the west end of Main Street became the property of the Oregon DOT, and has been maintained by the department. This west end bridge is scheduled for replacement in 2011. At the time the new highway was built, the East End Bridge was deeded back to Wheeler County, which, in turn, deeded the bridge to the City of Mitchell. The East End Bridge was built in 1929 and there is no history of any repair or maintenance work having been done to it. ODOT inspections of the bridge show that it is in a state of deterioration, with visible crumbling on the surface and numerous cracks underneath. The weight limit on the bridge has been reduced to 14 tons. The city has asked for help from Wheeler County, but they do not have available funds and have suggested that the bridge be closed. Replacement of this bridge would maintain the flow of traffic off of Highway 26, which is vital to Mitchell's economy.
Project Justification: Mitchell is a small community in rural central Oregon, and their downtown businesses rely on tourist traffic for survival. The closing of the East End Bridge would impact these businesses in two ways. First, there would be a lack of easy access to the downtown area for those traveling west on Highway 26. In such a remote area, any business lost has negative economic consequences. Additionally, the closing of this bridge would essentially make Mitchell's Main Street a "dead end," which would inhibit the ability of the trucks that provide goods to the city's businesses to exit since there is not enough space in the downtown area for a semi to turn around so as to exit the same way it came in.

Project: French Prairie 'Bike-Ped-Emergency' Bridge over Willamette River
Requestor: City of Wilsonville, OR
Account: FHWA – Transportation, Community and System Preservation

Amount Requested: $1,235,000
Description: The French Prairie Bridge over the Willamette River near I-5 at Wilsonville would be a dual-purpose bridge designed to provide a safe passage for pedestrians and bicyclists, and to allow emergency-services vehicles to respond promptly to either side of the Willamette River when an incident has closed I-5 to traffic. The overall bridge width is expected to be approximately 21 feet with the travel pathway width approximately equivalent to one vehicular travel lane, or about 13 feet. The design includes protective railing on each side of the pathway. The Willamette River is a significant barrier to bicyclists and pedestrians traveling between the valley and the metro region. The lack of any river crossing other than the I-5 Boone Bridge forces cyclists to take significant risks by traveling on a six-lane freeway with no separation from high-speed trucks and cars. The French Prairie Bridge will be engineered to allow emergency-services vehicles like fire-trucks, ambulances and tow-trucks to cross over and respond to incidents when I-5 is closed in the vicinity of the Boone Bridge. The French Prairie Bridge takes advantage of existing public investments north and south of the river by making a critical connection for the Portland metro Tonquin Trail, the historic Champoeg Trail, the Willamette Valley Scenic Bikeway, and for cyclists traveling by WES commuter rail. It will serve as an impressive gateway to the North Willamette Valley's French Prairie region while creating a fully integrated regional trail system connecting Portland with the Willamette Valley.
Project Justification: As traffic incidents occur with increasing frequency near the Boone Bridge in Wilsonville, Interstate-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 123,000 vehicles per day, this crucial interstate commerce corridor—also a predominant truck route—can become a regional bottleneck, impacting traffic throughout the greater Portland and Willamette Valley regions.
The French Prairie Bridge would serve as a rapid-incident, emergency-response system, allowing authorized vehicles access to an incident on the freeway or on the other side of the river when I-5 is shut down. The bridge gives authorities the ability to clean-up faster after an accident, thereby reopening I-5 more quickly.

Project: Gable Road Reconstruction Project
Requestor: City St. Helens, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: This project would fund 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 sub-base 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 of St. Helens Minor Arterial

street standards.
Project Justification: Gable Road has the highest traffic counts of all roads in Columbia County, excluding Highway 30, 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, including Columbia River Fire and Rescue, Columbia County Road Department, St. Helens Police Department, Oregon State Police, Oregon Department of Transportation, St. Helens Bicycle and Pedestrian Commission, Columbia County Transportation Citizens Advisory Board, and the St. Helens School District. 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: Garden Valley Boulevard Paving Improvements
Requestor: City of Roseburg, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: This project would include grinding and resurfacing Garden Valley Boulevard between Interstate Five and Stewart Parkway. Garden Valley Boulevard is an arterial with the highest average daily traffic of any street in Roseburg. This section provides access to much of the commerce that occurs in Roseburg and to the Veterans Administration Hospital Campus. The City, County and VA Hospital are currently jointly competing for placement of a State Veterans Home on the existing VA Campus, which will increase traffic on this arterial route and create several hundred jobs.
Project Justification: With a 19% unemployment rate in the community, this project would assist with the retention and creation of jobs in the commercial sector.

Project: Highway 138E Improvements
Requestor: Oregon Department of Transportation, Salem, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: Highway 138E is a vital link between Interstate 5 and greater Roseburg to key destinations in central Oregon and the Cascades, including Crater Lake National Park. The alignment of the highway through downtown Roseburg requires maneuvering a frequently congested and circuitous course of sharp turns. While the role of a regional highway such as Highway 138E is to efficiently serve both freight and through travel, Highway 138E flows through central Roseburg and also functions as a main street, providing access to local businesses and residential neighborhoods. As the corridor has experienced continual increases in traffic volumes, these conflicting functions have led to inefficient travel for through traffic and congested and unsafe access for local businesses and pedestrians.

Project Justification: The proposed project will modernize Highway 138E and local streets in Roseburg and add capacity to relieve congestion and improve safety at intersections with high crash rates. The project will also add bike lanes, sidewalks, and possibly transit pullouts. These improvements will help the Highway 138E function better for through traffic on the corridor, and it will also help make the road system in downtown Roseburg safer for pedestrians and functional for local residents and businesses. Solving these transportation problems on the corridor is expected to enhance economic development in Douglas County one of the state's severely distressed economic regions. Highway 138E is critical route for the movement of people and goods in the Roseburg area. The highway is a vital link between the I-5 corridor and regional businesses and destinations in central Oregon and the Cascades. Improvements to Highway 138E will improve safety and mobility for local and through traffic. The Highway 138 Corridor Solutions project will modernize the highway and local streets and add capacity to relieve congestion and address high crash rates at certain intersections. The project will also add bike lanes and sidewalks. These improvements will help the highway function better for through traffic on the corridor, and it will also help the road system in downtown Roseburg work better for local residents and businesses. This is expected to help create demand for commercial and industrial development along the corridor, which currently has a good deal of underutilized land on abandoned mill sites.

Project: Lommen Bridge Replacement – Miami Foley Road
Requestor: Willamook County Public Works, Tillamook, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: The Lommen Bridge was constructed in 1955 and is a concrete bridge on spread footings. The bridge is functionally obsolete due to narrow roadway width. The bridge is scour critical with a long history of scour problems, beginning in 1964. Tillamook County has had a series of flood events many of which have been federally declared disasters. During 1996 flood event, the bridge experienced extreme lateral forces due to a log jam against the bridge. Repairs at that time included, scour protection around the footings and steel bracket shoring of the cross beams. As a result of 3 flood events this winter 2008/2009, the bridge again experienced extreme lateral forces due to a log jam. After the flood events of 2007, Tillamook County placed survey points on the bridge to monitor movement. The County Surveyor's monitoring data indicated that the bridge had moved 0.2 ft. The cracks are also getting larger. ODOT uses Miami-Foley Road as a Hwy 101 detour route between Mohler and Garibaldi for a variety of reasons; landslides, accidents, flooding or other incidents on Hwy 101. This bridge needs to be replaced.
Project Justification: The Tillamook County taxpayers will have to use alternate detour which would take approximately 1.25 hours to get to their destination if the bridge fails. In addition this is a safety concern as this bridge could fail with traffic on the bridge.

Project: Newberg-Dundee Transportation Improvement Project
Requestor: Yamhill County, McMinnville, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000

Description: The Oregon 99W corridor through Yamhill County carries traffic from the Greater Portland Metropolitan Area to the central Oregon Coast. Over the past decade, traffic on Oregon 99W has increased by about 40 percent, severely impacting two Yamhill County cities, Newberg and Dundee. Lines of vehicles on Oregon 99W often stretch for more than a mile in both directions. Congestion has reached unacceptable levels for those who live and work in or travel through Newberg, Dundee and surrounding areas, and traffic volumes are expected to increase substantially over the next 20 years. This congestion negatively affects the economic vitality of Yamhill County and neighboring counties as well. The Newberg-Dundee Transportation Improvement Project (Bypass) is being developed to improve regional and local transportation in the area by routing traffic away from downtown Newberg and Dundee, thereby reducing congestion. The Bypass will be a new 11-mile highway that will depart from Highway 99W north and east of Newberg and roughly parallel 99W to the south of Newberg and Dundee, rejoining 99W at its intersection with Highway 18. The Oregon Department of Transportation (ODOT) completed a Location Final Environmental Impact Statement (FEIS) to select a corridor where the Bypass will be located and received a Record of Decision for the Location FEIS from the Federal Highway Administration in August 2005. ODOT is currently working on preliminary engineering and the Design Environmental Impact Statement and anticipates completion of the Design Final Environmental Impact Statement by late 2009 or spring 2010. The Oregon Legislature is currently working on legislation that could provide at least $150 million for this project.

Project Justification: This project is badly needed to decrease horrible congestion, improve safety, improve efficient transport of freight, reduce greenhouse gas emissions, and is therefore a very justifiable use of taxpayer dollars.

Project: RVTD Expanded Service Hours
Requestor: Rogue Valley Transportation District, Medford, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000

Description: RVTD currently has severely limited hours of operation that do not meet the needs of commuters, students or commercial activity. RVTD's Monday through Friday routes begin at 5:30 AM and end at 6:30 PM. Workforce and other trips are not easily accommodated with this 13-hour service day. While this schedule might work for the typical 8-5 day (with absolutely no wiggle room) only a small portion of employment throughout the Rogue Valley can use this type of schedule. The majority of workforce and higher education schedules are not accommodated by the current RVTD hours of operation. Non-workforce trips such as recreation, visitor or shopping would also be better accommodated with extended service hours and thereby increasing the area's quality of life. With inadequate transit operating hours, dependence on an automobile is very high. When the only alternative is to drive a car, air quality, traffic congestion and even the typical household's budget suffer. The additional costs of owning a car during these economic times is causing hardship on Rogue Valley residents. If transit service were available earlier in the morning and later in the evening, more residents could utilize their local transit system. During the RVTD Ten-Year Long Range Planning process, all seven cities that RVTD serves came to a consensus that establishing longer daily service hours was critical and a region-wide priority. Recent analysis of the area's largest employers and other major destinations has shown their hours of operation will be better accommodated with an 18-hour service day.

Project Justification: Dependence on the automobile for the majority of Americans requires a

substantial part of their incomes to continue accessing jobs and other activities. If households were not required to be dependent on an automobile it would provide better opportunity to use limited incomes on other expenses. Public transit is supported through taxes like all transportation: roads, bridges, aviation, ferries, rail, etc. however the long-term costs of maintaining road infrastructure has proved to be much more costly than supporting public transportation to Americans. The efficiencies of every dollar we invest in transit goes far beyond the dollar we invest in other transportation modes, particularly the automobile. Several studies have determined that longer service hours are just as important as the cost of fare or the frequency of service for someone to choose to use transit. Transit service in the Rogue Valley area is primarily used by low to moderate income populations. At a time when American families are struggling to keep their homes, afford feeding their families and retaining a job, transportation should be the least of their worries. Transit can be the one determinant of whether someone can access their current or potential job, afford food and pay a little more toward their mortgage or rent. RVTD is considered a resource like other social services to assist families by offsetting their transportation costs associated with being dependent on an automobile.

Project: RVTD South Gateway Transit Service
Requestor: Rogue Valley Transportation District, Medford, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,214,000
Description: The South Gateway Public Transit Route is located in east Medford (the fourth largest city outside of Portland). This area is not currently part of the transit network, causing limited mobility and decreased options for accessing destinations other than by automobile. Funds will be used to support the operations of fixed-route transit service including driver wages, fuel and vehicle maintenance for the period of four years. RVTD has vehicles in its fleet to provide service. Service characteristics will have 5:00AM to 6:30PM daily hours M-F with 30 min. frequency. The goal is to provide relief for commuters and generate economic development. The long-term goal is to demonstrate the positive impacts of providing transit service to this area so that the local community will continue to support the service at the end of four years. During the RVTD Ten-Year Long Range Planning process, all seven cities that RVTD serves came to a consensus that establishing service in the east Medford area was critical and a region-wide priority due to the area's major hospital being located in the area as well as other major employers with more than 8,000 employees commuting each day. In the spring of 2008, three employers were prepared to offset the costs of providing service to this area until the recession caused them to back out. The need for transit service to this area still exists especially at this time of economic recovery when we cannot expect the private sector to support the public transportation system.
Project Justification: It is our obligation to move the transportation system into the 21st century by minimizing dependence on automobiles. Dependence on the automobile for the majority of Americans requires a substantial part of their incomes to continue accessing jobs and other activities. If households were not required to be dependent on an automobile it would provide better opportunity to use limited incomes on other expenses. Public transit is supported through taxes like all transportation: roads, bridges, aviation, ferries, rail, etc. However, the long-term

costs of maintaining road infrastructure has proved to be much more costly than supporting public transportation to Americans. The efficiencies of every dollar we invest in transit goes far beyond the dollar we invest in other transportation modes particularly the automobile. The area intended to be served by this transit route will be of benefit to residents, commuters and shoppers.

Project: Shady Cove Citywide Street Infrastructure Project
Requestor: City of Shady Grove, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $760,000
Description: Funding is requested for surveying, planning, design and construction of all streets in the City of Shady Grove. The City has only limited gas tax dollars to accomplish daily maintenance of the failing or non-existent street system and those funds are not keeping up with the rising cost of labor, equipment and materials. With the economic downturn, there has been very little new building activity; therefore the City is not receiving sufficient system development fees to accomplish any capital improvements on any infrastructure.
Project Justification: A project of this magnitude could have the potential to decrease the daily operations cost of the street infrastructure for several years. The public that are presently residing on a gravel street would not have to deal with the dust during the summer months. With proper planning and design this project has the potential to decrease the impacts to the environment from storm runoff. The project will provide bicycle and pedestrian facilities which are important to a community in that they add a pleasant ambiance to the community, potentially allow decreased vehicle use, provide safety for all ages traveling by bicycle or foot and provide recreational opportunities for town residents. Highway 62 and Rogue River Drive are the only main arterials for access in and out of the community. Alternate routes through the community will be provided which will reduce the traffic impacts to Highway 62 and provide for emergency routes in case of disaster on Highway 62 or Rogue River Drive.

Project: Tooze Road Improvements
Requestor: City of Wilsonville, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: The Tooze Road Improvement project completes the larger Boeckman Road extension project across the Coffee Lake wetlands by widening the current Tooze Road to three lanes from 110th Avenue to Grahams Ferry Rd, improving the intersection with the Grahams Ferry Road freight route, and adding bike/pedestrian connections to regional trail system, which is a Metro regional government goal.
Project Justification: The project facilitates east-west traffic movement between Wilsonville/Villebois urban village and western destinations (Sherwood/Newberg areas and greater Washington and Yamhill counties) for both commuters and freight by completing the Boeckman Road extension across the Coffee Lake wetlands. The project improves safety of a busy freight route intersection (Tooze/Boeckman and Grahams Ferry Roads) per an Inter-Governmental Agreement (IGA) with Oregon Department of Transportation (ODOT). In addition to improving safety, the project facilitates the efficient movement of freight for the

growing West Wilsonville/Coffee Creek industrial area by creating a safer route located away from a dense, developing residential area known as the Villebois urban village, to be composed of 2,400 residential units with a population of 7,500 or more at build-out. The intersection of Tooze/Boeckman and Grahams Ferry Roads is located in the immediate vicinity of a proposed new West Linn-Wilsonville School District elementary school that is to serve the Villebois urban village; the improved roadway increases pedestrian and public safety.

Project: TransPacific Road Realignment, Coos Bay Oregon
Requestor: Oregon International Port of Coos Bay, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $400,000
Description: Funding is requested to realign an industrial road on the Coos Bay North Spit to eliminate one unsafe curve and two rail crossings. This will provide highway access to non-served industrial lands along the Parkway and create a safer rail crossing for road users. The realignment will combine two road/rail crossings into a single signalized crossing and create safer intersection access for visitors to the southern portion of the Oregon Dunes National Recreation Area, as well as to nearby industrial sites, including an existing lumber mill, marine commerce dock facility and fabrication plant, daily trucking of materials and cargo. Realignment of the road will also allow further development of this industrial property to create new jobs in the area.
Project Justification: The existing road and rail crossings pose a hazard to those who work on the North Spit as well as to visitors to the Oregon Dunes National Recreation Area. Realignment is needed to ensure the safety of those traveling on the North Spit and to allow the Port to develop new employment opportunities on the North Spit.

Project: US 20 Bicycle Safety Improvements, Benton County
Requestor: Oregon Department of Transportation, Salem, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,000,000
Description: US 20, a National Highway System route, winds its way through Willamette Valley farmland and carries large volumes of commuters and other traffic between the communities of Albany and Corvallis. The road also carries a significant number of bicyclists. Unfortunately, there are four locations along this stretch of highway where the shoulders are less than four feet in width and thus cause safety concerns for bicyclists. ODOT is planning a pavement preservation project on this stretch of highway, and additional funding provided by this request would allow ODOT to widen these narrow shoulders as part of the larger project. In addition to making bicycle and pedestrian travel along the highway safer, wider shoulders will also improve safety for motorists and provide additional room for farm equipment and vehicles that travel on this stretch of US 20.
Project Justification: US 20 between Albany and Corvallis carries large volumes of commuters and other traffic. The section of highway also carries a significant number of bicyclists. Narrow shoulders in a number of locations cause safety concerns for bicyclists and pedestrians. Widening shoulders in these areas will not only improve safety for bicyclists and pedestrians that travel along the highway but will improve safety for motorists and provide additional room for farm equipment and vehicles that travel on this stretch of US 20.

Project: Widen Hwy 99W between SPRR overpass and NW Circle Blvd
Requestor: City of Corvallis, OR
Account: FHWA – Transportation, Community and System Preservation
Amount Requested: $1,235,000
Description: This project is the last phase of a 3-phase project to widen Highway 99W from the SRPP overpass (currently 4 lanes) to north of NW Elks Drive in Corvallis. The first two phases, NW Circle Blvd to NW Walnut and NW Walnut to north of Elks, have been completed. This two lane segment is the only 2-lane segment on this heavily used highway between the south city limit and the north city limit. Highway 99W is a designated freight route and lifeline route. At the northern end of the project, the highway consists of four through lanes, dual left-turn lanes, shoulder/bike lanes, and a separated multi-use path. At the southern end, it consists of four through lanes, shoulder/bike lanes and a separated multi-use path. The engineering will meet AASHTO and State of Oregon DOT standards and construction will be competitively bid and awarded. The public process will be consistent with the Corvallis Area MPO POP.
Project Justification: This project will result in reduced congestion, increased safety and improved freight movements on this highway. Because both ends of this highway segment are 4 through lanes, this 2 lane section requires merging at each end which causes a safety hazard and increases congestion. This section of highway is an ODOT Category 4 or 5 crash segment.

Project: Columbia River Gorge Scenic Improvements, Cascade Locks
Requestor: City of Cascade Locks, OR
Account: FHWA – Federal Lands
Amount Requested: $500,000
Description: Federal Lands Highways funding is being sought to bury power lines now located along portions of I-84, the right-of-way of Herman Creek Road which leads to and through National Forest lands, and US Forest Service land. The line will be buried within the Herman Creek Road right-of-way for 5 miles from the partial interchange between Herman Creek Road and I-84 to I-84/Exit 51 at Wyeth. This line is known as the Wyeth Line. ODOT has sought FHWA designation of Herman Creek Road as a designated "Forest Highway" by FHWA. This project eliminates a 5 mile longitudinal man-made fire hazard, improves the reliability of electric services, reduces costs to the City's electric utility and its customers, and reduces visual blight in the National Scenic Area (NSA) by removing overhead power lines that are now located in US Forest Lands or adjacent to the County roadway that will be designated as the Historic Columbia River Highway (HCRH) bike path when that segment of the bikeway is constructed by ODOT between Cascade Locks and Hood River.
Project Justification: This project eliminates a 5 mile longitudinal man-made fire hazard, improves the reliability of electric services, reduces costs to the City's electric utility and its customers, and reduces visual blight in the National Scenic Area by removing overhead power lines that are now located in US Forest Lands or adjacent to the County roadway that will be designated as the HCRH bike path when that segment of the bikeway is constructed by ODOT between Cascade Locks and Hood River. Undergrounding is critically important due to the severe fire hazard the line poses in the dry months of summer. In 2003 a spark from this line ignited a Type 3 fire that almost consumed the City of Cascade Locks and cost the Nation just under $1,000,000 in emergency management funding.

Project: Highway 140 Curve Correction
Requestor: Oregon Department of Transportation, Salem, OR
Account: FHWA – Federal Lands
Amount Requested: $1,000,000
Description: Highway 140 winds its way from the Oregon/Nevada border through Lake and Klamath counties and on to Medford. Between Lakeview and Medford the highway is a designated freight corridor, but east of Lakeview the highway faces restrictions on trucks that impede freight movement. Among the problems facing trucks on this section of highway is a curve at milepoint 21 (Warner Curve) east of Lakeview. While this section of highway is posted for 55 miles per hour, this curve has warning signs limiting traffic to 30 mph—even lower than other curves in the area, which are posted for 40 mph. This particular curve, along with others on the highway, contributes to restrictions on the length of trucks that can travel the corridor and causes safety problems, including several fatalities at this location. ODOT is planning to correct this curve in order to allow vehicles to travel the curve safely at 45 miles per hour. ODOT plans to straighten the curve and widen the shoulders to the standard five feet, which will improve safety. Funding provided by this request will help with curve realignment costs and will also help to replace two culverts with more environmentally-friendly culverts to aid fish passage. When combined with other projects that are in the development stage, this project would allow eventual removal of length restrictions on Highway 140, opening it up to freight movement.
Project Justification: Highway 140 is an important route for the movement of people and goods in Klamath and Lake Counties. Highway 140 is designated a freight corridor, but a number of sharp curves on the route contribute to restrictions on the length of trucks that can travel the corridor and cause safety problems, including several fatalities. The proposed project will correct the curve at milepoint 21 (Warner Curve), a particularly sharp curve and the site of several fatal accidents. When combined with other projects that are in the development stage, this project would improve route safety and allow the eventual removal of length restrictions on Highway 140, opening it up to freight movement.

Project: Reservation Roads & Transportation Infrastructure, Coos County
Requestor: Coquille Indian Tribe, North Bend, OR
Account: FHWA – Federal Lands
Amount Requested: $2,580,000
Description: Funding is requested two road and transportation infrastructure projects on the Coquille Indian Tribal Reservation:

a. The Wisconsin Road Extension (BIA Route 2100) – This project adds an Industrial/Business park/ & housing lots. The industrial park has been on the tribe's planning priority list since 1995. The plan has had two updates since its inception. The plan includes office spaces, warehouses, home sites with all the normal utilities, and transportation infrastructure.
b. The Libby Spur Road (BIA Route 4100) – This project is for a tsunami evacuation route. This would provide a paved route connecting Libby Drive to Miluk Extension. Currently there is one paved ingress and egress for the tribe's residential housing area. In the event of a tsunami, the state route 240 (Cape Arago Hwy) may become submerged or severed. For people on the reservation needing to obtain services during a disaster, another paved

route upland and off the reservation would be needed. Currently there is a logging road available to serve this purpose, but it also leads back to a lowland area thereby potentially cutting off the entire reservation if hwy 240 becomes submerged or severed.

Project Justification: These projects would benefit the tribal community by adding additional home sites to the tribe's land. There is a desire from tribal members to return to their homelands. At the current time there is a greater demand than supply of home sites. The Industrial/Business Park would provide a place of employment to the community by offering office space and light industrial manufacturing or warehouses. These would generally be small firms that require relatively little space and often locate in multi-tenant buildings. A site of seven to ten acres would provide for development of enough space to meet a five to ten year demand. The demographic shift to a larger retirement community offers opportunities for a residential development. In particular, there is rapid growth of retirement communities and this would be an appropriate use for tribal lands. The installation of a tsunami evacuation route would allow the community on the reservation a way to seek outside services in the event of a major catastrophe. These new routes would also service the entire surrounding communities of Empire, Barview and Charleston by providing more alternatives to services and employment in the immediate area.

Project: US 26 Dennis Edwards Tunnel, Washington County, Oregon
Requestor: Oregon Department of Transportation, Salem, OR
Account: FHWA – Federal Lands
Amount Requested: $1,000,000
Description: US 26 (the Sunset Highway) is a National Highway System route, a designated freight corridor and one of the major routes between the Portland metro region and the northern Oregon Coast. Freight movement on US 26 is impeded by the Dennis Edwards Tunnel, located in northwest Washington County. All loads taller than 14' 4" are required to travel down the middle of the tunnel to have adequate clearance. This disrupts regular traffic and causes safety concerns. Currently many heavy trucks have to use US 30 to get from the northern Coast to Portland because of two weight-restricted bridges near the west end of US 26. However, ODOT plans to replace these bridges in 2010. This will turn US 26 into a viable route for heavy and high loads and increase freight volumes. The tunnel's lining needs to be replaced, and ODOT would also like to increase the tunnel's vertical clearance to let tall loads pass through without driving down the center of the road. ODOT would accomplish this by using requested funding to lower the tunnel's roadway. This would reduce the cost truckers and businesses have to pay for traffic control while they travel through the tunnel as well as the cost of having to travel out of direction on US 30 when they can't use the tunnel. The project would also provide a better route to the coast for freight and passenger vehicles in the event of a closure of US 30 due to flooding, landslides, and other hazards.

Project Justification: Height restrictions associated with the Dennis Tunnel impede freight movement on US 26. Over height vehicles limit traffic movement to one lane, slowing regular highway traffic and causing safety concerns. Lowering the roadway during the completion of a scheduled tunnel maintenance activity is a cost effective solution to improving the mobility and safety of tunnel traffic. The elimination of tunnel height restrictions combined with planned bridge repairs that will eliminate existing weight restrictions on two bridges on the western section of US 26 will permit the route to better function as a designated freight corridor and one of the major routes between the Portland metro region and the northern Oregon Coast. The

project will also provide a better alternative route for freight and passenger vehicles during frequently occurring closures of US 30.

Project: I-5 Columbia River Crossing
Requestor: Oregon Department of Transportation, Salem, OR
Account: FHWA – Interstate Maintenance
Amount Requested: $3,000,000
Description: The Columbia River Crossing project is developing multi-modal solutions that will significantly reduce congestion and safety problems while improving mobility, reliability, and accessibility for all users of this section of freeway, whether they're traveling by automobile, truck, transit, bicycle, or on foot. In July 2008, local agencies endorsed a Locally Preferred Alternative (LPA) that would replace the Interstate Bridge with a new structure, extend light rail across the Columbia into downtown Vancouver, fix interchanges, and create a world-class bicycle/pedestrian facility over the river. Funding provided by this request will be used for design and right of way purchase so the project can be constructed when resources become available.
Project Justification: The I-5 bridge over the Columbia River and its approaches are one of the key bottlenecks to the movement of commerce and people on the I-5 trade corridor and cause the worst congestion in the Portland/Vancouver metro region.
The project has a number of important benefits.

- Congestion on this crucial corridor lasts four to six hours a day. By 2030, stop and go traffic is projected to increase to 15 hours a day. A replacement bridge with light rail will reduce congestion by 70 percent.
- Safety hazards that contribute to 400 crashes each year would be eliminated, and adding auxiliary lanes would allow traffic to safely enter and exit the freeway.
- By 2030 the Interstate Bridge is projected to carry about $70 billion in freight each year. The project would allow freight to move up I-5 much more efficiently and improve access to industrial areas and the Port of Portland and Port of Vancouver.
- Extending Portland's light rail system across the river would more than double the number of transit riders over the no build scenario.
- The CRC would reduce air pollution by cutting the amount of fuel burned by vehicles idling in congestion. Extending light rail and tolling the bridge would shift many crossings to transit. The number of vehicles crossing the river would actually decline compared to doing nothing, and greenhouse gas emissions would fall.

The project would also eliminate bridge lifts and address seismic problems with the current bridge.

Project: 4th Street Improvement Project
Requestor: City of Moro, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $126,076
Description: Improvements to 4th Street would consist of widening 4th Street for four blocks between Main Street and Hood Street including paved shoulders, curb and gutters, drainage

improvements from Hood Street to Azure Lane will include widening the road along with drainage improvements. 4th Street provides the primary access to the new Azure Standard Inc. facility and the proposed improvements for this street are needed in order to accommodate the anticipated volume and type of traffic that will be going to the new facility. The current condition of 4th Street is in poor shape due to many years of only chip sealing. The large volume of truck traffic to the facility continues to break up the current street.
Project Justification: This funding is in the best interest of all taxpayers for the City of Moro. Azure Standard Inc. has been an important addition to the City of Moro.

Project: 17th Avenue Trolley Trail – Springwater Connector
Requestor: City of Milwaukie, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: This project would construct sidewalks and bike lanes on both sides of SE 17th Avenue between Lava Drive and SE Milport Road. North of Milport the project would construct a sidewalk on the west side and bike lanes on both sides, continuing to SE Ochoco. Improvements would include a 6 foot sidewalk, 5 foot planter/infiltration strips, and 6 foot bike lanes. Total project length is approximately .9 miles. Project includes curb and stormwater improvements, ADA ramps at all intersections, new pavement markings, new lighting, and construction of a pedestrian island. Project is jointly supported by City of Milwaukie and North Clackamas Parks and Recreation District. Key goal is to provide a safe and welcoming multi-modal connection between Milwaukie Riverfront Park (terminus of the Trolley Trail, which will provide connectivity south to Gladstone) and the Springwater Corridor (providing connectivity east to Gresham and north to downtown Portland). Project is part of the regional package of 20 regional priority projects identified by the regional Blue Ribbon Committee for Trails. Project was also identified in a TGM-funded study by OTAK in 2003, as a key safety improvement, particularly to minimize safety conflicts with freight traffic generated by the industrial district immediately to the east of 17th Avenue.
Project Justification: The proposed 17th Avenue Connector would link two major regional multi-use trail systems, the Trolley Trail and the Springwater Corridor. SE 17th Avenue is the most direct route between the Milwaukie Town Center, Milwaukie Riverfront Park and the Trolley Trail to the south, and the Springwater Corridor to the north. In addition, the project would extend the multi-modal improvements made to McLoughlin Boulevard as part of a "Special Transportation Area" boulevard project. The existing condition includes bike lanes in some sections, sidewalks in others, and short stretches with both. Transitions at the Milport and Hwy. 224 intersections are particularly difficult for non-auto travelers. Absence of curbs and stormwater drainage has resulted in erosion and deterioration in existing bike lanes. The mix of deteriorating infrastructure and changing conditions results in a hazardous and confusing environment, particularly for bicyclists and pedestrians. The situation is exacerbated by high speeds and high traffic volumes: a 2003 traffic count found 1500 trips in the evening peak hour on 17th Ave. at Ochoco Street.

Project: Agency Creek Road Reconstruction
Requestor: The Confederated Tribes of Grand Ronde, Grand Ronde, OR

Account: FHWA – Surface Transportation Priorities
Amount Requested: $400,000
Description: Agency Creek Road is the main access road into the western portion of the Grand Ronde Reservation. It is also the main access road into neighboring private lands, and to forest service lands to the north of the Reservation. Reservation lands were restored to the Grand Ronde Tribes in 1988. The lands that now make up the Grand Ronde Reservation were formerly managed by the Bureau of Land Management, and have an extensive access infrastructure. Responsibility for maintaining the roads and ensuring access was conveyed to the Tribes when they received the lands through the Reservation Act. Agency Creek Road has been in a steady state of deterioration for the past 10 years. Road use fees are assessed to landowners hauling logs and rock on Agency Creek, but the fees have simply not been able to outpace the failing condition of the road. The Tribes have done much to keep the road open to all users. They have replaced culverts, maintained ditch lines, ensured best practices to protect fish bearing streams, patched potholes, and reconstructed short portions of the road as they completely failed. Safe, reliable access to tribal lands is important to the local community, and this road is the primary route that allows that access. The Tribe, private land owners and the U.S. Forest Service use this road. Agency Creek Road is on the Bureau of Indian Affairs Transportation Improvement Plan for the Grand Ronde Reservation.
Project Justification: This road must remain open to all users. Quick fixes and patching will not be enough to ensure that the road is safely passable much longer. The failing sub grade is the primary problem and because of this, the road must be completely reconstructed. The Tribe would like to resurface with asphalt. Agency Creek Road is heavily traveled by timber owners and recreational users. A gravel surface would be sufficient to keep the road open and safe, but it would produce considerable more sediment that would enter into the streams, which after years of best management practices, is seeing a surprising number of salmon returning year after year.

Project: Brett Way Extension
Requestor: City of Klamath Falls, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: This project will consist of a three lane roadway with water and sewer utilities included. It will provide a secondary access to the Airport and it will open for development some 85 acres of industrially zoned land east of the Airport. This project will also resolve an existing highway access issue which impedes further expansion and/or new development at the Airport, at the Oregon Air National Guard base at Kingsley Field, in the 16 acres of the City's Airport Business Park and in the remaining 20 acres of the City's Airport Industrial Park. This project would construct approximately 4,000 linear feet of water line, 3,000 linear feet of sanitary sewer, improve the Wings Way Pump Station, construct a bridge over the existing canal, and construct approximately 4,500 linear feet of road. The costs to extend Brett Way and move the intersection will be approximately $2.4 million, with $105,790 necessary for work on the sewer system, and $468,600 necessary for work on the railroad crossing. Engineering costs will be 12 percent of the total, with 5 percent for construction management, and 25 percent for contingency.
Project Justification: Extending Brett Way would close a failed intersection on Hwy 140 and create a new, safer intersection for public use. It would also provide a much needed alternate access to the city airport and open up access to the underutilized airport business park and airport

industrial park areas. Improved access to these industrial and business parks would help to attract new industrial and businesses entities which would create much needed jobs for the area. Klamath County's unemployment rate is currently 14.2%. There has been a steady stream of businesses closing in Klamath County within the past year and any incentives to attract new businesses and jobs to the area would be of great benefit to the taxpayers and the whole community.

Project: City of Hines Street Rehabilitation Project
Requestor: City of Hines, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $300,000
Description: The requested funds will be spent on construction to overlay, chip and seal city streets. Through the years, the City has invested millions of dollars to develop a comprehensive street and road network, and is struggling to maintain these existing roads with very little funding. It is the goal of the project to overlay every road in the city because of their age and condition. The city knows that the roads are approaching a critical point whereby the roads degrade past a certain point and cannot be rehabilitated. The investment that the city has made in this fundamental infrastructure will then be lost. The City will pay for all engineering, surveying, bid document preparation, project administration and inspection using local funds. The requested funds will be used only for construction.
Project Justification: A functioning road network that allows for the safe and efficient movement of vehicles and people is very much in the interest of taxpayers. The streets in the City are badly degraded from age and weather damage, and this is contributing to declining property values and leading to slum and blight. Business and industry will not locate in an area that does not support efficient transport of goods and services. The City must have a viable road and street network to retain the businesses and jobs that are already in the community and attract tourism/travel dependent industries to locate and stay in the community. Harney County has an unemployment rate greater than 20%, the community is largely low to moderate income, and has lost the remaining manufacturing jobs in the community. Levying an additional tax or fee for road maintenance is not an option available to the City.

Project: Deep Creek Curve, Highway 140 East
Requestor: Lake County, Lakeview, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
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 the frontier-rural community.

Project: Doherty Slide Curve Realignment, Highway 140 East
Requestor: Lake County, Lakeview, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: These funds will be used to re-align sharp curves and narrow roadway on Doherty Slide, a steep mountain fault in extreme eastern Lake County on Oregon Highway 140. Currently there are severe length restrictions on Highway 140 east of Lakeview, which prohibits most Interstate truck traffic through Southern Oregon between Klamath Falls, Oregon (State Highway 97) and Winnemucca, Nevada. (Interstate 80) Further impact is on the Bureau of Land Management (BLM) wild horse management program in southeast Oregon, and wildfire prevention and response to BLM lands and the two Federal Wildlife Reserves in the region.
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 the frontier-rural community.

Project: Fanno Creek Regional Trail Infill
Requestor: City of Tigard, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $785,000
Description: The Fanno Creek Trail extends some 16 miles from the Willamette River in Portland to the Tualatin River and is identified as regionally significant on Metro's regional trail map. Altogether, some 60% of the paved, high use trail has been completed inside Tigard. This project consists of the following three segments of the Fanno Creek Trail: 1. The Grant Ave/Main Street segment includes the installation of a pedestrian bridge and 1,100 lineal foot of 10-foot wide paved trail. The estimated construction cost is $125,000. Preliminary engineering has been completed. 2. The Lower Fanno Creek Park segment is located within the city downtown area. A portion of this segment includes the construction of 100- and 45-foot long, 6-foot wide boardwalk with handrails to be installed across a wetland enhancement area within a restored Fanno Creek. Downstream, the older, existing trail will be upgraded. Design and permitting will be completed by early 2010. Estimated first phase construction cost is $300,000. 3. The Brown/Bonita Park segment includes the installation of a pedestrian bridge over Fanno Creek and the installation of some 1,600 lineal feet of 10'-wide paved trail.
Project Justification: The three segments proposed for funding would close key gaps in the Fanno Creek regional trail. Each would provide improved pedestrian access to a new Commuter Rail stop in downtown Tigard. The Grant Ave/Main St segment travels through an existing undercrossing beneath busy Pacific Highway. This is a much more direct, safer, and convenient route than the at-grade crossing of the highway presently used by residents who wish to walk or cycle to reach the downtown area. This project would support the City's effort to restore the traditional downtown to its former status as the City's commercial, civic, and recreational center.

As indicated, completion of the Fanno Creek Park master plan, of which the lower park trail project is the first phase, will provide improved passive recreation for the predominately lower-income residents of the downtown area as well as the residents of the City as a whole. Of key important is the trail's contribution to the overall revitalization of downtown Tigard as the "heart of the city." The anticipated results of the trail and park renovation project are ecological, recreational, and economic. The two are part of a larger long-term, urban renewal-supported, effort to restore the Tigard downtown as the city's center. The proposed Brown/Bonita Park project, in addition to serving regional users, would provide improved access for local residents to the Tigard Public Library located north of the trail segment and to the nearby Tigard downtown and Transit Center.

Project: Franklin Boulevard Corridor Redesign
Requestor: City of Eugene, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: Funding is requested to conduct an environmental analysis of possible improvements to Franklin Boulevard between the Springfield Bridges and Hilyard Street. The existing design of Franklin Boulevard accommodates current volumes of automobile use, but without capacity for growth; it has some transit improvements, but is woefully lacking in accommodating other transportation modes. Sidewalks and bike lanes do not exist in much of the corridor east of I-5. Various individual planning efforts along the corridor are proceeding: City of Springfield, with the assistance of a stakeholder group, has developed a design concept for Franklin Boulevard through Glenwood; City of Eugene is in the second phase of a study to determine an appropriate plan for the Walnut Station area; the Oregon Department of Transportation is studying the potential for improvement of the Glenwood interchange; and the University of Oregon is beginning construction on a new arena adjacent to Franklin Blvd.
Project Justification: The purpose of this project is to transform Franklin Boulevard into a multiway boulevard that will support economic development efforts – particularly redevelopment of underutilized properties, improve the mobility for all modes of transportation, address safety concerns, and create a signature entrance into our community. The project will also add an additional EmX lane on Franklin Boulevard in areas where there is currently one EmX lane which will increase effectiveness, capacity, and on-time performance of the EmX regional bus rapid transit system.

Project: Fremont/Highway 197 overpass: Phase I Right of Way Acquisitions & Design
Requestor: Wasco County, The Dalles, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
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 The Dalles economic recovery continues to add to the traffic load using the intersection. In fact, fifty acres of buildable land has just been made available for sale. School District #21 has completed a strategic planning process to build a new elementary in this area. All of this activity drives the need to construct the Fremont Overpass.

Project Justification: The primary purpose is highway safety. This intersection is dangerous because of heavy traffic, speed, site distances and steep downhill grades. Because of anticipated area development, the problem will increase greatly over the next few years.

Project: Highway 26 Sidewalk—Downtown Sandy to Vista Loop
Requestor: City of Sandy, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,600,000
Description: The project proposes to construct 2,910 linear feet (LF) of sidewalk on the north side of US Highway 26, 1,860 LF of sidewalk on the south side of Highway 26, 825 LF of landscaped median, 125 LF of traffic separator, bike lanes and a "gateway" landscaped feature. All highway elements have been designed in accordance with ODOT standards, and have been reviewed by ODOT staff through the Sandy Gateway project.
Project Justification: In 2003, the Sandy Vista Apartments were constructed on Highway 26 immediately west of the western intersection of Vista Loop to provide housing for agricultural workers. No sidewalk exists from downtown Sandy eastward, so residents of Sandy Vista are often seen walking along the highway shoulder with small children.

Project: Highway 99 Safety Improvements
Requestor: City of Grants Pass, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $480,000
Description: The City of Grants Pass, Oregon will use the requested funds for safety improvements along a 1,375 foot section of the OR99 between Hamilton Lane and the city limits. The project involves installation of sidewalks, curbs and gutters, storm drainage, planter strips, and bike lanes along both sides of the highway. Utility work (including water main extension and grade adjustments to sewer appurtenances) and asphalt overlay will be completed to accommodate commercial and residential development in the area. This section of highway crosses Fruitdale Creek near Hamilton Lane. The bridge will be widened to accommodate safety improvements. The project will be built to city and Oregon Department of Transportation (ODOT) standards and comply with American Association of State Highway and Transportation Officials guidelines. This section of OR99 currently has no sidewalks or bike lanes to accommodate non-motorized traffic. In recent years, an elementary school, several parks, and multifamily housing have been built near this section of highway, resulting in a significant increase in pedestrian and cycling activity, especially among young families with children. The high-speed traffic along this section of OR 99 and lack of pedestrian and bicycle facilities make this neighborhood in Grants Pass extremely hazardous. ODOT has identified this section of OR99 as one of the most hazardous roads in the region. This roadway ranks in the top 10% of roads listed under ODOT's Safety Priority Index System, a method developed by ODOT for identifying high crash locations on state highways.

Project Justification: The primary justification for this project is public safety. The improvements proposed will greatly enhance safety along an identified dangerous section of highway. 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, park, and multi-family housing nearby. The project also will benefit a rural/distressed community. The section of OR99 identified for improvements is located within Josephine County. In 2007, the Oregon Economic and Community Development Department identified Josephine as one of seventeen "severely distressed" counties in Oregon. Unemployment exceeds 16% (March 2009) and is climbing. This project will create much needed jobs for residents. These new construction jobs primarily will benefit the low- and moderate-income individuals who have recently been laid off as a result of significant slowdowns in housing construction and the drastic contraction in the area's timber industries.

Project: Highway 199 Improvements
Requestor: City of Grants Pass, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $700,000
Description: This project enhances the environmental value of a section of Highway 199 in Grants Pass, Oregon. Highway 199 is a designated expressway that provides the primary route connecting northern California and southern Oregon coastal communities with Interstate 5. In 2006, city staff and a team from the Oregon Department of Transportation (ODOT) began working on design and construction plans. The project involves installing landscaping from Rogue Community College (at the edge of the city's urban growth boundary) through to Allen Creek Road. This encompasses the Redwood Passage and Suburban Corridor sections of highway that approach and enter into the urban center. The landscaping will make a more attractive drive and calm traffic as it transitions from highway (55 miles per hour) through the Redwood Passage (50 miles per hour) into the heavier traffic Suburban Corridor (45 miles per hour) and urban center (35 miles per hour and less). Landscaping will provide visual clues to drivers that they are entering into an area with increasing congestion and hazards (turning vehicles, cross traffic, pedestrians, cyclists, etc).
Project Justification: The use of taxpayer dollars is justified with this project. First, the project clearly enhances a section of the federal highway system. US 199 is the primary highway connecting northern California and southern Oregon coastal communities to Interstate 5, the north-south interstate highway on the west coast. This project improves safety for everyone who uses US 199 by helping slow traffic as it enters a congested urban area. This section of US 199 already is designated a "safety corridor" because of the high rate of serious and fatal accidents that regularly occur along this stretch of highway. The project also will benefit a rural/distressed community. The section of roadway identified for improvements is located within Josephine County. In 2007, the Oregon Economic and Community Development Department identified Josephine as one of seventeen "severely distressed" counties in Oregon. Unemployment exceeds 16% (March 2009) and is climbing. This project will create much needed jobs for residents. These new construction jobs primarily will benefit the low- and moderate-income individuals who have recently been laid off as a result of significant slowdowns in housing construction and the drastic contraction in the area's timber industries.

Project: Hubbard Lane Safety Improvements
Requestor: City of Grants Pass, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: Hubbard Lane serves a growing urban area. The intersection at Hubbard Lane and US 199 will be the last signalized intersection with the urban section of US 199. Two critical facilities, an elementary school and a fire/police station, rely on Hubbard Lane. Hubbard Lane provides only 22' of asphalt surface. This leaves minimal width for a shoulder for pedestrians and bicyclists. The situation has become more critical with the opening of the new fire/police station. Now the narrow asphalt lane must be shared with emergency vehicles, often traveling at high speeds. Hubbard Lane provides an alternate route for US 199. It is the only reasonable detour route should there be significant problems along the highway. However, safety is a concern. The intersection of Hubbard and US 199 has been the scene of terrible accidents. A signal is planned for the intersection, which will encourage use of Hubbard as part of a bypass to US 199. However, at 22'-wide Hubbard Lane is unsafe for current traffic levels and will not be able to safely accommodate additional traffic without improvements. The solution is to widen the road to 42' for 2,300 feet and add 6'-wide bicycle lanes, curb, gutters, and 6'-wide sidewalks, which will be separated by a 5'-wide planter strip. This will separate vehicle and pedestrian and bicycle traffic, greatly enhancing safety. In addition, the roadway will need to cross an irrigation ditch as well as Sand Creek which will increase the cost of the project.
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 and public safety station (fire/police). The project also will benefit a rural/distressed community. The section of roadway identified for improvements is located within Josephine County. In 2007, the Oregon Economic and Community Development Department identified Josephine as one of seventeen "severely distressed" counties in Oregon. Unemployment exceeds 16% (March 2009) and is climbing. This project will create much needed jobs for residents. These new construction jobs primarily will benefit the low- and moderate-income individuals who have recently been laid off as a result of significant slowdowns in housing construction and the drastic contraction in the area's timber industries.

Project: I/84 Sandy River Bridge Trail Connections (Eastside)
Requestor: Metro Sustainability Center, Portland, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: This funding request will provide trail connections to a state-funded bike/pedestrian path that is being constructed as part of the I-84 bridge replacement project over the sandy River in Troutdale, Oregon. The Oregon Department of Transportation will complete design and construction of the I-84 bridges and bike/pedestrian path between 2009 and 2013. Metro's trail connections project will close a gap in the regional trail system and provide access to the multi-use bike/pedestrian bridge path.

Project Justification: Multnomah County wants to complete the trail connections to the same bridge bike/pedestrian path on the east side of the river in the Columbia River Gorge Scenic Area. This is a unique opportunity to dovetail the trail connections design/construction work on the Troutdale side of the river with proposed trail connection work on the Scenic Area side of the river and with the I-84 bridge replacement project. Timing the trail connections work with the bridge work will achieve economic and environmental efficiencies and save taxpayer dollars. This project will create approximately 25 construction jobs. If Multnomah County receives the funding request for $5.1 million, another 63 construction jobs will be created. Combining the two trail connection projects with the state funded bridge replacement project, approximately 900 construction jobs would be created – a significant number of jobs in a state hit hard by unemployment. If Metro's and Multnomah County's funding requests are awarded they will leverage 28 times their amount in state funds already committed for the bridge replacement project.

Project: I/84 Sandy River Bridge Trail Connections (Troutdale Side)
Requestor: Metro Sustainability Center, Portland, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: This funding request will provide trail connections to a state-funded bike/pedestrian path that is being constructed as part of the I-84 bridge replacement project over the sandy River in Troutdale, Oregon. The Oregon Department of Transportation will complete design and construction of the I-84 bridges and bike/pedestrian path between 2009 and 2013. Metro's trail connections project will close a gap in the regional trail system and provide access to the multi-use bike/pedestrian bridge path on the Troutdale side of the bridge (west side of the Sandy River).
Project Justification: This is a unique opportunity to dovetail the trail connections design/construction work on the Troutdale side of the river with proposed trail connection work on the Scenic Area side of the river and with the I-84 bridge replacement project. Timing the trail connections work with the bridge work will achieve economic and environmental efficiencies and save taxpayer dollars. This project will create approximately 25 construction jobs. Combining the two trail connection projects with the state funded bridge replacement project, approximately 900 construction jobs would be created – a significant number of jobs in a state hit hard by unemployment. If Metro's and Multnomah County's funding requests are awarded they will leverage 28 times their amount in state funds already committed for the bridge replacement project.

Project: McKenzie Highway (OR 126) – Main St./Straub Parkway Intersection
Requestor: City of Springfield, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: 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. The next phase of that plan will develop a planning level alternative for the OR126/Main Street/Bob Straub Parkway intersection that will be incorporated into local and federal transportation plans. This request will fund the next step in the process, the NEPA

documentation phase and preliminary design of project. 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.

Project Justification: 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. The completed Parkway will provide access and infrastructure to approximately 800 acres of needed developable land inside the Springfield urban growth boundary.

Project: Middle Fork Willamette River Path – Phase 2
Requestor: Willamalane Park & Recreation District, Springfield, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: This project will allow the Willamalane Park & Recreation District to construct Phase 2 of Middle Fork Path by the end of calendar 2011 and conduct a feasibility study to determine the best location, design, acquisition needs, and costs of a pedestrian/bicycle bridge to Lane County's 2300-acre Howard Buford Recreation Area (Mt. Pisgah). 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.

Project Justification: 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 along with trailhead and restroom improvements at Dorris Ranch. 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. This project is a valuable use of taxpayer funds because it will allow the project to continue with little or no delay, keeping local workers employed and expediting a key alternative transportation corridor in south Springfield. When used in conjunction with on-street bicycle lanes, the path would create an eight-mile loop. The path would connect to downtown Springfield, and to an extensive riverfront path system in Eugene. The long-term impact of the completed Middle Fork Path will be the improved non-motorized access from the growing neighborhoods of south Springfield, to employment centers, shopping, and nearby schools, as well as further west to the extensive bike path system in Eugene. The path will be an important part of Springfield's transportation and recreation systems, providing improved quality of life to its residents, which is inherently important to the City's economic development. In addition, maintenance, management and programming of the completed path are expected to create two additional long-term jobs in the community.

Project: Ontario Oregon Railroad Underpass Rehabilitation and Reconstruction
Requestor: City of Ontario, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $500,000
Description: East Idaho Avenue is the primary entrance to the City of Ontario and passes beneath the major Union Pacific Railroad line serving Oregon and Southern Idaho. There are 15 to 30 trains that pass over East Idaho Avenue on a daily basis. Vehicular traffic on this narrow 4-lane roadway is over 25,000 vehicles per day including significant numbers of trucks. The roadway structure and overpass was constructed in 1937. There are a number of visible problems associated with the structure which include poor drainage (pooling of storm water), inadequate clearance for trucks, concrete spalling, exposed reinforcing steel, driving surface failures, sidewalks that have settled, erosion from adjoining properties, inadequate lighting etc. This project will provide for the reconstruction of the facility, modify the clearances, change the pedestrian crossing, correct the drainage issues, reconstruct the driving surface, improve the lighting and provide for landscaping. This is intended to be a multiyear project with the first phase being planning, development of options, public input, environmental reviews, understanding of permit requirements, discussions with Union Pacific Railroad to understand their concerns and requirements etc. The next phase will include detailed design of the structural elements of the railroad structure as well as the evaluation of the adjoining intersections including upgrading of existing signals.
Project Justification: This facility is over 70 years old. Ontario and eastern Oregon has grown substantially over that period, traffic volumes have increased dramatically, and commercial vehicle size, weight, height and length have all increased. This roadway serves over 25,000 vehicles per day and it is becoming more and more apparent that significant upgrades are required to meet current standards and codes. The City of Ontario does not have the resources to undertake this important project. As with any major roadway project, rehabilitation and reconstruction is necessary over time. This facility has served Ontario and Malheur County well for nearly three fourths of a century. Reconstruction of this facility will improve not only the safety of the traveling public but will also provide greater opportunities for bicyclists and pedestrians. Improved lighting and landscaping will also improve the aesthetics of this important gateway into Ontario from Interstate 84 to our Ontario residents and businesses but also for the commerce that passes through Ontario to the rest of Malheur County and points west and south.

Project: Pendleton Airport Arterial Road
Requestor: Umatilla County, Pendleton, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: This project consists of the construction of the last mile of the arterial road which will service the newly indentified 459-acres of light industrial land. The road will allow access to these lands with essential "at grade access" from the west of Pendleton at I-84 Interchange 202. The project consists of two components. The first is to construct a 1-mile arterial road that will connect with the 4-mile road project that is now being constructed, creating looped access to the industrial lands and Eastern Oregon Regional Airport from I-84. This 1-mile project will complete the entire road needed to allow transportation companies access to the industrial lands. The second component requires an extension of water service to the industrial lands from the existing distribution system for domestic and fire flow purposes. The airport booster pump

station will also require upgrades to accommodate fire flow for initial industrial development. Current access to these lands is only from I-84 Interchange 207 and requires use of a local arterial road with greater than 6% grade. The new connector road will allow access to these lands with essentially "at grade access" from west of Pendleton.

Project Justification: This regional project is located along Interstate 84 just west of the City of Pendleton. Pendleton's location acts as a hub for major cities such as Portland, Seattle, Spokane, Boise and Salt Lake City. The area impacted by this project has a radius of 90 miles because of its proximity to the Interstate and easy commute. Rural communities such as Boardman, Hermiston, La Grande, Pendleton and Milton-Freewater will benefit from this project, as well as Washington communities such as the Tri-Cities and Walla Walla. Located within Umatilla County and placed along Interstate 84 makes it one of the best locations for transportation related and dependent industries. While the area is very rural, having the Interstate allows for the region to market itself to the transportation related industries.

Project: Pleasant Street West
Requestor: City of Sandy, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $353,000
Description: The proposed project would construct curbs and sidewalk on both sides of the street, widen and reconstruct the existing pavement section and provide underground storm drainage, detention and water quality treatment.
Project Justification: Pleasant St. is a designated collector street serving a mixed commercial-residential area north of the US 26 one-way couplet. The existing condition is a 18' to 22' wide street in poor condition with gravel shoulders and surface drainage. Short areas of substandard curb and sidewalk can be found in the proposed project area. The street serves as a parallel east-west alternative to US 26 in the one-way couplet area between Bluff Rd. (MP 23.87) and Ten Eyck Rd. (MP 24.61).

Project: Redwood Avenue/Highway 199 Safety Improvements
Requestor: City of Grants Pass, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: Redwood Avenue is an arterial that parallels US Highway 199 and provides primary access to a rapidly expanding portion of Grants Pass, Oregon. Other than Highway 199, Redwood Avenue is the only continuous east/west route through the area and serves as the only reasonable detour route for US 199, the principal national highway connecting northern California and southern Oregon coastal communities to Interstate 5. This is a congested roadway, carrying significant traffic (averaging 1,330 trips during peak hour). This congestion leads to a significant number of crashes, creating serious safety issues. In 2006 there were 16 crashes within the project boundaries, 19 in 2007 and four through June, 2008. The congestion on Redwood Avenue is made worse by the lack of sidewalks and bicycle lanes. Bicycles and pedestrians must use the shoulder where there is no barrier between them and vehicles traveling at significant speeds. Vehicles typically pass vehicles waiting to turn left by using the shoulder as a travel lane, further increasing safety risks. Right turns add more danger as drivers often do

not look for cyclists or pedestrians. The solution is to widen the road for 4,900 feet to 48 feet and install a center turn lane, two travel lanes and two bicycle lanes. In addition, curbs, gutters, sidewalks, and planter strips will be installed along both sides.
Project Justification: The critically needed public safety benefits justify use of taxpayer dollars for this project. Improvements along this roadway also will support the state highway system by providing a safe, alternative route in the event a detour is needed. Construction of Redwood Avenue will provide many local construction jobs for the duration of the project. According to State sources, the unemployment rate in Josephine County for March of 2009 was 16.6%, far exceeding the state rate of 12.9%. Putting Americans back to work is critical to the economic recovery of the nation and putting Oregonians back to work will provide needed revenue to the local economy.

Project: Repairing Fossil City Streets and Sidewalks
Requestor: City of Fossil, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $400,000
Description: This project would fund engineering and construction for repairing the paved streets in the City of Fossil that are in bad condition with many broken shoulders and major pot holes. Funds will also be used to repair the sidewalks in downtown Fossil which are in bad shape and dangerous to walk on.
Project Justification: It is responsible to keep the streets and sidewalks in small communities in as good as condition as possible for the safety of residents and tourists. The streets can be dangerous to drive on because of potholes, just as sidewalks that are in bad repair can cause falls, which can be very serious, especially to our elderly people.

Project: Salem Willamette River Crossing
Requestor: City of Salem, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: The Marion and Center Street bridges are among the most critical transportation links in Salem, the capital of Oregon, and the broader region. Marion Street, westbound, and Center Street, eastbound, are part of the National Highway System linking the Oregon coast to Interstate 5 via Highway 22. The average daily traffic on the bridges exceeds 90,000 vehicles– which is a higher volume of traffic than travels through Salem on Interstate 5. The closest bridge crossings of the Willamette River require a detour of 25 miles to the south or 60 miles to the north. The Salem River Crossing Project would fund the completion of the environmental process to identify a solution that will address congestion on the existing bridges, support regional economic development, and provide an alternative crossing if the existing bridges are closed during an emergency. The regional partners are collaborating with the Federal Highway Administration to address the requirements of the National Environmental Policy Act. The project team, with broad public input, identified alternatives that are undergoing detailed analysis through the environmental process. The project goal is to identify a preferred alternative by early 2010. Preparation of the final EIS and Financial Plan will follow to get a Record of Decision from the Federal Highway Administration. The requested funding will be spent to finalize this process and embark on preliminary design to support right-of-way acquisition.

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: SE 122nd Ave Safety Improvements
Requestor: City of Portland, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: SE 122nd Ave has been identified in the East Portland Action Plan as a key collector street in need of improved pedestrian access and safety. The project would construct a 12-foot sidewalk on one side of SE 122nd Ave between SE Raymond and the Springwater Trail. It would also construct curb ramps at intersections for improved bicycle access, plant street trees, which would provide environmental benefits and beautify the area, and provide green stormwater treatment, which will reduce the influx of surface water into the sewer system and reduce groundwater contamination.
Project Justification: The City of Portland is working to improve infrastructure in outer Southeastern Portland to accommodate increased population density in the area. SE 122nd Ave has been identified in the East Portland Action Plan as a key collector street in need of improved pedestrian access and safety. This project would provide critical infrastructure improvements in a rapidly growing area of Portland. These improvements will greatly increase and improve access to this area for consumers, pedestrians, and bicyclists, which will provide a significant economic benefit to the region. This project will also provide a significant environmental benefit through the planting of street trees, which will help counteract the emission of carbon dioxide. Additionally, it will include green infrastructure components that will extend the life of the stormwater system by more efficiently managing the flow of surface stormwater, and treat surface stormwater to prevent the contamination of groundwater.

Project: SE 362nd Drive – Bell Street Extension
Requestor: City of Sandy, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: The proposed project will improve traffic circulation by extending SE 362nd Dr. north of Hwy 26 and connecting it to an existing east-west minor arterial (Bell Street), an alternative to Hwy 26 will exist for east and west bound trips originating and ending north of Hwy 26 between Bluff Rd. (MP 23.87) and Orient Dr. (MP 22.15). It will thus reduce local trips on US 26 and westbound left turns at the US 26 / SE 362nd Dr. intersection. This project will construct curbs and sidewalk on both sides of the street, widen and reconstruct the existing pavement section and provide underground storm drainage, detention and water quality treatment.
Project Justification: There are no public street connections on the north side of US 26 between Bluff Rd. (MP 23.87) and Orient Dr. (MP 22.15). May, 2008 intersection counts indicate that the US 26/362nd Dr. intersection exceeds the ODOT mobility standard (0.70 V/C

ratio) for three hours bracketed around the evening peak hour. The critical movement is the westbound left turn onto SE 362nd Dr. Assuming a no-build scenario, by 2029 the intersection will exceed capacity (V/C ratio ≥ 1.0) for 7 hours of every day and exceed the mobility standard for 10 hours every day. In the same time frame and under the no-build scenario evening peak hour delay at this intersection will increase from 36 seconds to 80 seconds and ADT on the US 26 mainline is predicted to increase from 36,790 to 50,980.

Project: Sellwood Bridge Replacement Project
Requestor: Multnomah County, Portland, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: The current 80-year old Sellwood Bridge is both functionally and structurally obsolete (rating 2 out of 100). This funding will be used specifically for the Type, Size and Location report (a specific report that FHWA requires) that is part of Preliminary Engineering (PE). Replacing the Sellwood Bridge will remove deficiencies of the existing bridge. This project will reduce congestion at each of the bridge heads as well as enhance safety by reducing the hazard of head-on collisions between vehicles traveling on the narrow lanes. Bicycle and pedestrian facilities will replace the one narrow sidewalk and will bring the bridge into compliance with the 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 radius and weight restrictions that force trucks to travel out-of-direction. The existing bridge is seismically vulnerable which will be corrected when a new bridge is in place. Environmental benefits will also result from a new structure. The existing structure discharges roadway storm water runoff directly into the Willamette River, home to several federally listed fish species. The new bridge will include state-of-the-art storm water treatment facilities to capture and treat run-off before it is released to the Willamette River. Removing the current structure will also eliminate lead based paint from falling into the Willamette River.
Project Justification: 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. The existing bridge has a sufficiency rating of 2 out of 100 and is structurally deficient and functionally obsolete. 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 automobiles, trucks, transit, bicycles and pedestrians.

Project: SW Vermont St./Capitol Highway-30th Ave Intersection Reconfiguration
Requestor: City of Portland, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: This project will eliminate a ramp from northbound 30th Ave. to eastbound Capitol Highway, create a conventional four-way signalized intersection and provide sidewalks, bicycle lanes and drainage improvements. The traffic signal on the ramp will be removed and the signal at SW 30th and Vermont Street will be modernized to facilitate movements by all roadway users. The increased accessibility that these improvements will provide will promote commerce and economic development in SW Portland. Funding will be dedicated to construction, design, engineering, construction management, project management and administrative overhead.
Project Justification: The project will improve the operation and safety of the intersection and will increase accessibility of pedestrians and cyclists on both Capitol Highway and SW Vermont Street. It will connect neighbors to major commercial centers, schools and community facilities. It also improves drainage in the area.

Project: Table Rock Road
Requestor: Jackson County, White City, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: Table Rock Road from the Interstate 5 over crossing to Biddle Road is a narrow two-lane rural road with 12-foot travel lanes and 4-foot shoulders. This unimproved section of urban roadway has no sidewalk, curb and gutter, bicycle lanes, or drainage features. Numerous business and residential accesses, as well as two connecting streets (Airport and Hamrick Roads), are located on this section and the lack of turn lanes on this facility is increasingly causing traffic delays and safety problems. Current average daily traffic (ADT) for this section exceeds 11,000 trips per day and is projected to increase to 15,000 by year 2023. This proposed project will widen Table Rock Road to Jackson County Urban Arterial design standards and will include a 5-lane facility with four travel lanes, two-way left-turn lane, bike lanes, curb, gutter and sidewalks from Biddle Road to Airport Road. The project will be designed to accommodate a future signal at the intersection of Airport Road. From Airport Road to the Interstate 5 over crossing, the typical section will be a 3-lane facility with two-through travel lanes, a two-way left-turn lane, bike lanes, curb, gutter and sidewalks. The project length is approximately 5000 feet.
Project Justification: Safety: Table Rock Road from the Interstate 5 over crossing to Biddle Road is a narrow two-lane rural road with 12-foot travel lanes and 4 shoulders. This unimproved section of urban roadway has no center turn lane, sidewalk, curb and gutter, bicycle lanes, or drainage features. The lack of a center turn lane on this facility is increasingly causing traffic delays and crashes. Without improvements, increasing ADT's will cause vehicular collisions at driveway approaches and connecting streets to increase.
Transportation Efficiency: Table Rock Road is one of two parallel routes to the congested Highway 62. A significant key to long-term traffic congestion and mobility problems within the North Medford / Central Point area is the development of a grid system of streets and less reliance on 1 or 2 major arterials. The improvement of this section of Table Rock Road

compliments the recent widening project on Table Rock Road north of Biddle Road and the proposed project further develops this facility as an alternative route to the highly congested Highway 62. As Highway 62 becomes increasing congested, trips will continue to divert to Table Rock Road.
Air Quality: The project will benefit air quality in the Rogue Valley Air Quality Maintenance Area by reducing congestion and improving traffic flow at the Table Rock Road / Airport Road intersection and will reduce traffic volumes on the highly congestion Highway 62 corridor. The project has no significant environmental impacts.

Project: U.S. Highway 97 and J Street Intersection Project
Requestor: City of Madras, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
Description: Funding for this project is requested for right-of-way acquisition, final engineering, construction including realignment of US Highway 97/26 between L Street and Buff Street.
Project Justification: The project would 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. The project will provide the safe and efficient flow of interstate traffic through this intersection. The project is listed on the State Transportation Improvement Plan. No State resources are programmed for the project. 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 Corridor – Environmental Analysis
Requestor: City of Eugene, OR
Account: FHWA – Surface Transportation Priorities
Amount Requested: $1,660,000
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 purpose of this project is to bring these two roadway sections up to State Highway Standards through development of multimodal transportation facilities. These two roadway sections are practically the only remaining unimproved sections of the state highway system in Eugene with no facilities for pedestrians or bicyclists and only one travel lane

in each direction. The projects are a good use of taxpayer funds because they will address the considerable traffic congestion that currently exists on these roadways and is projected to get worse in the future. By addressing congestion, the project will reduce a significant freight roadblock that presently causes delay to companies that use both W. 11th and Beltline to ship freight and conduct business. Implementing this project will lower the cost of doing business in the Eugene-Springfield area as well as for regional freight that must use these facilities in order to access I-5.

Federal Railroad Administration Requests

Project: Lake County Railroad Rehabilitation, Phase II
Requestor: Lake County, Lakeview, OR
Account: FRA-Rail Line Relocation and Improvement Program
Amount Requested: $1,485,000
Description: Replace approximately 10 miles of problematic rail in the Pitt River Canyon, located 10 miles north of Alturas, California. Project will include curve re-alignment, approximately 10,000 ties, place 20,000 cubic yards of ballast and 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: FRA-Rail Line Relocation and Improvement Program
Amount Requested: $819,437
Description: The requested funding is for purchase of approximately 18 miles of rail and right-of-way proposed for abandonment by Union Pacific. The request includes some money for maintenance and rehabilitation.
Project Justification: This project is in the interest of the taxpayer because reduction in contaminants in the atmosphere, reduction of reliance on fossil fuels by switching to a more economical transportation method for freight, and the real possibility of linking the mid- and southern Willamette Valley to a regional airport rather than the Portland International Airport (further reducing carbon emissions). Venell Farms, Western Pulp, Wilbur Ellis and others require rail shipping access or lose business. Approximately 600 cars per year are used to move a variety of goods, including wheat, livestock feed pellets, chips, logs, etc for which no other economical transportation alternative is available. To insure continuity of operations, Venell Farms has submitted an offer to Union Pacific on the first 6 miles of 23 miles of line to be abandoned. The six mile segment also provides rail service to the Corvallis Industrial Park and Airport. Preservation of the entire 23 miles of rail paralleling State highway 99W offers redundancy to the Class 1 line parallel to Highway 99E, and possible future freight service

connection to the Mahlon Sweet Airport and Eugene. The Rail Division of ODOT has updated the Oregon State Freight Rail Plan, which details the work to be completed. The project will provide service to existing businesses and provide the possible of the location of future rail-dependent business in one of the largest undeveloped industrial properties in the Willamette Valley. Job retention and growth, economic development and environmental health are critical to Oregon and the country. Finally, purchase and rehabilitation will preserve an important link in our vital transportation infrastructure.

Project: Quiet Zone throughout La Grande, Oregon mainline tracks
Requestor: City of La Grande, OR
Account: FRA-Rail Line Relocation and Improvement Program
Amount Requested: $1,485,000
Description: Currently mainline tracks for Union Pacific Railroad run through the center of La Grande, Oregon and the downtown business section. This transcontinental railroad line is necessary to connect trade from the western coastal area to the eastern coastal states and is of national significance. Current federal regulations require train horns to blow a distance of ±500 feet before entering a railroad/street crossing. This line has five crossings located 600 feet apart; train whistles frequently blow at a fairly constant rate for a distance of 1.5 miles. The train whistles affect quality of life for downtown residents and reduce property values, while also creating economic challenges for downtown businesses. The survival of the downtown shopping area is crucial to economic stability and growth. Three of the five railroad crossings will be improved to qualify and meet federal regulations for a "whistle free zone." Union County is suffering in the economic downturn, with a March 2009 unemployment rate of 14.4%. Any further economic losses and declining values create greater stress in an already difficult situation.
Project Justification: The City of La Grande was developed in the late 1800's when steam engines were a popular means of travel. As time passed the railroad utilization changed to hauling of extremely large commercial loads. Current railroad safety standards require the sounding of whistles at 110 dba (and sometimes greater) for extended periods of time. La Grande is unique in the fact that the crossings are close enough that the whistle noise is almost continuous. Continued train horn use could be detrimental to the health and welfare of the local citizens, in reduction in property values, loss of business, loss of sleep, and hearing damage. This appropriation will reduce or eliminate the continuous whistle noise throughout La Grande on the mainline tracks.

Project: Tualatin Quiet Zone
Requestor: City of Tualatin, OR
Account: FRA-Rail Line Relocation and Improvement Program
Amount Requested: $1,485,000
Description: This project would fund the construction of safety improvements to the highway rail grade crossings that directly impact properties in Tualatin. The project intent is to provide increased safety measures for highway rail grade crossings and also be able to provide a better quality of life by eliminating the need for regular sounding of the train horns. The City of Tualatin is currently working with Tri-Met and Washington County to implement the first phase of the improvements needed to create a quiet zone.

Project Justification: Commuter Rail Service between Wilsonville and Beaverton began February 2, 2009. Thirty-two commuter rail trains make the trip through Tualatin each weekday, blowing their horn four times at each crossing along the route. There are ten crossings that directly impact properties in Tualatin. The horns generate sound at a minimum of 96 decibels beginning at 5:29 a.m. and ending at 7:50 p.m., based on the current schedule. Noise from the train horns has become a significant issue for the residential neighborhoods and business owners in Tualatin.

Project: Winchester Rail Yard Relocation Project
Requestor: City of Roseburg, OR
Account: FRA-Rail Line Relocation and Improvement Program
Amount Requested: $1,485,000
Description: This project consists of constructing a new rail yard facility and freight transload north of the City limits of Roseburg in the community of Winchester. The project would alleviate over-capacity conditions at the existing rail yard in Roseburg, which improves rail efficiency, connections and provides a better intermodal exchange between truck and rail. The project would provide significant benefits to Roseburg as trains will no longer be staged along the mainline in Roseburg, or block public railroad-highway grade crossings. (All crossings in Roseburg are at grade.) This will reduce traffic congestion and fuel consumption in the community. The project will provide a less expensive transportation alternative for the Oregon forest product industry, while reducing the growth of heavy truck trips on Oregon roads and highways. This project connects Oregon businesses to the national rail system, making them more competitive. The project will include construction of 11 tracks and a single track transload facility in addition to the mainline and an existing siding.
Project Justification: The project would provide significant benefits to Roseburg as trains will no longer be staged along the mainline in Roseburg or block public railroad-highway grade crossings. (All crossings in Roseburg are at grade.) This will reduce traffic congestion and fuel consumption in the community. The project will provide a less expensive transportation alternative for the Oregon forest product industry, while reducing the growth of heavy truck trips on Federal I-5 Oregon roads and local highways.

Federal Transit Administration Requests

Project: Bus and Fare Collection Equipment Replacements
Requestor: Salem Area Mass Transit District, Salem, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $1,585,000
Description: This project will replace 21 large fixed route buses and 23 smaller paratransit buses. This will include upgrading fare collection equipment at the same time.
Project Justification: Many of the large fixed route buses needing replacement are in excess of 18 years old and have over 1,000,000 miles on them. The smaller buses have now become a maintenance intensive resource that is becoming less and less reliable causing interruptions in service and potential safety issues. Fare collection equipment is out-of-date and incompatible

with the current system that is integrated into the newer part of the system's fleet. This causes issues with data collection, reconciliation, and the ability to fully utilize the technology available in the new fare collection system.

Project: Canby Area Transit Rolling Stock and Facility Plan
Requestor: City of Canby, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $600,000
Description: This project would fund the purchase rolling stock: 2 heavy duty buses ($600,000) and 4 medium duty buses ($360,000). 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. The project would also fund planning activities for the renovation/expansion of an existing fleet facility. Activities will include environmental assessment, preliminary engineering and design ($175,000). 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 2,500 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: This cost effective project will benefit taxpayers by supporting the transit system which has become a transit hub for connections between Canby, Mollala, Wilsonville, Woodburn, and Salem. One of the many benefits of this project is creating and maintaining jobs in an area that is already seeing companies close and layoff workers. This project will not only ensure the existing work force of more than 30 people will continue to be employed, but also create a minimum of 18.5 jobs during the construction of the facility. Providing an adequate facility for the transit system provides much needed infrastructure for the transit system and therefore supports the service which provides rides for customers who use CAT as their primary mode of transportation to work.

Project: City of Sandy Transit
Requestor: City of Sandy, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $600,000
Description: The purpose of this project is to replace transit vehicles that have reached their useful life in the provision of public transportation within Sandy and between the city and Gresham and Estacada. In 2006 the hours of service were increased by 17% using the existing fleet; the ridership increased 37% in that year. The current fleet is not adequate for the demand and two larger low-floor buses are needed to maintain the fleet integrity and manage the growth in ridership. With the economic downturn, local business tax revenues have declined while local transit demand is continuing to increase at the average historic rate of 12% annually. This funding will help retain 25 transit jobs, create almost 10 manufacturing jobs and support

approximately 200,000 work and educational related trips annually. These transit services provide affordable mobility options for seniors, students, employees, low-income families and people with disabilities, offering all a higher functional quality of living.
Project Justification: The transit service reduces vehicle miles traveled by over 2.5 million annually and will provide over 280,000 annual trips in FY09. With the average trip cost of only $4.10, it is one of the most cost-efficient in the nation and very effective use of taxpayer dollars. The vehicle replacements will support many other federal, state and local priorities including a reduction in traffic congestion, preservation of air quality, and delayed necessity of road maintenance and expansion. This project replaces transit vehicle resources used in relieving congestion along the Mt. Hood Corridor, a freight corridor and a choke point as identified by Oregon Department of Transportation Public Transit Division. Sandy Transit provided over 238,000 trips on that route in 2008.

Project: Columbia County Public Transit Facility
Requestor: Columbia County, St. Helens, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $1,500,000
Description: This project is to construct a multi-modal public transit facility, including administration office, vehicle maintenance and storage facility, and park and ride/car pool.
Project Justification: The facility will serve as a public transit hub in Columbia County for all users, including commuters, coordination of demand response services and administration of public transit services provided county wide and to the Portland Metropolitan Area and Western Washington County, Oregon. According to data provided by the State of Oregon Employment Department the commuter rate of County residents to the Portland Metropolitan Area stands at 75% of the those working commute to jobs outside of Columbia County. Columbia County is also listed as economically distressed, according the State of Oregon Employment Department, and we set on the edge of the Portland Metropolitan Area with inadequate services to meet the needs of our residents.

Project: Keizer Transit Center
Requestor: Salem Area Mass Transit District, Salem, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $1,585,000
Description: These funds will be used in the design of the Keizer Transit Center and will incorporate the following elements: a 8-bay bus transfer center, a 75-space park & ride lot, indoor passenger waiting area with restrooms and customer amenities, bicycle facilities, and opportunities for commercial development. This center is designed to enhance smart growth and development from both a business and residential perspective in Keizer. In addition to construction related jobs, new permanent employment opportunities will also directly result.
Project Justification: This project is a key element to a radical system efficiency enhancement for Cherriots, transit service provided by Salem-Keizer Transit. The Keizer Transit Center is key to the district's proposed complete redesign of its transit system. The changes are focused around improving efficiency and ease of travel between different areas of the community without having to go downtown for transfers. Multiple transit centers around the area, including the downtown center, are linked with frequent high-capacity service along primary corridors.

Project: LTD Bus Replacement
Requestor: Lane County Transit District, Eugene, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $1,585,000
Description: LTD routinely operates buses that are rated at 12 years by the federal government for 15 to 16 years. This request would fund replacement of 20 buses that will be 16 years old in 2010. The new buses would be 40-foot hybrid-electric coaches.
Project Justification: This funding will allow LTD to replace aging buses with high maintenance and operating costs with new hybrid-electric buses that use less fuel, produce fewer emissions, and are less expensive to maintain. The buses that are to be replaced have approximately 700,000 miles each and are facing failure of major components, such as engines and transmissions, if required to stay in service much longer.

Project: LTD Maintenance Facility Expansion
Requestor: Lane County Transit District, Eugene, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $1,500,000
Description: This project would fund expansion of the Lane County Transit District (LTD) Maintenance Facility to accommodate additional articulated coaches and a new training facility, and provide for upgrades to various systems. It would also fund the installation of new energy efficient systems, including photovoltaic panels on the roof of the facility.
Project Justification: The LTD operations and maintenance facility was completed in 1990. The proposed expansion/remodel of the fleet maintenance building will greatly improve the efficiency of the facility and reduce operating costs. The ability of the facility to accommodate additional articulated buses is a key benefit. Articulated buses are a very cost-effective option on high ridership routes. The facility as currently designed cannot accommodate additional articulated buses in the fleet. In addition, the project will enhance mechanical systems in the building to make them more energy efficient and reduce ongoing operating costs.

Project: Silverton Senior and Disabled Transportation Service
Requestor: City of Silverton, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $39,429
Description: The funds requested will be used to purchase an ADA accessible van for the Silverton Senior and Disabled Transportation Service, commonly called the Silver Trolley. The Silver Trolley is run by the City of Silverton and provides demand responsive curb-to-curb service for the senior, disabled, special needs, and other transportation disadvantaged populations for the community. This local transit service also provides connecting service to a regional transit service that links Silverton with the cities of Salem, Stayton, Mt. Angel, and Woodburn. Silverton's transportation service operates Monday through Friday from 8:30 am to 3:30 pm and there is no cost to use the service. Scheduled pick up and deliveries are at 15 minute intervals and an attempt is made to maximize the efficiency of scheduled trips.
Project Justification: The Silverton Senior and Disabled Transportation Service is currently

funded by a STF Discretionary Grant and the General Fund of the City of Silverton for operation and maintenance costs. These funding sources are supplied through property and income taxes at the local, state, and federal level. The Senior and Disabled Transportation Service currently provides service with a 15 person cut-way bus; however, most of the curb-to-curb trips only transport 1-3 passengers. To reduce fuel and maintenance costs, the City is requesting funding to purchase an ADA van capable of seating 4-5 passengers. The proposed ADA van will reduce operating costs while maintaining the same level of service for this transportation program. The purchase of this new vehicle will result in a reduction in overall costs for the transportation program and less reliance on taxpayers to fund its operation. In 2008, Silverton's population was certified at 9,540. Seniors make up approximately 12% of the general population and approximately 54% of these older adults have a disability. Of the general population, approximately 17% have a disability or special need. The Senior and Disabled Transportation Service primarily provides service to these groups, but it also serves other transportation disadvantaged population. For seniors, this service provides transportation to the Senior Center, which runs a daily senior nutrition (mid-day meal) program. For those with medical appointments and/or medical related services (physical therapy, counseling, etc.), this service provides transportation and coordinates with the Silverton Hospital for appointment scheduling. The service also provides access to those without transportation so that they may reach the local food bank, grocery stores, and other social services. As there is no fixed route transit service in Silverton, the Senior and Disabled Transportation Service is the only means of transportation for many community members which live in the area.

Project: South Clackamas Transportation District Bus Replacement
Requestor: South Clackamas Transportation District, Molalla, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $299,200
Description: Funding will go directly to purchase two 25 passenger, lift equipped buses to replace aging and high mileage 16 passenger buses. Larger vehicles are required to accommodate increased ridership.
Project Justification: The district is the sole provider of public transportation in the area. South Clackamas Transportation District provides critical services to low income, elderly and disabled, and minorities in rural South Clackamas County. The district has broken all previous ridership records in calendar year 2008.

Project: South Clackamas Transportation District Bus Facility Construction
Requestor: South Clackamas Transportation District, Molalla, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $400,000
Description: In the past South Clackamas Transportation District vehicles have been stored in rented facilities. This project will be constructed on property owned by the district. This project will allow the district to store vehicles in their own facilities. This funding will allow completion of bus storage facilities within two years of funding. This is one phase of the district's long range plan.
Project Justification: South Clackamas Transportation District provides critical services to low income, elderly and disabled, and minorities in rural South Clackamas County. The district is the

sole provider of public transportation in the area. The district has broken all previous ridership records in calendar year 2008. SCTD has operated without a facility for 20 years, using rented space for vehicle storage and office space. As the area grows, increased demands on the system require a larger fleet, more staff, and more vehicle storage. Simply said, SCTD has out grown its current rented facilities. This construction project will create jobs in the construction industry. South Clackamas County has been impacted negatively by the downturn in the housing market as well as the depressed lumber industry.

Project: South Salem Transit Center
Requestor: Salem Area Mass Transit District, Salem, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $1,585,000
Description: This project will fund the design of the South Salem Transit Center and will incorporate the following elements: a 10-bay bus transfer center, a 100 space park & ride lot, indoor passenger waiting area with restrooms and customer amenities, bicycle facilities, and opportunities for commercial development. This center is designed to enhance smart growth and development from both a business and residential perspective in south Salem. In addition to construction related jobs, new permanent employment opportunities will also directly result.
Project Justification: This project is a key element to a radical system efficiency enhancement for Cherriots, transit service provided by Salem-Keizer Transit. The South Salem Transit Center is key to the district's proposed complete redesign of its transit system. The changes are focused around improving efficiency and ease of travel between different areas of the community without having to go downtown for transfers. Multiple transit centers around the area, including the downtown center, are linked with frequent high-capacity service along primary corridors.

Project: Tillamook Bus Maintenance Facility
Requestor: Tillamook County Transportation District, Tillamook, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $762,266
Description: Funds are requested to construct a bus maintenance facility. The Tillamook County Transportation District has already purchased the property site with local dollars, received 5309 funding for design, and has environmental clearance for the project from FTA. The local match is available.
Project Justification: This facility will allow the community to maintain their equipment by conducting maintenance (i.e. oil changes, lubes, tire changes, batteries, etc.) to prolong vehicle life. The maintenance area will include maintenance bays, areas for part storage, bus washing, and clean-up space. The area would have savings against what they currently pay for maintenance services both in labor and in more efficiently having buses repaired and maintained. This stretches our dollar, helps the public and allows for better and more efficient service to Tillamook County Transportation District's passengers.

Project: Transit Bus Replacement
Requestor: City of Bend, OR
Account: FTA – Bus and Bus Facilities

Amount Requested: $500,000
Description: This project will allow the City of Bend to purchase buses with a 7 year rated useful life, have passenger capacity for over 25 seated riders, are ADA compliant, and have a 10 month delivery expectation. Current base cost per bus is $125,000.
Project Justification: Bend Area Transit ridership has increased by over 20% in the last year, and public transit needs for students, employers, seniors, and visitors continue to grow rapidly in Oregon's fastest growing city. Bend is a major work center for several counties within Central Oregon. The transit system is of regional significance as indicated in the Bend MPO Metropolitan Transportation Plan.

Project: Transit Bus Replacements
Requestor: City of Corvallis, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $990,000
Description: This project will replace two existing buses in the fleet that have reached the end of their life and add one bus to the fleet. The bus purchases will be made consistent with FTA regulations and guidelines using a competitive process and US manufacturer.
Project Justification: Demand and use of transit services in the Corvallis Urbanized Area has set new records and continues to grow. Ensuring a dependable and reliable bus fleet is essential in continuing to meet current and future community needs for public transit. Replacing buses at the end of their life and ensuring an adequate fleet size, including back-up buses, is critical in meeting this objective. In fiscal year 2009, the City of Corvallis increased transit services by increasing the local funding. This expansion increased the demand fleet size from six buses to eight, leaving only one bus as a back-up. The FTA standard for back-up bus ratio is 20% for fleet sizes over 50 or more, and on fleets like theirs, three would be expected. The benefits achieved by have an effective transit system to the taxpayer, economy, environment and impacts on limited resource consumption are well documented in many studies and reports.

Project: Transit Maintenance and Operations Center
Requestor: City of Corvallis, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $1,585,000
Description: This project would fund land acquisition and construction of a Transit Maintenance and Operations Center for the City of Corvallis. The City has a current FTA grant (OR-03-0101-00) to do the site selection and environmental work on the preferred site.
Project Justification: The City of Corvallis operates the Corvallis Transit System and owning a public maintenance and operations facility will reduce the cost of the transit system. The maintenance and operations (drivers) are currently contracted out and the maintenance facility is provided by the contractor. This requirement limits the number of prospective contractors bidding on providing the service, thus limiting competition and presumably increasing the cost. Additionally, the City Council is interested in bringing the maintenance and operations "in-house." Having a city-owned facility would level the bidding playing field if the City continues to contract for these services, reducing the associated costs and leaving more funds available to provide direct transit services. It would also allow the City to bring the services in-house if costs and service advantages can be achieved.

Project: TriMet Bus Replacement
Requestor: Tri-County Metropolitan Transportation District of Oregon (TriMet) Portland, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $1,585,000
Description: Funds will be spent to purchase new forty-foot fixed route buses for the Tri-County Metropolitan Transportation District of Oregon (TriMet).
Project Justification: TriMet's customers would like to have new buses. By fifteen years of age, a bus has traveled well over 500,000 miles. Old buses are replaced with buses with modern features, such as:

- Air conditioning
- Automated stop announcement, a commitment to the disability community
- CCTV
- Low Floor Boarding
- Dramatically lower emissions

The manufacture of buses creates jobs in numerous industries—engine and transmission manufacturing, axles/suspension components, aluminum, glass, rubber (tires, flooring, gasket) industries, paint, wiring, textile, seating delivery services, manual publishing, manufacture of A/C, motors, alternators, air system components and controls, fabrication of sub systems and bus, tire rims, fasteners, welding equipment/consumables, manufacturing equipment (robots, metal fabrication, paint booths, tools) and electronics.

Project: Wilsonville SMART Administration and Fleet Maintenance Facilities
Requestor: SMART (South Metro Area Regional Transit), Wilsonville, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $1,200,000
Description: The purpose of this project is to complete two regionally important transit facilities: SMART's administration and fleet maintenance facilities. SMART has outgrown its current facilities, which are inadequate to meet current transit needs and keep up with the future growth of the SMART system. The SMART administrative facility is designed as a 5,000-square-foot mixed-use facility with a customer-service center and commuter convenience retail such as a coffee shop, creating an opportunity for commuters to access information and talk to a "real" person. One of the benefits of having the customer-service center at the station is to provide a presence that contributes to enhanced security for the station and park & ride lot. The building will be built to incorporate energy-saving technologies and strive for LEED certification. The existing SMART fleet maintenance facility is out-of-date, under-sized and insufficient for supporting increased operations. Additionally, there is some urgency for SMART to obtain a new facility because SMART's existing facility has been sold and the lease will be terminated in 2012. The new fleet maintenance facility is envisioned as a modern 20,000-square-foot fleet facility/operations center that incorporates cost-effective, environmentally sensitive "Green"/LEED-certification. This facility will be the operating center for SMART dispatch, training, field operations and fleet maintenance. The facility will provide adequate access and

accommodate parking for SMART's growing fleet of buses as well as a bus wash facility and an energy efficient fueling system.

Project Justification: SMART provides over 300,000 rides per year, providing renowned transit service to Wilsonville's major industrial employers that draw a diverse workforce from throughout the Portland metro and Willamette Valley regions. A 2006 survey of Wilsonville's larger industrial employers such as Xerox, Mentor Graphics, FLIR and SYSCO Food Services showed that 90% of the 15,000 residents who work in Wilsonville commute from other locales. Over 30% of employees commute from Portland, 10% from Beaverton and 50% from cities such as Salem/Keizer, Woodburn, Tualatin, Sherwood, Canby, Hillsboro and Gresham. Wilsonville's employers view SMART as an essential component of recruitment and retention of a skilled workforce drawn from throughout the region that enable their businesses to be more competitive in a global economy. The new SMART administration and fleet maintenance facilities projects compliment and complete the Westside Express Service (WES) commuter rail project that serves Washington County. The Smart Central Transit Center at Wilsonville Station serves as the southern terminus for commuter rail and also as a major I-5 commuter transit hub with bus connections to other regional transit service providers, including Portland-area Tri-Met, Salem-area Transit ("Cherriots"), and Canby Area Transit ("CAT"). Improving SMART's pivotal transit services helps to remove commuter cars from I-5, thereby maintaining traffic capacity for the movement of freight on the West Coast's crucial interstate commerce route. Projects that support transit service improve also mobility for students, elderly and lower-income people (allowing unemployed people better options for accessing schooling and job opportunities).

Project: Yamhill County Transit
Requestor: Yamhill County, McMinnville, OR
Account: FTA – Bus and Bus Facilities
Amount Requested: $1,585,000
Description: This project will help replace vehicles in Yamhill County Transit's fleet that have exceeded their useful life. Funds will also be used to purchase software for dispatching and vehicle tracking, passenger shelters and to develop park and ride lots. Over the last few years, Yamhill County has greatly expanded its transit service and is the process of trying to complete a modern system. Eleven of Yamhill County Transit's 22 vehicles are obsolete and must be replaced. The overall project is well underway and planning is also underway for more shelters and park and ride lots. Funds will be used to acquire ITS software and vehicle replacements. Without new funding, Yamhill County Transit's old fleet and outdated dispatch and traffic programs will burden Yamhill County Transit's ability to provide modern transit service that Yamhill County Transit's citizens expect. Without modern, reliable, easily accessible, and safe service, ridership is not as high as it should be and Yamhill County Transit has an ever increasing demand for its transit service. Yamhill County Transit's ridership continues to increase, and has actually increased 80% since 2005.

Project Justification: This is a valuable use of taxpayer funds because it increases the opportunities for people to take mass transit, thereby reducing VMT 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 health care services.

Project: Lake Oswego to Portland Transit Corridor Project
Requestor: Tri-County Metropolitan Transit District (TriMet), Portland, OR
Account: FTA – Alternatives Analysis
Amount Requested: $1,170,000
Description: This project provides a unique opportunity to develop a 6.5 mile streetcar project in an existing , publicly-owned, exclusive rail right-of-way. The exclusive transitway supports reduced travel times over current on-street bus operations, preserves mobility into the future, and allows increased capacity to meet growing demand for travel in the corridor. The project supports state and regional goals of providing more and improved transportation options, increasing transit-oriented development, and reducing greenhouse gas emissions. The current request supports completion of the requisite environmental studies and Preliminary Engineering work.
Project Justification: The project would directly support short and long term job creation, help reduce dependence on foreign oil, promote alternative energy for transportation, reduce greenhouse gases that contribute to climate change, and provide improved access to jobs and housing throughout the region. This project would improve operating efficiency in the corridor and is projected to carry 11,000 daily riders in 2025. It is the only practical means of improving the overall capacity of the congested and geographically constrained Highway 43 Corridor. This project also has the potential to be a national example showcasing the adaptability of streetcar to serve two key functions; 1) facilitate economic development and provide local circulation as with the existing Portland Streetcar; and 2) provide a "rapid streetcar" function similar to light rail connecting six miles between downtown Lake Oswego and the Portland Central City, largely on exclusive right-of-way. This project would also potentially help establish the domestic streetcar vehicle manufacturing industry in Oregon through United Streetcar. The project may be directly transferrable to other areas of the country as an example of a low-cost, high-capacity transit project that helps shape the future development of urban areas into more walkable, sustainable communities while enhancing and preserving mobility well into the future.

Project: Next Corridor Transit Alternatives Analysis
Requestor: Metro, Portland, OR
Account: FTA – Alternatives Analysis
Amount Requested: $1,000,000
Description: This project would be initiated through Metro's Regional High Capacity Transit System Plan, to be completed in July 2009. The planning activities that would be funded by this requested appropriation would advance the region's next high capacity transit corridor into the FTA Major Capital Investment and National Environmental Policy Act (NEPA) phases of project development. It is anticipated that this project would eventually seek Section 5309 New Starts funding for construction and therefore would be developed according to the requirements of this funding program. By pursuing this course of action, the project would be positioned to leverage additional local and federal funding for engineering and construction activities. The overall goal of the Alternatives Analysis (AA) would be to develop and evaluate a range of high capacity transit alternatives to make connections between centers and support the Region 2040 Growth Concept. The end result would be the selection of a narrowed range of alternatives to be more fully developed in a NEPA Draft Environmental Impact Statement. Primary activities in the proposed AA would include transportation planning, conceptual design, environmental

screening and an extensive program of public outreach. A wide range of transit modes, alignments, station locations and termini would be evaluated against the project's problem statement, purpose and need and evaluation criteria. These funds will be used for planning activities in the following manner (totals include local match contribution of 50%)

Metro Labor	$ 950,000
Consultants	$ 800,000
Intergovernmental Agreements	$ 200,000
Materials and Services	$ 50,000
Total	$2,000,000

The funding will be used to undertake transportation planning, conceptual design, environmental screening and an extensive program of public outreach for the region's next high capacity transit corridor project. A wide range of transit modes, alignments, station locations and termini would be evaluated against the project's problem statement, purpose and need and evaluation criteria.

Project Justification: The transit project that would result from the proposed Alternatives Analysis would directly support short and long term job creation, help reduce dependence on foreign oil, promote alternative energy for transportation, reduce greenhouse gases that contribute to climate change, and provide improved access to jobs and housing for the entire region, including low income and minority residents. This Alternatives Analysis is a key first step to expanding the Portland region's light rail, commuter rail, streetcar and bus transit system. The Portland region, including Metro and TriMet have a long track record of building projects that meet transportation, land use and economic development goals and which compete well at the national level for scarce FTA funding. More importantly, the region's transit projects create thousands of short-term construction jobs in addition to long-term jobs created as a result of higher density development in station areas, centers and corridors. Expansion of the high capacity transit system will continue to reduce vehicle miles traveled, greenhouse gas emissions and the region's transportation carbon footprint. Electric transit in the Northwest can make use of wind and hydroelectric renewable energy sources, reducing the need for foreign oil and coal-fired power plants.

Project: West Eugene EmX Extension Environmental Analysis
Requestor: Lane County Transit District, Eugene, OR
Account: FTA – Alternatives Analysis
Amount Requested: $1,170,000
Description: This project would allow Lane Transit District to complete an environmental analysis for the West Eugene EmX Extension project. Specifically, the funding would pay for completion of an Environmental Impact Statement (EIS), including preliminary engineering to approximately 30 percent of design. The project has completed the scoping phase and is now in Alternatives Analysis. 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 Alternatives Analysis, completion of the Draft Environmental Impact Statement, and selection of the Locally Preferred Alternative are scheduled to be completed by Spring 2010.

Project Justification: 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.

Project: Portland to Milwaukie Light Rail Project
Requestor: Tri-County Metropolitan Transportation District (TriMet), Portland, OR
Account: FTA – New Starts
Amount Requested: $25,000,000
Description: The project will construct new light rail transit connecting downtown Portland with the city of Milwaukie and northern Clackamas County and points in-between. The project will serve the Central City, the South Waterfront District, the Central Eastside Industrial District, Southeast Portland neighborhoods, the Milwaukie Town Center, and the urbanized portion of Clackamas County. The project will add approximately 7.3 miles of new double-track to the existing regional light rail network, construct 10 new stations, add approximately 2,000 park-and-ride spaces, and construct an exclusive transitway between SW 1st Avenue and SE 8th Avenue as part of a new non-auto bridge across the Willamette River for pedestrians, bicycles, buses, light rail, and potentially streetcar in the future.
Project Justification: 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. In 2030, the Yellow MAX line, between the existing Expo Center station in north Portland and the new SE Park Avenue station in Milwaukie, would connect with a one-seat ride 123,600 residents and 221,200 jobs within its station areas.
In-vehicle transit travel times between downtown Milwaukie and downtown Portland would be reduced to 25 minutes, compared to 28 minutes for automobiles and 37 minutes for buses. Similarly, transit times to Portland State University would be 19 minutes, compared to 28 minutes for automobiles and 40 minutes for buses.

Project: South Corridor I-205/Portland Mall Light Rail Project
Requestor: Tri-County Metropolitan Transportation District (TriMet), Portland, OR
Account: FTA – New Starts
Amount Requested: $80,000,000
Description: The seven-mile I-205 segment of the project extends the LRT system from the existing Gateway Transit Center along I-205 to the Clackamas Town Center Regional Mall at I-205 and Sunnyside Road. This segment has eight new stations. The 3.4 mile single-track Portland Mall segment establishes LRT on the existing bus mall on SW 5th and 6th Avenues. The alignment serves the highest density land use in downtown Portland. The project includes preliminary and final design, insurance, real property acquisition, 22 light rail vehicles, traction electrification, overhead catenary system, communications, central control, fare collection, signal systems, and changes to the existing operations and maintenance facilities.
Project Justification: The project will improve public transportation in the downtown Portland central business district and in the South/North Corridor. The project supports implementation of the region's 2040 plan, which focuses on regional and town centers, all served by TriMet's high capacity transit system. In the past twenty years, traffic volumes on the South Corridor's regional roadways have increased significantly, doubling in portions of the I-205 freeway. In the future, traffic problems are forecast to worsen as a result of projected growth. By 2025, traffic on I-205 is projected to be at or over capacity for its entire length within the South Corridor. Travel

times from downtown Portland to the Clackamas Regional Center are projected to increase by 58 percent by 2025. By 2025, the project is expected to reduce average regional weekday vehicle miles of congestion by approximately 125,000 miles (.4%), and overall regional weekday vehicle miles by a similar amount (.4%).

Project: Portland Streetcar Loop Project
Requestor: City of Portland, OR
Account: FTA – Small Starts
Amount Requested: $30,000,000
Description: This project is a supplement to the $45 million appropriated in FY 2009 from the Federal Transit Administration's Small Starts Program. The Portland Streetcar Loop Project is a 3.35-mile extension of the existing Portland Streetcar. The current system runs from Legacy Good Samaritan Hospital and Medical Center in Northwest Portland through downtown and Portland State University to the South Waterfront area serving River Place and OHSU's Center for Health and Healing. The Portland Streetcar Loop Project will extend service to the eastside of Portland connecting to the Lloyd District, the Central Eastside and the Oregon Museum of Science and Industry. This request would fund the design and construction of track way, stops, overhead electrification system, traffic and train signals, pedestrian and bicycle improvements, utility relocations and minor street reconstruction. The project also includes the purchase of six new streetcar vehicles from an Oregon-based and Oregon-owned company.
Project Justification: The Portland Streetcar Loop Project will offer a low-cost, attractive alternative to the automobile and provide for neighborhood circulation within Portland's Central City, on both the east and west sides of the Willamette River. The Streetcar supports urban development that is more compact and more dense, resulting in fewer vehicle miles traveled in the region, which has positive affects on air quality, fuel usage and carbon emissions. Development in the Central City helps alleviate pressure on the region's Urban Growth Boundary and diminish sprawl, which helps protect the economic contribution from farms and forests. Ordering 6 vehicles to be manufactured in Oregon is expected to create 90 jobs with the following skills: design and project management; welding, fabrication; electronics, general labor and others. The construction contract for the Loop Project is estimated at $86 million and is expected to create 1200 jobs with the following skills: management/foremen, electricians, cement masons, and construction.

US Department of Housing and Urban Development Requests

Project: Airport Water System Project
Requestor: City of The Dalles, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Columbia Gorge Regional Airport is jointly owned by The City of The Dalles, Oregon and Klickitat County Washington. It is an integral part of the regional airport system and considered a part of both the Washington and Oregon State airport plans. 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 on the Port of Klickitat and then allow it to flow back with adequate fire flow pressures. This system will support first the industrial development and eventually development in the adjoining area.

Project Justification: The Columbia Gorge Regional airport is a vital part of the community's economic structure. This project will provide an important public infrastructure (public water system) need for development of an industrial park and the surrounding community.

Project: Baker Higher Education Center
Requestor: Baker County, Baker City, OR
Account: HUD – Economic Development Initiative
Amount Requested: $500,000
Description: This project will fund expansion and improvements at the Baker Higher Education Center to provide additional space needed to house a rising demand for classes. Enrollment for community college students has increased in Baker City by 200% since the 2005-06 school year. Currently, the Baker City campus is serving 750 students in nearly 140 lower division classes and 60 vocational-technical programs in two facilities with a total area of 7,180 square feet.
Project Justification: The project will provide needed education for taxpayers during this economic downturn, while supporting existing businesses with job training opportunities. Higher educational offerings are limited in Eastern Oregon. Distance and weather conditions make it more difficult for Baker County citizens to travel to other facilities in the region. In order to improve Baker County's economy in this rural part of the state, Baker County will develop collaborations with other universities around the Northwest to provide the best educational opportunities for young and old.

Project: Bandon Boat Basin Revitalization
Requestor: Port of Bandon, Bandon, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Funding is requested to replace the port's boat basin, which is no longer safe nor adequate for the type of use demanded of it. Specifically, funding is needed for new concrete replacement docks with upgraded utilities in order to meet the needs of today's mariners and fishers. When the boat basin was built in 1982, it was intended to accommodate the commercial salmon trolling fleet, but with the demise of that industry, accompanied by the growth in the tourism industry along the Oregon Coast (one of the primary sources of economic development in this part of the state), the port now primarily serves recreational users, and there is demand for moorage for boats as long as 147'. Funding would be used for: labor and engineering; pile repair/replacement; utilities; and permits. This is a new project and is currently in the planning phase.
Project Justification: The current basin simply cannot accommodate boats this big. More large boats want to visit Bandon, and when they do, the people who own these boats provide an important source of revenue to the economy. The bottom line is that this project creates significant economic development opportunities because it will allow the Port to accommodate a

wider range of visitors that can contribute significant amounts of money into the local economy.

Project: Blue Mountain Heritage Trail & Base Camp Baker
Requestor: Baker County Economic Development, Baker City, OR
Account: HUD – Economic Development Initiative
Amount Requested: $500,000
Description: The funds requested will be utilized to study the feasibility of establishing the first leg of a public trail system known in Oregon as Blue Mountain Heritage Trail. The project is a subset of an 870-mile trail comprised primarily of existing trails and roadbeds on public lands. The project goal is to increase visitor access to this unique landscape and promote economic opportunities for local tourism. More than half of Baker County's lands are in federal ownership, so increasing recreation access on these lands is a key component in the county's economic development plan.
Project Justification: The project will increase visitor access to public lands in Baker County, while helping a rural, local economy that has been struggling.

Project: Bulkhead Restoration Phase I
Requestor: Port of Siuslaw, Florence, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: This economic development and infrastructure project restores and enhances the bulkhead (retaining wall) at the Port of Siuslaw. The Port has maintained the bulkhead with repairs. Despite these measures, this 43+ year old infrastructure continues to deteriorate and the public needs safer and upgraded facilities. Funding will be spent on permits, demolition of the existing bulkhead and partial construction of a new bulkhead. This project is currently in the planning phase; phase 1 of the project is ready to begin whenever funding is acquired.
Project Justification: This project will replace the existing bulkhead which is failing in several spots, extend the bulkhead to safely access the marina, ensure public safety by raising and leveling the grading, protect Port and City of Florence property from flood damage and set the stage to enhance Port operations and accompanying tax revenues that accrue to City, State and Federal authorities. This is a public safety issue that must be addressed.

Project: Business Enterprise Center: Business Incubator and Technology Accelerator Facility
Requestor: The Business Enterprise Center, Inc., Corvallis, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The Business Enterprise Center, Inc. (BEC) 23 year history of stimulating and supporting successful high tech start-ups and extensive collaboration with its professional partners including Oregon State University, ONAMI, and LBCC, places it at the forefront of innovation. The BEC is poised to assist OSU with the creation of the 11 Western States Algae Institute. The BEC recommended Oregon's newest emerging cluster to be bioscience. To this end, working in collaboration with the Oregon Association of Bioscience, the local Willamette

Valley Bioscience Industry Consortium (WVBIC) was launched in 2008 and now has over 20 supporting partners. Wet lab space to support the project is required to advance the science.
Project Justification: Commercial sized algae farms using items now considered waste will be used to stimulate growth of algae strains of high lipid content to create renewable fuels providing more energy security as we reduce our use of fossil fuels. New bio-based polymers, pharmaceuticals, and other value added products are obvious outcomes. Sustainability will be advanced by our close-looped system providing jobs through carbon reduction and bio-remediation.

Project: City of Brookings Communications Tower/Emergency Operating Center, Oregon
Requestor: City of Brookings, OR
Account: HUD – Economic Development Initiative
Amount Requested: $350,000
Description: The requested amount would be spent on a completely equipped Emergency Operating Center. This would include construction, engineering (both planning and construction), and fully equipping the Center, which will include computers, wiring, communications equipment, and appropriate furnishings.
Project Justification: This project benefits taxpayers because it provides a facility in which emergency events can be managed, enabling emergency services the ability to provide better protection of life and property; and to assist with earlier post-disaster event economic recovery.

Project: City of John Day Main Street Enhancement Project
Requestor: City of John Day, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Recent efforts by the City of John Day and its citizens has seen the development of a Downtown Plan, a development code update, a new industrial park, business and residential expansion toward the urban growth boundaries, and people moving into the area and/or visiting for various recreational opportunities. All of these demonstrate that the community is in transition. A Safe Routes to School (SRTS) Action Plan was completed in 2007. The SRTS Action Plan identifies opportunities to improve pedestrian and bicycle access to schools near US 395. This project will provide a base and foundation for sidewalk connectivity throughout the City, especially for walking to the Kam Wah Chung State Heritage Site by reconstructing sidewalks to current standards and relocate existing overhead utility lines to underground facilities. Replace existing highway-style "cobra-head" light fixtures and poles with ornamental type fixtures and poles. Add new park benches, and provisions for hanging basket planters and free-standing planters with drip irrigation.
Project Justification: This project is the key aspect of the overall goal of a revitalized downtown business area and will provide connectivity to historic sites, parks, recreational centers. New ornamental street lighting on both sides of the street will improve the visual quality experience and safety for pedestrians, bicyclists, and drivers in the downtown area. It has a significant impact on safety and the ADA needs of residents and tourists. If strides are not made to preserve and regenerate the look, feel, safety, and access of this important area, John Day is in jeopardy of losing its local businesses resulting in empty store fronts and an abandoned

downtown. This project is more than a beautification project; it is an investment in the community and in the City's economic survival.

Project: Construction of Public Works Shops
Requestor: City of Chiloquin, OR
Account: HUD – Economic Development Initiative
Amount Requested: $351,850
Description: This proposed project would build two new public works buildings for the City of Chiloquin.
Project Justification: Currently the City has no sand storage capability and relies on the Oregon Department of Transportation to provide sand which is not always available. By building a new sand storage building the City of Chiloquin will be able to provide safer driving conditions within Chiloquin. By building a new equipment storage area Chiloquin will extend the life of its equipment and help prevent failure of this equipment which would save money to the tax payers.

Project: County Fairgrounds Improvement Project
Requestor: Umatilla County, Pendleton, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Umatilla County is planning to replace the obsolete Umatilla County Fairground Exhibition Center with an 18,000 square-foot exhibition hall. The project involves demolishing the two current dilapidated exhibition buildings, which lack sufficient structural strength to renovate, and constructing a modern exhibition hall in their place. The exhibition hall would consist of two wood-framed stories, a concession area, improved Americans with Disabilities Act enhancements, and modern technology and utilities. The requested federal funds will be used to complete the replacement of the obsolete Fairgrounds Exhibition Center in Hermiston and to acquire property adjacent to the fairgrounds.
Project Justification: The Umatilla County Fairground Exhibition Center was built over 60 years ago. Over time, the facility has become inadequate to serve the needs of the fairground and the community at large. Usage during the County fair, and throughout the year, is inhibited by a lack of safe and accessible utilities. The exhibition center is further restricted by inadequate technology, heating, electrical and related utility access. Despite substantial interest, the facility's structural and accessibility problems also prevent the potential to partner with educational and social service entities.

Project: Downtown Community Center at the Carnegie, Medford, Oregon
Requestor: City of Medford, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: This project would fund the revitalization and renovation of the vacated downtown historic Carnegie Library building to accommodate and fill the need for a community center in the heart of downtown Medford. The building and grounds are intended to be maintained to support both indoor and outdoor events such as the Medford Grower's Market, private wedding ceremonies and receptions, summer and fall art walks, organic food and wine festivals, indoor

and outdoor music concerts, performing arts and holiday events for children and adults alike. Additional planned uses could include a library featuring rental of best sellers, an art gallery showing local artists with touring shows from major galleries available on occasion.
Project Justification: Funds would go towards building renovation that would address the community needs along with bringing the facility up to ADA standards. Additionally, funds would be used to replace the existing inefficient HVAC system, upgrade the drainage around the building, make necessary repairs to the roof, repair and repaint interior walls, relocate the existing elevator to make the building more functional and user friendly and make essential upgrades to enhance energy efficiency.

Project: Flexible Manufacturing Incubator Building
Requestor: City of Florence, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: This project would fund the design, construction materials, and labor for a flexible manufacturing incubator space. The size of the building would be between 18,000-20,000 square feet and could be utilized by 3 or 4 manufacturing occupants.
Project Justification: The City owns property adjacent to the airport which is part of the Pacific View Business Park. Money is needed to construct an incubator building that would provide rental space for local start-up businesses that do not have the initial capital to construct their own buildings. Once established and growing, businesses would be able to purchase their own lots within the park and also take advantage of the enterprise zone tax exemption program.

Project: Food Bank Family Remediation and Development
Requestor: City of Grants Pass, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The City of Grants Pass acquired a 250-acre form farm just outside the City limits for park, open space and community garden purposes. An environmental contamination problem has been identified on a small portion of the property (less than 1 acre). The contamination is associated with an old dip tank operation to apply pentachlorophenol treatment for wood poles. The City must clean up the contamination before the site can be used for public purposes. One of those public purposes is to create a Food Bank Family Gardens program. The program includes family gardening, education, community kitchen food preparation, storage, distribution to the needy and offices. The funding will be used to eliminate the pentachlorophenol contaminated soil problem and establish a permanent home for the Food Bank program. With the soil remediation, the food bank operation will develop a permanent home on 10 acres of adjoining land, not on the reclaimed contamination site.
Project Justification: The project will provide a significant benefit to this community as hunger is a real problem in our community. This project focuses on sustainability by providing home grown fresh produce to the county's needy children, families and elderly. Furthermore, the project provides a permanent home for the food bank with preparation, storage and distribution facilities. The food bank establishing garden plots and teaches food growing and preparation classes so individuals can learn to grow, preserve, and prepare their own produce. The project also will benefit a rural/distressed community. In 2007, the Oregon Economic and Community

Development Department identified Josephine as one of seventeen "severely distressed" counties in Oregon. Unemployment exceeds 16% (March 2009) and is climbing. This project will create much needed jobs for residents. These new construction jobs primarily will benefit the low- and moderate-income individuals who have recently been laid off as a result of significant slowdowns in housing construction and the drastic contraction in the area's timber industries.

Project: Four Corners Industrial Park Infrastructure Expansion
Requestor: City of Molalla, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Funds would be used to complete street grid, construct curbs, sidewalks, sewer and water utilities and storm drainage in the Molalla, Oregon Four Corners Industrial Park, which opened in 2007. Four Corners Industrial Park is currently occupied by two manufacturing facilities specializing in plastics recycling (NW Polymers) and casting of surgical implants. Four Corners Industrial Park's land base can accommodate several additional manufacturing operations, but is limited by lack of infrastructure. Improvements would serve approximately 300 acres of land-- making it shovel-ready for industrial tenants and resulting in additional jobs to the community. The necessary improvements consist of 3,700 feet of industrial collector street including sanitary sewer conveyance, storm conveyance detention and treatment, water distribution, street lighting and landscaping. All improvements would be publicly owned and maintained.
Project Justification: Expansion of industrial park infrastructure would make possible new manufacturing investments—and more family-wage jobs—in Molalla, Oregon, increasing the demand for residential construction, commercial and professional goods and services, diversifying and expanding the city's economic base, generating increased tax revenue to local, state and federal governments and contributing to GDP growth.

Project: Generations Community Foster Care, Medford Oregon
Requestor: OnTrack, Inc., Medford, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Generations Community Foster Care is a green (environmentally, socially and financially sustainable) intergenerational community providing 62 senior units and 19 units for families who have been involved in Child Welfare and who have completed all of their service goals. 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 that will guide and support them and their families, and prevent foster care placements. Seniors can age in place with the support of the community. The project offers affordable home ownership for seniors, allowing them to build equity, and affordable rentals for vulnerable families and seniors. On site case managers will provide support/oversight. OnTrack, Inc., 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 in pairing housing and services to assist client families in becoming clean, sober and system independent. Recognizing that families require long term supportive services, the agency has developed 158 units of affordable rental housing that have no vacancies.

Project Justification: Generations will model a new approach to reducing foster care placements and strengthening families by enabling families with a history of child welfare-involvement to live in a community with 62 seniors who can mentor their continued growth. This purpose will improve senior outcomes. The development of healthy, stable system-independent families will generate substantial tax savings in areas such as foster care, welfare and correctional funding, senior care, and ensure brighter futures for children curbing the intergenerational transmission of abuse. In addition, the provision of 62 senior units will allow these residents to age in place, minimizing or avoiding placement in nursing facilities. Finally, the cutting edge sustainability incorporated into the project will provide a model for affordable energy conservation measures that can be replicated in other projects. These elements can become a national model for strengthening families of all ages.

Project: Gorge Applied Professional Technical Training (Gorge APTT Center)
Requestor: Mid Columbia Council of Governments, The Dalles, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The Gorge Applied Professional Technical Training Center (Gorge APTT Center) will initially satisfy demand among the region's 550 contractors for knowledgeable workers in the construction industry by providing Pre-Apprenticeship Construction Training which is not currently provided in the region. Once the Pre-Apprenticeship Program is underway, emphasis will be placed on adding new green technology construction programs in support of and in cooperation with existing programs such as the Renewable Energy Technology Program underway at the Columbia Gorge Community College. As a regional training center it will have the ability to act quickly to community needs and support our local industry and workforce partners. Over time, other training programs will be added to support the anticipated increase in demand for jobs in renewable energy, energy efficiency and mitigating degradation to the environment and associated technologies. It is estimated that at the end of one year, the Gorge APTT Center will train 200 workers in general construction including one specialized field such as Plumbing; Electrical and Heating, Ventilation and Air Conditioning (HVAC). Trained workers will receive placement assistance into entry level positions.
Project Justification: The Columbia Gorge Region has a high school drop-out rate of 18% and an estimated 40% of the student population that does not pursue post secondary education. By building an applied learning facility the center can capture a significant number of individuals and provide training that they can excel in giving them the confidence and training to get jobs and lead productive lives in the communitiy. This program provides training to veterans, adults, dislocated workers, youth and the disabled. By working with the community college, K12's, private learning institutions, unions and non-union and the private businesses in our region the center will establish a collaborative facility that will fill the gap for trainings that are simply not available.

Project: Grants Pass Forest Service Property Acquisition
Requestor: City of Grants Pass, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: This project involves the acquisition of property from the US Forest Service. The

property is a historic Forest Service compound located on J and L streets in the City of Grants Pass, Oregon. The property is of no further use to the Forest Service. The US Forest Service is seeking to sell the property. The City of Grants Pass would like to acquire the property and bring it up to safety standards for use as a community hall. This funding would be used for acquisition of the land and building, architectural design of historic compound and renovations to support the building and create a useable, safe meeting center.

Project Justification: The use of taxpayer dollars is clearly justified with this project in two ways. First, this project will protect an historic building for public use. The building is to be sold by the Forest service. The property includes several buildings, one of which is a particularly attractive historic building and well loved by the community. The City will ensure the historic building is maintained and available to all of the community. Second, this will allow the City to partner with local non-profit agencies and use the building as a meeting center for groups such as Meals on Wheels, Rascals (a senior citizen computer club) and the local Lions Club. Community centers such as this play a critical role in the community. They provide safe, accessible community space for activities that meet community needs. The City currently has no public facility to serve these purposes. The project also will benefit a rural/distressed community. The historic building is located within Josephine County. In 2007, the Oregon Economic and Community Development Department identified Josephine as one of seventeen "severely distressed" counties in Oregon. Unemployment exceeds 16% (March 2009) and is climbing. This project will create much needed jobs for residents. These new construction jobs primarily will benefit the low- and moderate-income individuals who have recently been laid off as a result of significant slowdowns in housing construction and the drastic contraction in the area's timber industries.

Project: Halsey Community Center/City Hall
Requestor: City of Halsey, OR
Account: HUD – Economic Development Initiative
Amount Requested: $500,000
Description: A local business, Smith Seed, offered to donate a train depot to the City of Halsey in 1998. The City conducted a survey in order to involve as much community participation as possible on how such a facility could be utilized which generated a tremendous amount of support. The depot was relocated to a prominent corner of the City and placed on a foundation with a vision of providing an All-in-One Community Center/City Hall facility. The goal is to meet the growing demands of an underserved rural community with critically needed health services, activities, education, multi-cultural and cultural art opportunities, as well as an emergency shelter. The City has been successful in receiving some funding for the lower level, however additional money is needed to complete the finish work on lower level of the Community Center and a handicapped accessible parking lot. The goal for the second level is to rejuvenate the train depot in order to provide a museum area, a location for the Municipal Court, the Council Chambers, and the City Hall.

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 facility will positively affect the quality of life in this rural community. This funding is in the interest of the

taxpayers as the facility will serve over 2500 residents of the Central Linn Community including Halsey, Brownsville, Shedd, and Peoria. It will provide a location for the old and young alike to meet for educational opportunities, health and nutrition information, art and quilting classes, and a variety of other activities.

Project: High Desert Partnership
Requestor: High Desert Partnership, Hines, OR
Account: HUD – Economic Development Initiative
Amount Requested: $250,000
Description: The High Desert Partnership (HDP) has been working diligently to develop a landscape level strategy in the Harney Basin to address natural resource stewardship issues in a manner that ensures the ecological, economic and social components of issues are balanced in a sustainable manner. $75,000 – 100,000 will go toward administration & securing office space for the HDP. The remaining funds will be used to cover costs involved in ongoing projects including: the Harney County Restoration Collaborative (forest health/restoration program), the Malheur National Wildlife Refuge Comprehensive Plan Collaborative (refuge planning), and Grass Bank Research & Evaluation to determine the viability of the concept of a series of grass banks in our region for emergency or planned replacement forage for domestic livestock (planning).
Project Justification: The High Desert Partnership (HDP) facilitates resolution of important land stewardship, community and economic issues with the intent of addressing these issues before they reach a crisis situation through a collaborative forum. The HDP recognizes that long-term sustainability of both the local economy and the high desert ecosystems that they depend upon must be balanced between community, ecological and economic factors. By facilitating the resolution of these issues through collaboration the HDP will be able to save tax dollars that would otherwise be spent on litigation by local, state and federal government agencies in resolving said issues.

Project: Homeownership Infrastructure Development
Requestor: The Confederated Tribes of Grand Ronde, Grand Ronde, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The Grand Ronde Tribe is proposing to develop a 20-acre parcel in the rural unincorporated township of Grand Ronde in Yamhill County, Oregon, for low-density residential home-ownership. It is anticipated that the parcel would be partitioned to create thirty-three lots. The Tribe will develop the infrastructure such that home sites are pad-ready (ready for construction) for homes. Individual home sites would be leased to Tribal members and managed through the Tribe's housing authority. The parcel is well positioned geographically to allow for extension of existing infrastructure such that the development can be affordable to Tribal members with moderate incomes. The parcel is held in trust for the Tribe. The HUD Section 184 Loan Guarantee Program was specifically designed to allow Tribal members to participate in a unique mortgage program on Tribal trust land.
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 our 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 our challenging economy.

Project: Housing Relief Rehabilitation and Construction
Requestor: Coquille Indian Tribe, North Bend, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Funding is requested for three housing rehabilitation and construction projects on the Coquille Indian Tribal Reservation. The Coquille Indian Housing Authority is in the process of major rehabilitation work on 71 existing low-income housing units. The work is scheduled-out for several years due to budget constraints.
Project Justification: Access to decent, safe, affordable housing strikes at the root of poverty. The funding of request will provide both direct housing assistance and employment opportunities to low-income and moderate-income Native American families. The benefits of this work will extend to the surrounding community as well, helping to abate a local unemployment rate nearing 14%. The project has three components: (1) rehabilitation of existing substandard low-income Indian housing owned and operated by the Tribe under HUD's Indian Housing Block Grant (IHBG) program; (2) development of new building lots; and, (3) construction of new low-income housing on a number of those lots. Of the three, the rehabilitation work is most emergent. The level of funding requested for this work, $812,000, will enable completion of siding replacement and structural repairs on 23 housing units which constitute the balance of a larger ongoing project begun by the Tribe's Housing Authority in 2003. Additional funds in the approximate amount of $532,000 will be sought through the special IHBG competitive grant program established under P.L. 111-5 to replace roofs on the 71 units that comprise the full rehabilitation project. While the preservation of existing housing is most urgent, the longer term and more profound need is to increase the availability of affordable housing for low-income and moderate-income Native Americans. Development of a 50-lot subdivision with construction of 10 low-income housing units will better enable us to provide a stable, secure, and nurturing environment to families as they pursue self-sufficiency.

Project: HUD and PHA National Housing Locater
Requestor: Alliance Housing, Eugene, OR
Account: HUD – Economic Development Initiative
Amount Requested: $120,400
Description: Funds would be used for hire an additional two to four employees, and expenses in expanding service to HUD, Public Housing Agencies (PHAs), low income families, and others.
Project Justification: Alliance Housing aims to hire low income families and elderly. In addition, the project will save energy consumption.

Project: Infrastructure Water Line Looping Improvements at the Mill Creek Employment

Center
Requestor: City of Salem, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The Mill Creek Employment Center, located in the southeast corner of the Salem city limits, 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. The proposed Infrastructure Water Line Looping Improvements consist of a 9,000 linear foot water pipe (18 feet in diameter) extending from Deer Park Road to Aumsville Highway. These improvements are needed to increase the water pressure for fire safety and expanded use of over 500 developable industrial acres at the Mill Creek Employment Center, the Marion County Jail, the Oregon Police Academy and facilities at the Oregon Department of Corrections.
Project Justification: Development on a portion of the Mill Creek property and Salem Renewable Energy Park projects are in its initial phases; however this water line looping project is needed to attract large industrial end users for these properties to fully develop. With the primary purpose of job creation and economic development opportunities, taxpayers will benefit from the over 5,000 jobs created and the over $1 billion investment in the Salem's local and regional economy.

Project: Jetty Extension and Shoreline Protection, Cascade Locks, OR
Requestor: Port of Cascade Locks, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Funding is sought to construct a 1,000 ft. beach extension, extend an adjacent existing jetty and construct a new eastern jetty as the City and Port continue the development of an economic development project that will result in a world-class Sailing Center on the Columbia River at Cascade Locks. The project will eventually include a 2,700 sq. ft. sailing center and 1,700 sq. ft. boat storage facility. Beach construction, jetty extension and a new eastern jetty are critical next steps in developing sailboat racing opportunities in Cascade Locks. The Cascade Locks sailing site has been identified as one of the top ten sailing sites in the world and is already an international destination for sailing events. In August, 2009, the US National Moth Pre-Worlds and Moth World Championships will be held in Cascade Locks. This project was initiated in 2006 when the Port completed a feasibility study determining that market, economic conditions, and the consistent wind and water conditions found in Cascade Locks could support development of a truly unique sailing venue. In FY08, $100,000 was made available by Congress for design and permitting activities associated with this project.
Project Justification: Cascade Locks has been identified as one of the top ten sailing sites in the world and is becoming a national destination for small-boat sailing events. Yet, development in and around the City is highly regulated and made more difficult by the fact the City is located in the middle of the Columbia Gorge National Scenic Area – a federal designation that significantly limits the type of development that can occur there. As a result, though there is tremendous potential for economic development in the City, the City's small tax base, further reduced by continued declines in privately owned property in the Gorge, makes economic development particularly challenging. Without federal assistance to help compensate for the role that the City plays in protecting one of America's unique national scenic treasures, residents of the city will

continue to experience higher than average unemployment rates and continued economic hardship.

Project: John Day Fire Station
Requestor: City of John Day, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Current fire station was built as a temporary structure in the 1950s; does not meet OSHA requirement and is located at the intersection of 395 and SE Dayton that creates a bottleneck during any activities at the state; non-existent parking and staging areas creates a need to completely close the intersection during a fire emergency. New fire station will be significantly larger than the existing facility to accommodate the modern trucks, office space, and space for training. The present station misses the mark on all three points and because the current station is located in a very congested area downtown there is no room for expansion. City purchased land this year to house the new station and expects to erect a steel structure with slab on grade construction. The building will have sufficient space for maintaining the vehicles and equipment year round and have sufficient space that it can serve as n emergency coordination center depending on circumstances.
Project Justification: It is imperative that rural America find support for infrastructure projects from the State and Federal government. Small cities and towns like John Day, Oregon lack population and the necessary tax base to support projects of this magnitude and are caught in a conundrum between prioritizing projects because of limited funding and the public safety of their residents. Services to keep the public safe are more needed now than ever before. Any facility improvements to the John Day Fire Department that will help in responding to emergency events in a timely manner and assist firefighters with their efforts is very critical in a small community.

Project: Lafayette Downtown Revitalization Project
Requestor: City of Lafayette, OR
Account: HUD – Economic Development Initiative
Amount Requested: $200,000
Description: The funds will be used for the design, planning and material to renovate Lafayette's downtown district buildings and common areas which are in need of renovation and restoration. The funds will be used to restore and bring beautification to areas of downtown that detract from commerce and tourism. The City Hall and other buildings are in need of updating, and the Community Center has poor flooring and outdated bathrooms, while the Common areas lack proper landscaping. The highlights of this renovation project include a new paint job and front door for City Hall, improved landscaping and canopies for the downtown district, and interior updates to the Community Center. If budgeting allows, funds would also be used for the planning and design of a small library for the community. Funds will be used to purchase materials and hire laborers and designers to help transform downtown into a place that will bring life and a sense of pride back to the community. Even tourism can be generated by properly using these funds to create a better atmosphere in the downtown which is located in the middle of wine country on the way to the coast.
Project Justification: The funding for this project is in the best interest of the taxpayers in the community because all ages and income levels will benefit from a revitalized downtown district.

A revitalized downtown will bring increased revenue to local business owners, many of whom are residents of Lafayette. A more attractive and appealing downtown makes life in the city more enjoyable for all. A revitalized downtown will also improve long term property values for the entire community as has been shown in other cities. A renovated Community Center with updated bathrooms and improved interior will encourage more community functions and bring more enjoyment for all ages. The Community Center is used for dance classes, weddings, and Christmas functions such as "Cookies with Santa." It also is located next to a baseball field and will be used for park events. Better landscaping in downtown and common areas will draw tourism due to the location along with antique stores and will make the city a more attractive place to live for all taxpayers of Lafayette. Repainting structures, including the City Hall, adds to the atmosphere and appearance of the downtown and helps set a new standard for proper upkeep and maintenance of city dwellings. This greatly benefits all residents and home owners that desire better upkeep of Lafayette.

Project: Lafayette Terry Park and Yamhill River Front and Veterans Memorial Project
Requestor: City of Lafayette, OR
Account: HUD – Economic Development Initiative
Amount Requested: $350,000
Description: Lafayette is the 3rd oldest city in the state of Oregon, and formally the original County Seat and major trade route on the Yamhill River. However the river front has been neglected for decades and currently the river is inaccessible due to overgrowth, steep terrain, and the park is unused because it lacks landscaping, parking and any usability. This location has great potential because of the river frontage, easily accessible location and walking distance to downtown. The highlights of this project include paths and steps down to a newly created fishing pier on the river, an outdoor amphitheater, and a veteran's memorial to give honor to families that have lost loved ones.
Project Justification: This project is vital to taxpayers in the community because it will stir economic growth by its appeal to tourists and neighboring cities. Lafayette is located in the heart of wine country on the way to the coast near two major transportation arteries. A restored river front and veterans memorial will benefit local business owners and citizens alike by creating commerce and revenue, while giving residents a diverse collection of outdoor activities including fishing, picnicking, and music events.

Project: Lake County Library District New Main Library
Requestor: Lake County Library District, Lakeview, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Lake County Library District is a public library serving Christmas Valley, Paisley, Lakeview, Silver Lake and New Pine Creek. The goal is to build a community oriented, accessible, energy and technology efficient, 10,113 square foot main library for the 7,470 residents of Lake County by December 2010. The Lake County Library has out grown its current location and has entered into a contract for the construction of the new library. To-date $1,863,556 out of the $2,822,684 needed has been raised to build the new library. $959,128 is needed to complete the building of a new public library. The Lake County Library District Board made the decision to fund construction of the new library through fundraising and grants

rather than a bond measure because of the economic conditions in Lake County. The original income plan prior to the economic recession included funding of 48% from foundations, 32% from businesses, individuals and the local community, and 20% from the public sector. With the current economic situation, the local campaign volunteers are struggling to raise the remaining funds needed to build the new library from the private sector. Of the $1,863,556 raised, 98% is from the private sector.

Project Justification: In 2007 a study from the Urban Institute commissioned by the Urban Libraries Council found that "Public libraries build a community's capacity for economic activity and resiliency. Library facilities often anchor downtown and commercial developments, and are attractive neighborhood amenities." Additionally, a public library offers activities and materials to enhance the early literacy skills that impact future academic and career success. Many Lake County residents rely on library technology to get them online to find jobs, apply for college, file their taxes, monitor their investments, and find information about government services. In a county without any post-secondary institutions, many residents increasingly use library technology for online education and professional development opportunities. Local nonprofits use library resources to locate grant resources and statistics and other factual information used in funding applications. In a county comprised of 77% public lands, it is essential to expand economic capacity in order to adequately fund basic services, and the new library is a key component of an ability to do so.

Project: Lakeside Fire Station, Oregon
Requestor: Lakeside Fire District #4, Lakeside, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Lakeside Fire District is seeking funding for the construction of a fire station with the primary purpose of creating jobs. The sum of $4,831,789 will be used for construction with $100,000 used to furnish the station. It is the goal of Lakeside Fire District # 4 to hire 10 people upon completion of construction, 25 to 30 over the following 24 months and an additional 25 to 30 in 40 to 60 months. Lakeside Fire District's current facility is not adequate to facilitate the positions necessary to keep up with the current demand of the daily emergencies they mitigate. It lacks office space, equipment bays and living quarters necessary for today's emergency services. Funding of this project will allow them to use existing funds to hire personnel without depleting payroll accounts for construction. This will expedite the creation of jobs by as much as six to eight years. Lack of funds due to a depressed economy has taken its toll on the Fire District. This project will maintain current services and hire new personnel.

Project Justification: The creation of 85 to 90 jobs during an economic down turn is reason enough to fund this project. When one adds the decline of the fishing and timber industry, this area has already faced, with the current state of the economy, a perfect storm of depression is created. Drug and alcohol usage in the area is at an all time high. When jobs are created and proud Americans reestablish the area the economy starts to recover. Drug and alcohol usage declines and workers purchase housing for their families. The taxpayers of Coos County have suffered for over a decade struggling to find living wage jobs. This project will be a solid start to help in the economic recovery of Coos County. Taxpayers have already purchased the necessary land through Fire District and County Funds. This fire station will also help protect timber lands owned by the public.

Project: Marion-Polk Food Share Community Kitchen
Requestor: Marion-Polk Food Share, Salem, OR
Account: HUD – Economic Development Initiative
Amount Requested: $150,000
Description: Since 1987, Marion-Polk Food Share has been "leading the fight to end hunger" as the nonprofit regional food bank serving Marion and Polk counties. Last fiscal year, they provided 4.8 million pounds of emergency food and distributed 69,892 food boxes and 989,041 meals through 78 member agencies/programs. In the past two years, need is up by a dramatic 27% . Currently they are providing over 6,500 food boxes each month—the most ever provided in the 21 years of their existence. The community kitchen will achieve many positive results for low-income households in the community, including: 1) increasing knowledge of good nutrition; 2) teaching low-cost cooking and food budgeting; 3) increasing self-sufficiency through educational programs, including culinary job training; 4) expanding capacity to prepare meals and process food for distribution; 5) reducing and/or preventing hunger. Primary beneficiaries will be the approximately 30,000 households, and the 110,000 individuals who receive emergency food assistance through our 83 member agencies. The $150,000 requested would be used for the purchase of kitchen equipment.
Project Justification: With the need for emergency food assistance up 15% last year, and another 12% so far this year, the Community Kitchen is now distributing over 6,500 emergency food boxes each month in a two-county service area. In addition, they provide food for over 80,000 meals each month. Funding the community kitchen is in the interest of taxpayers because the programs it will house focus on addressing hunger in the short-term, as well as long-term, community-based solutions to the issue of hunger. The community kitchen will achieve many positive results for urban Salem/Keizer, as well as rural Marion and Polk counties, including: 1) increasing food box recipients' knowledge of nutrition; 2) teaching low-cost cooking and food budgeting; 3) increasing self-sufficiency through educational programs, including culinary job training; 4) expanding the capacity of Marion-Polk Food Share to prepare meals, and process produce and other foods for distribution; and, ultimately; 5) reducing the need for emergency food assistance, and; 6) reducing and/or preventing hunger in the two-county area. In addition, the project will create at least 25 construction jobs over the course of the five month project. And, as a result of expanded programming in the community kitchen, they anticipate adding at least one new permanent full-time position at Marion-Polk Food Share.

Project: Medically Monitored Behavioral Healthcare Support Facility
Requestor: Luke-Dorf, Inc., Tigard, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The construction of a ten unit facility that will provide medically monitored behavioral healthcare support and housing to individuals with mental illness who are participants in the county's specialized Mental Health Court diversion program. The medically monitored behavioral healthcare support facility will provide a spectrum of on-site psychiatric medication management, prescriber services, mental health intensive case management and coordination with physical healthcare providers. These services will allow for stabilization and longer term planning for return to employment, vocational training, education and permanent housing.

Project Justification: The project is a valuable use of taxpayer funds, as it provides treatment and housing with support for individuals with mental illness who would otherwise be involved repeatedly with the criminal justice system because of their untreated illness. It provides medically monitored behavioral healthcare support to individuals with mental illness in a community based environment that is the least restrictive and most cost effective setting while ensuring public safety. In the current economic environment, funding for this project will provide opportunity for construction jobs to build the facility.

Project: Mid-Columbia Senior Center Renovation Project
Requestor: Mid-Columbia Senior Center, The Dalles, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Twenty-five years ago, a group of local residents ambitiously created the area's first senior center. Today, a full-time Director and 55 volunteers help fulfill the Senior Center's mission of "promoting healthy aging by sharing and caring" by offering programs, classes, and services that range from exercise classes (yoga, seniorcise, and Strong Women); programs and lectures (e.g., finances, health, taxes), and social activities such as music, games (cards, Wii bowling) and of course, bingo. In addition to these activities, the Senior Center is also home to Meals on Wheels, which serves a healthy, delicious, and affordable lunch to an average of 80 seniors every day. Our primary goal is to serve the increasing retirement segment of our community through fun, stimulating, and affordable programs and events. Last year, the Center had more than 13,800 visits for all of these classes, workshops, etc. The volunteers provided more than 4,400 hours of work last year. Finally, Meals on Wheels served more than 20,000 meals at the Center last year and they prepared and delivered an additional 23,440 meals to people in their homes last year. The Center is near the beginning of this renovation and expansion project that will add 10,000 sf. to the 25 year old facility and provide a medical clinic in the Center, a commons area to sit and socialize, additional office space for other organizations/agencies serving seniors, a designated exercise room, two additional classrooms, and an expanded dance floor and stage.
Project Justification: This facility was originally built in 1986 to serve and support the seniors in the Mid-Columbia area. Unfortunately, the Center that this community built 25 years ago, is not adequate to serve the increasing needs of today's retirees. The Senior Center has been self-sufficient for all of its 25 years. The Center is sustained primarily through program fees and membership dues. Unfortunately these income streams have been barely enough to maintain operations and not improve the building along the way. With a medical clinic in the facility, existing rental income, and increased fees from increased program opportunities, the Center will be self-sustaining for the next 25 years.

Project: Mitchell Kids' Center
Requestor: City of Mitchell, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The money for this project will be spent to purchase and remodel the Mitchell Kids' Center, for program development and equipment, and to operate the facility for the first three years. The goal of this project is to provide a safe, nurturing environment for students in

grades 6 thru 12, both after school and during the summer months. Another goal of this project is to connect the elder population with the youth in a program where knowledge and experience of both groups are shared. For instance, the youth could share computer and programming knowledge while the elders could help with homework or provide art lessons. The vision for this program is not just the "video game and pool table" approach (although these could be included). Rather, it would be a fluid program that changes with the needs, interests and skills of the students and community, staffed by paid and volunteer employees who are interested in the safety, well being and education of our youth. There would be a "project room", a bank of 4 or 5 computers with high speed internet access, an outdoor activity area, and a large television for physically interactive video games or family movie night. Additionally, there would be a comfortable group seating area of couches and chairs. Mitchell's small population; the total student count for students 6 thru 12 is approximately 25 students, affords the ability to tailor a program that might not work in more populous areas. Outside of school, there are currently no programs in our community that target this age group.

Project Justification: The funding of this project would be beneficial for taxpayers at all levels. For families, it would provide a safely supervised place for students to go when school is not in session, specifically for those children for whom childcare is not appropriate but who also should not be left alone for the time it takes for parents to return from work. Also, the opportunity for inexpensive or cost free family nights would help with tight family budgets. All activities would be free or low cost so that no students are left out due to lack of ability to pay. For the elder citizens, it would provide an opportunity to share a lifetime of knowledge and skills, and to learn some new skills and get to know the students that live in their town; to bridge the gap that often occurs between the youngest and oldest. This program would help fill in the gap left by slashed school budgets and allow students an opportunity to pursue interests, connect with the adults in their community, get help with homework, share their skills, and hang out with friends in a safe environment. The high cost of juvenile delinquency is also reduced when positive, successful alternatives are offered, and all citizens benefit when our children are safe, well cared for, and occupied in productive activities.

Project: Mitchell Sidewalks and Solar Street Lights
Requestor: City of Mitchell, OR
Account: HUD – Economic Development Initiative
Amount Requested: $640,000
Description: The proposed dollars will be spent to remove and replace eroded sidewalks on Main Street and to remove electric street lights and replace them with solar lighting. The goal is to continue to make the downtown area safe for citizens and tourists, and to begin the process of greening the approach to city management. Highlights of the project include ADA access to businesses, which are currently non-existent, and solar lighting to reduce energy consumption. Additionally, this project ties in with current efforts to improve and preserve the historical downtown area via a joint venture with the Oregon Main Street Program with the hope of attracting both transient tourism dollars and new resident families to the community. According to the Mitchell City Charter, the sidewalks are the responsibility of the property owner. The rising cost of labor and construction, along with the dire economic situation, has prevented most downtown owners from the necessary upkeep and replacement. The current sidewalks are in serious disrepair so as to be hazardous, especially for the elderly population. Downtown businesses have approached the city council numerous times about the need for assistance in this

matter, but the city does not have the funds for a project of this extent. The downtown businesses and property owners are in full support of this project.
Project Justification: The city of Mitchell's basic concern is for safety of its citizens, ADA access, and the reduction of the economic and environmental impact of electrical street lighting. In addition to the responsibility to keep its citizens and visitors safe, neither the city nor the downtown property owners could withstand the financial impact of a lawsuit when someone is hurt on these badly deteriorating walkways. From a downtown business standpoint, an improved downtown can only help attract business, as well as protect the business owners from the liability of an accident.

Project: Multi-Government Center Project
Requestor: Umatilla County, Pendleton, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Umatilla County is planning a multi-government center to house the County's court facilities, extension services, water master, and mental health department. The project would also allow space for future expansion for non-County tenants. Concentration of County facilities would lead to savings through economies of scale and would also provide an economic boost to the surrounding neighborhood. Funds will be used for planning and site acquisition.
Project Justification: This project would provide a new government center to house a wide variety of citizen services as well as provide meeting space for non-government organizations.

Project: Neighbors For Kids New Building Project
Requestor: Port of Depoe Bay, Depoe Bay, OR
Account: HUD – Economic Development Initiative
Amount Requested: $500,000
Description: Funding is requested to complete construction of the Neighbors For Kids youth facility adjacent to its existing building in order to expand its programs and meet the growing demand for its services. The new facility will be an insulated, metal pole building constructed on a cement foundation. The current facility includes a 912 square-foot building which does not safely accommodate the youth served. The new building will add 7,176 square-feet of space, therefore providing NFK with 8,088 total square feet of professionally designed classroom and program areas. This entirely enclosed structure will provide the large indoor space needed to expand programming and safely serve larger numbers of children. The building will include a large multi-purpose gym and sports area, library and tutoring room, computer technology lab, music education room, science classroom, social recreation/games room, kids lounge, large kitchen, four ADA-compliant bathrooms, conference room, director's office, reception area and storage facilities. Construction of the metal pole building shell for phase 1 of the project has been completed. This funding would allow NFK to complete the remaining phases of interior construction
Project Justification: The new facility will allow Neighbors For Kids to increase total membership to as many as 200 participants, enabling the organization to serve up to 80-100 children in grades K-12 per day in its after-school enrichment program. By providing youth with an opportunity to receive academic support, develop new skills and interact positively with peers, the project provides youth with a positive alternative to destructive behavior, helps them grow into productive adults and is a powerful deterrent to juvenile crime. This project directly

supports positive youth development and future generations of children in Oregon.

Project: New City Hall Building for City of Chiloquin
Requestor: City of Chiloquin, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The money will be spent to engineer, design and construct a new city hall. The current building is over 50 years old and will be saved as a historical site with the new proposed facility being built on another property that is owned by the City.
Project Justification: The current building is over 50 years old and is out of compliance with handicap and meetings laws. In order to secure grant funding for future water and sewer projects, a requirement of U.S.D.A. funding is to have this facility in compliance. By building a new city hall it will enable the City to secure future funding for facilities upgrades, improvements or replacement.

Project: New City Hall/Police Department Building
Requestor: City of Aurora, OR
Account: HUD – Economic Development Initiative
Amount Requested: $500,000
Description: The money will be spent to completely remodel the City Hall/Police Department 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 to bring it up to the current building codes, ADA Requirements, and Earthquake standards. There is a line item in our budget for a New City Hall/Police Department Building, but at the rate of $8,000 a year, spending on the economy it is going to take the City a very long time to bring this City Hall/Police Department Building up to the current standards. The existing City Hall/Police Department Building has mold growing in the building, part of the Police Department building does not have a foundation, there are critters that come into the building (bees, birds, mice, rats, and squirrels). There is a hole in the wall in the bathroom. This is just some of the conditions that the City Staff are working in.
Project Justification: This project would be in the interest of the taxpayers, because once the building is completely remodeled, there would be less of a heating and cooling bill, which these improvements alone would save the tax payers money. These improvements would also be more eco-friendly. The new proposed building would be ADA Compliant, which this means that there would not be any trip hazards and this would meet the OSHA Requirements.
The proposed new City Hall would be constructed to provide security measures for the workers that have to work in this environment every day. Also, the new proposed building would provide security for Police Department personnel, which would not only ensure their safety, but limit expensive law suits, which could put a burden on taxpayers.

Project: Northeastern Oregon Business and Economic Growth Project
Requestor: City of Hermiston, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The City of Hermiston and Blue Mountain Community College have jointly

initiated the *Northeastern Oregon Business and Economic Growth Project*, Hermiston Community Center Element, to benefit the welfare of their citizens through economic development and job creation in the region. The cornerstone of the effort, the Hermiston Community Center, will be a 35,000 square foot physical facility that will have economic development offices, community activity spaces, science laboratories, classrooms, and will be equipped with state-of-the-art technology to support a variety of communications approaches, including electronic face-to-face and distance communications capabilities. The Hermiston Community Center will facilitate economic development, enhance access for the local population to a wider and deeper range of workforce training and postsecondary education programs, and increase the number of skilled and educated workers in the region – all of the elements necessary to attract new businesses and facilitate economic growth.

Project Justification: The Northeastern Oregon Business and Economic Growth Project Hermiston Community Center is designed to fuel economic development in Northeastern Oregon by facilitating a comprehensive economic expansion program and enhancing access for the local population to a wider and deeper range of educational and employment opportunities. The educational activities of the Hermiston Community Center will benefit local businesses directly by raising the skill level of the labor force. Individual businesses will benefit from increased efficiency and enhanced competitiveness. Economic opportunities in the region will be expanded and principally persons of low and moderate income will benefit. The direct benefits of a robust economy are many: more local jobs, increased business revenues, greater availability of public investment funds, and eased tax burdens. At the regional level, agglomeration and economic spread and linkage effects will add still more to the positive economic impact that will be generated. The coincidental benefits of education include a variety of lifestyle changes that generate significant social savings (e.g., reduced welfare and unemployment, improved health, and reduced crime). The State of Oregon has documented, for example, that Blue Mountain Community College students in the workforce currently account for $1.1 million worth of social savings each year. These measurable coincidental benefits enhance the Northeastern Oregon Business and Economic Growth Project's economic attractiveness and rationale for federal funding. Thus, the Project will have a significant positive cost/benefit, and federal taxpayer funding is justified.

Project: North Plains Revitalization Plan Commercial Street Improvements
Requestor: City of North Plains, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The project consists of the installation of over 2,500 lineal feet of curb, gutter, sidewalk and the reconstruction of the road surface. The upgrading of the storm and waterlines in the immediate area will be improved and the under grounding of the overhead utilities. The project will also include the installation of street trees, benches, bike racks and trash receptacles. This project is located on NW Commercial Street between NW 313th Ave and NW Main St. the heart of the downtown core.

Project Justification: North Plains has a very limited budget and cannot afford to construct this project at this time. Funding would take the burden off the citizens of North Plains. As listed in the project goals, by developing and inviting area for stronger business development, a greater tax base can be created. This project would create multiple jobs for contractors, material suppliers and a design engineer.

Project: North Point Tongue Acquisition and Development
Requestor: Port of Astoria, Astoria OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: This project would allow the Port of Astoria to acquire and set up operations at the Tongue Point property adjacent to the port. The North Tongue Point site has five-finger piers, two warehouses and a large outdoor storage area. The piers can accommodate barges and tugs, and fishing vessels, but optimizing the facility requires overall site improvements and utility extensions. While the Port of Astoria has dock space on three piers, giving the port the ability to provide services to many types and sizes of shipping vessels (which has provided the port with an competitive strength for many years), the addition of the North Tongue Point facility would provide a critical fresh water component for long-term vessel moorage at Port of Astoria, and would allow the port to return to its historic role as a maritime industrial and multi-modal transportation hub for the Lower Columbia River. The funds will be spent on: acquisition and site development; electric utility extension to piers; rail yard improvement; and water and sewer improvements. This is a new project and is currently in the planning phase.
Project Justification: Reestablishing rail access at this deep-water access point, and having the ability to continue to meet the local and regional commercial demand for moorage, lay berthing, warehousing, storage and various other marine related activities, adjacent to a deep-water shipping channel, the Port of Astoria would be able to enhance the multi-modal transportation activities at this Columbia River location. As a result, it would increase the economic development of the surrounding community.

Project: NW Bridge Street Improvement Project
Requestor: City of John Day, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: This project completes the NW Bridge Street Improvements Project by adding 6' sidewalks on the west side of Bridge Street from NW 3rd Street to 7th Street with a 2" overlay from Main Street to 7th Street. Existing street is approximately 20 years old, deteriorating. A new pedestrian bridge will add safe passage for pedestrians and bicyclists on the west side of Bridge Street. Sidewalks, curbs and gutters will replace gravel along the roadways making City maintenance more efficient with gutters transporting storm water to the storm drain system efficiently. NW Bridge Street is a main collector street to the 7th Street Sports Complex and two residential subdivisions.
Project Justification: Cities provide many vital services to Grant County, water/sewer, police and fire protection, as well as transportation infrastructure. Despite the fact that streets are an integral part of economic development, streets and roads are often the unseen service provided by state and local governments. Unless there is a pothole, or traffic due to road construction, people don't realize the resources that are needed to maintain a transportation system. Street, roads and highways literally keep the economy moving; despite the effort at the local level to fund street maintenance, cities are facing the threat of deteriorating streets, which threatens the economic vitality of Grant County.

Project: Old Town Wharf Economic Development Project Phase I

Requestor: Port of Siuslaw, Florence, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: This economic development project builds on current economic activities to develop new sources of income for fishermen, the Port, and for other tourist related activities that benefit the greater community. The project adds square footage to the dock, increases electrical capacity to serve projected needs of an ice machine, fish cannery, smokehouse, buying station and addresses structural deficiencies across the entire dock. The ice machine, which sat on the wharf and is a key element for commercial fishing, broke down in 2004 following poor maintenance and a refusal to repair it by the former owner/operators. As a result, the fishing fleet largely dispersed to other ports to obtain ice. The Port of Siuslaw has maintained the wharf with periodic inspections and short term repairs. Despite these measures, infrastructure continues to deteriorate and has resulted in partial closure of the dock to large trucks with accompanying reduction in utility. This economic development project creates an updated facility to be used by business interests beyond the fishing industry. Phase I of this project would address the infrastructure needing immediate attention. Some of these needs include: pilings, pile caps, stringers, joists, decking and associated utilities. Phase II would continue expansion and repairs begun in Phase I and improve truck access to the wharf, expand the footprint of the wharf to make way for sport and commercial fishing activities. $700,000 will pay for permits, decking, utilities, piling and stringer construction/repair/replacement.
Project Justification: The Port of Siuslaw is a major component of the surrounding areas economic revenue. If these vital repairs are not completed the Port will be forced to close, which will result in a profound negative impact on the surrounding Florence community. If the enhancements to the Wharf are made, the Port will be able to accommodate more vessels. This would result in an increase in revenue for the Port and neighboring service industry businesses.

Project: Oregon Food Bank West
Requestor: Oregon Food Bank, Portland, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: OFB has invested $1 million in capital improvement reserves as a down payment on a larger distribution center in Washington County to replace an inadequate leased facility in Hillsboro. The new warehouse in Beaverton is more central to over 100 hunger-relief agencies spread throughout Washington County and is large enough to address rising emergency food need in the county and statewide – up 23.4% and 15.5 % respectively this year over 2007-08. Oregon Food Bank has phased this project because of the economic downturn. Phase 1 construction covers the necessities of retrofitting this warehouse for food distribution, including the cooler, freezer and Perishables Repack Room. This request seeks funding for Phase 2 costs, which includes construction, warehouse racking and equipment, a backup generator, and contingency funding. Once remodeled, the warehouse will provide about 8 times more cold storage allowing OFB West to accept and process more perishable food and produce; to use volunteers currently turned away due to lack of space to repack bulk food; better accommodate more member agencies and serve a growing population in need; improve efficiency; and back-up operations to OFB headquarters, necessary for OFB's role as an early responder in disaster relief.
Project Justification: Oregon Food Bank (OFB) enters a new era in food banking facing increasing demand just as our main food source – industry donations – is decreasing. A larger OFB West facility addresses both these issues while serving growing need in Washington

County as well as expanding service options for Northwest Oregon counties and food processing capacity to benefit the entire OFB Network. A retrofitted warehouse also provides a safer, more efficient space for staff and volunteers. Need for emergency food skyrocketed this year, driven by the economic downturn. Requests for emergency food statewide are up 15.5% and 23.4% in Washington County. Need in the county had already increased 20% for the 2004-2007 period and was up 13% last fiscal year. In its 2008-2012 strategic plan, OFB projected a need for another 8.4 million pounds of food over that 5-year period if supply was to keep pace with need statewide. The recession has swelled that total and increased OFB's need to have the capacity to accept and process more donations. The OFB West facility provides supporting capacity to accept and distribute an additional 1.5 million pounds of food a year, with an estimated value of $2.25 million/year. This food will support burgeoning need in the county, as well as statewide. This facility represents a community response to a community issue. Emergency food becomes an income supplement, allowing low-income families to stretch limited resources across more of life's necessities. The project has been endorsed by Oregon House and Community Services, by Washington County Commissioners and other stakeholders.

Project: Pendleton Round-Up and Happy Canyon Facilities Improvements
Requestor: Pendleton Round-Up Foundation, Pendleton, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The federal appropriations will be utilized to complete the construction of the Centennial Grandstand project for the nationally-renowned Pendleton Round-Up. Additionally, funding will be used to develop a mezzanine, elevator, and new entrance facility for the Happy Canyon pageant. The Pendleton Round-Up will celebrate its 100th anniversary in 2010, and is widely recognized as one of the top three traditional rodeos in America. 100% of the local matching funds have been raised for the project, and construction is set for both the Pendleton Round-Up and Happy Canyon pending approval of this request.
Project Justification: The Pendleton Round-Up and Happy Canyon Pageant are events of great cultural importance not only to Pendleton, but also the State of Oregon and nation. Established in 1910, the Round-Up, for example, is generally ranked amongst the top three traditional rodeos in the United States. In November 2008, the Oregon Heritage Commission honored the Pendleton Round-Up with a Declaration of Statewide Significance, recognizing the 100th anniversary of the Round-Up. Since 1916, the Happy Canyon Night Show has thrilled audiences and become the world's most unique Indian Pageant. Every year over 500 volunteers come together to portray the culture and traditions of local tribes. Historically, these two events have worked very well together to develop, promote, and execute world-class productions that meet the expectations of tens of thousands of visitors annually. Currently, the facilities for these extraordinary programs are in peril. Without an investment of local, foundation, and federal funding, use of the facilities will have to be reduced or even completely curtailed

Project: Port and Fire District Public Safety Facility Building
Requestor: Port of Alsea, Waldport, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The Port of Alsea, with the support of the three local fire districts – Central

Oregon Coast Fire & Rescue District, Seal Rock Rural Fire Protection District and Yachats Rural Fire Protection District – requests funding to construct a public safety building on port property and closer to the boat launch. Currently, the Central Coast Fire and Rescue District water rescue equipment is located a half a mile away; Seal Rock R.F.P.D. is two miles away; and the Yachats Rural Fire Protection District is eight miles away. This new building will also include office space, shop space and living quarters for Port and Fire District staff. The Port of Alsea's goal with this project is to have a central location for all three of the local fire districts, in order to better equipped to handle emergencies at the Port. This is a new project however; the Port has already purchased land for the construction of the facility. Funding would be used for site-work, to purchase materials and pay for labor.
Project Justification: By locating the building that houses marine rescue equipment closer to where the equipment is needed, rescue personnel will be able to shorten their response time, thereby improving their ability to protect the public's safety in an area where recreational boating continues to increase. In order to keep the waterways as safe, a central public safety building is needed to ensure that rescue workers and equipment are as quick to respond as they can be in the event of an emergency.

Project: Port of Brookings Harbor Marina Rehabilitation Project
Requestor: Port of Brookings Harbor, Brookings, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Years of rough weather, salt water and large boats, especially commercial fishers, have taken a serious toll on the Port of Brookings Harbor docks (384 slips). Funding is needed to replace whalers, floats, electrical service and other dock related items; as well as high-dock pilings to protect commercial fishers from becoming entangled in the dock system when off-loading catch and to upgrade and repair the boat lift and ways necessary for boat maintenance. Funding will be used for: fees/permits and administration; outside contractors, local labor, and materials. The project is new and currently in the planning phase.
Project Justification: This project is important to the surrounding community, because failure to repair the marina will seriously impair the Ports' ability to generate operating income to sustain port services. If the Port were to close, it would have a major negative economic impact on the community that is already facing severe economic downturn.

Project: Port of Brookings Harbor RV Park Upgrade
Requestor: Port of Brookings Harbor, Brookings, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The Port of Brookings Harbor RV Park requires an upgrade of its electrical system in 82 of its 126 spaces. Approximately half the park must convert from its outdated 30 amp electrical service to RVs to 50 amp in order to accommodate modern recreational vehicles. All sub-panels (electrical service outlets) need to be replaced due to age and weathering is salt air. The Port's RV Park needs to replace its outdated and non-functional restroom facilities. Funds will be used for: permits/fees and administrative costs; local contract labor; and purchased materials. This is a new project, and currently in the planning phase.
Project Justification: This upgrade is vital in order for the RV Park to keep current customers

and also attract new customers. The increase in tenants would have a positive economic impact on the surrounding restaurants, shops, and other attractions that the tenants would visit.

Project: Port of Coos Bay Ice Dock, Oregon
Requestor: Oregon International Port of Coos Bay, Coos Bay, OR
Account: HUD – Economic Development Initiative
Amount Requested: $350,000
Description: The Charleston Ice Dock, owned by the Port of Coos Bay, is the only source for flake ice for the commercial fishing fleet on the Southern Oregon Coast. Charleston is home port to over 200 commercial fishing vessels and an additional 200 transient commercial fishing vessels rely on this facility to provide their critically needed ice. The existing ice machine is outdated, prone to malfunction, expensive to update and repair, and is an environmental and human health hazard. The requested funds will be used to replace this system with a new, energy efficient, EPA-compliant "North Star Flaker" machine.
Project Justification: The existing ice dock supports over 400 commercial fishing vessels that call in Charleston. If the system is not replaced soon, these commercial fishing jobs will be jeopardized, as there is no other public ice dock in Southern Oregon. Hundreds of jobs in Charleston and the greater Coos Bay area are directly and indirectly tied to the commercial fishing vessels that stop in Charleston for ice. The entire local economy is dependent upon the commercial fishing fleet that uses the Charleston ice dock.

Project: Port of Gold Beach Economic Investment and Renovation
Requestor: Port of Gold Beach, Gold Beach, OR
Account: HUD – Economic Development Initiative
Amount Requested: $494,400
Description: Funding is requested to construct a commercial building that will be used by small businesses (primarily the construction trades) and that will also contain office space, a board meeting, and maintenance shops for use by the Port. This building will replace a building that is approximately 40 years old and extensively deteriorated. This is a new project and currently in the planning phase.
Project Justification: This project is a justifiable use of taxpayer funds because it will create much needed space for new small businesses to prosper. It will also replace the current building which is currently inadequate, thus making the Port more efficient and useful to the community.

Project: Port of Morrow Cold Storage Intermodal Facility
Requestor: Port of Morrow, Boardman, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: This project constructs a public warehouse for cold storage vegetables. The facility will be intermodal for rail, highway and river transportation of commodities for both domestic and international markets.
Project Justification: The Port of Morrow creates immediate jobs for construction and then permanent long term employment for the region. Oregon currently has the second highest unemployment rate in the United States. This project has regional and statewide significance with shipments to domestic and international markets using the most energy efficient mode of transportation. The storage will be used for value-added food products grown and processed in the region.

Project: Port of Morrow East Beach Utility Storage
Requestor: Port of Morrow, Boardman, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: This project constructs a 2 million gallon fresh water storage tank and a 200 million gallon wastewater storage reservoir.
Project Justification: The Port of Morrow supplies over 2 billion gallons per year of freshwater to tenants and processes their wastewater. They are regulated by the state and federal government. This project will construct a tank and a reservoir to help meet environmental compliance regulations. It will allow year round operation of the wastewater system. This project will also maintain jobs, both immediate and long-term.

Project: Port of Newport Commercial Docks
Requestor: Port of Newport, Newport, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: A substantial portion of the Port of Newport's moorage and dock facilities have come to, or are fast approaching, the end of their useable life. Replacement and upgrades of existing infrastructure for the commercial harbor falls beyond the normal scope of routine facilities maintenance and consequently requires substantial funding. In recent years, approximately 400 lineal feet of dock space has either been lost due to damage or decay and has not been replaced. During peak seasons, fishing vessels have been turned away for lack of moorage space. Funding will be used for necessary reparations on four Port docks, the service dock, and the hoist dock. This is a new project and is currently in the planning phase.
Project Justification: The Port of Newport's dock facilities are no longer adequate or safe to accommodate the vessels that are currently calling upon the Port. This request is for vital reparations for the Port's facilities. If this project is completed, more fishing vessels will be able to utilize the Port's facilities, increasing revenue for the Port and surrounding community.

Project: Port of Newport Fisheries Center
Requestor: Port of Newport, Newport, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The Port of Newport is seeking funding for a Fisheries Center, a proposed collaborative community-based development effort, will be a new, multi-use building to be constructed on Port property next to its commercial fishing marina. The facility will combine professional fishing industry offices, public meeting spaces, a demonstration kitchen, and event space. Based on the Conceptual Design, the total size of the two story finished building is estimated at 11,200 square feet. Funding will be used for engineering, architectural design, and foundations/utilities. This is a new project and currently in the planning phase
Project Justification: This project is a justifiable use of taxpayer funds because it will combine current office/event space to a single commercial building, freeing up current space being occupied for new small businesses and economic development.

Project: Port of Newport International Terminal Renovation
Requestor: Port of Newport, Newport, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Funding is requested to renovate Newport's International Terminal. The terminal infrastructure has failed. The cargo dock was closed several years ago due to accelerated deterioration and the lower wooden wharf marginally operates under load restrictions. Upland infrastructure including office buildings and warehousing also require replacement. Over the past year, the Port has been working with its engineers, KPFF Consulting Engineers, and just recently with its construction contractor, Natt McDougall Company. Phase I construction, an isolation wall that will provide environmental protection and allow upland construction adjacent to the bay after the in-water work window, is anticipated to begin the first of February 2009. Funding will be used for purchasing materials and labor.
Project Justification: This project is a justifiable use of taxpayer funds because the current state of the terminal's infrastructure is severely depreciated and safety has become an issue. The cargo dock has already been closed due to hazardous conditions; if the rest of the terminal is forced to close it will have a vast negative economic impact on the Newport community.

Project: Port of Toledo Shipyard and Industrial Center
Requestor: Port of Toledo, Toledo, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Funding is requested to upgrade and expand the capabilities of the Port Shipyard, including a new environmentally responsible haul out and containment area, and other site related improvements. Funding will be used for large vessel haul-out and surface improvements. This is a new project and in the planning phase.
Project Justification: Currently, the Port is unable to accommodate the number of vessels who need its services. The Port and surrounding community are missing important economic opportunities. If the Shipyard was expanded and improved, it would bring a much needed economic boost to this struggling rural community.

Project: RCC Justice Education and Training Center (JETC)
Requestor: Rogue Community College, Grants Pass, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Rogue Community College (RCC) proposes the development of a training and education facility that will directly support criminal justice agencies in realizing their full potential to serve their communities and promote the safety and security of our citizens. Funds will be used to complete the remodel of RCC's Table Rock Campus (20-22k remaining square feet) to create a regional Justice Education and Training Center. This facility will enable the College to grow existing programs that serve public agencies and expand its curriculum to serve the private sector. The RCC Justice Education and Training Center will enable the Table Rock Campus to realize its full potential as an educational center rich in programs that offer students and our criminal justice community's employers keys to their success. The RCC Justice Education and Training Center will:

1) Serve as the state-of-the-art center to prepare students for careers in private sector, and

public sector careers in criminal justice as well as prepare them for transfer to a higher level educational institution.

2) Serve as the center for regional in-service training and continuing education to meet the needs of law enforcement, corrections and public safety agencies in the College district.

Project Justification: Oregon's centralized criminal justice training model requires agencies to send their personnel to Salem for all basic training, and to do in-service training and continuing education on their own. A common misperception is that these agencies are well-funded. On the contrary, mandated out-of-area training is supported at great expense. Smaller agencies, in particular, do only the mandated in-service training and often scramble to find trainers and facilities. The JETC training model significantly improves upon the quality, capacity, and cost-effectiveness of criminal justice education currently available, and can also serve as a model throughout Oregon. Criminal justice education for private sector jobs is even less available in the region. The closest training for the most basic levels of security officer certification is in the Portland area. Training is best characterized as unpredictable. RCC, therefore, anticipates offering basic certification courses to Josephine, Jackson, Klamath, Curry, Douglas and Coos counties.

Project: Redmond Civic Center Development Project
Requestor: City of Redmond, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The Redmond Civic Center is a new mixed-use pubic consisting of a 34,000 square foot public facility that will host local government functions, community meeting space, a new 37,000 square foot public park, and new festival streets, situated on property that has been abandoned and deteriorated in the City Center for the past ten years and deemed blighted per Oregon State Statute. It has been designed through construction documents and scheduled for construction in 2009, but was not able to move forward due to the national economic downturn and the volatility of the municipal bond market. This project was identified in 2000 as a priority catalyst economic development project for the City of Redmond to anchor Redmond's downtown revitalization efforts to reverse the slum and blighted conditions of downtown Redmond. With current regional unemployment of 15%, the City of Redmond was hoping to develop this project in 2009 to help put residents back to work and to stimulate private investment. Both the park and the festival streets will be funded through urban renewal funding.
Project Justification: The Redmond Civic Center has been identified as a priority catalyst economic development project in Redmond's downtown for over ten years. Downtown Redmond, like many downtowns, has experienced significant disinvestment and deterioration for the past twenty-five years lending itself to a situation of increased public service needs (public safety and infrastructure) that are disproportionate to the amount of property tax revenue generated by the area. Funding the Redmond Civic Center will stimulate new private investment in the City Center that will significantly raise property valuation and decrease the disproportionate public service needs. A revitalized downtown will also help Redmond in its efforts to combat the local high unemployment rate, recruit new family wage jobs, and provide a city center that the whole community can be proud of.

Project: Rickreall Creek Trail System
Requestor: City of Dallas, OR
Account: HUD – Economic Development Initiative
Amount Requested: $250,000
Description: These funds will be used to construct the Rickreall Creek Trail system, which will serve two purposes: (1) to create open space and restoration opportunities and create a trail that (2) offers all community residents and visitors a non-motorized travel alternative through Dallas. The proposed Rickreall Creek Trail will travel roughly parallel to Rickreall Creek and provide spur trails to locations outside the greenway, protecting and enhancing the biological, cultural, and historic resources of the corridor. As the communities continue to grow, the Rickreall Creek Trail will serve as a major transportation connection through the city, linking neighborhoods, schools, and parks along the corridor. The trail will also provide access to areas outside the corridor, such as commercial retail areas and neighborhoods, as well as provide additional recreational and open space preservation opportunities.
Project Justification: In addition to serving as a catalyst for education and ecological enhancement, the Rickreall Creek Trail will also provide a convenient, non-automotive transportation alternative for local trips. As the communities continue to grow, the Rickreall Creek Trail will serve as a major transportation connection through the city, linking neighborhoods, schools, and parks along the corridor. The trail will also provide access to areas outside the corridor, such as commercial retail areas and neighborhoods, as well as provide additional recreational and open space preservation opportunities.

Project: Salem's Alternative Transportation Initiative
Requestor: City of Salem, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Salem's Alternative Transportation Initiative will create vital community connections to the City's major urban parks, trails, and across the Willamette River; add an additional 310 acres of parkland and pathway connections to an existing 900 acre park; and provide needed multi-modal access for families, commuters, visitors, and recreationists who live, work, and play in Salem as adjoining areas of the city transform and revitalize. The Initiative includes the following elements:

- Design and construction of a new footbridge connecting the 900-acre Minto-Brown Island Park with Riverfront Park and downtown Salem
- Design and construction of trails linking the Minto Island Bicycle and Pedestrian Bridge through 310 acres of new parkland, formerly in industrial use, to Minto-Brown Island Park
- Design and construction of two vital missing connections along Pringle Creek, which flows into the Willamette River adjacent to the landing for the proposed Minto Island Bridge

As a result, bicycle and foot commuters from West Salem will be able to reach jobs downtown and at the Capitol Mall on a safer, more pleasant, traffic-separated route. Many may abandon their cars and reduce traffic across the Willamette River vehicle bridges in favor of this safer, cheaper and faster commute option. Cycle tourists riding along Oregon's new "scenic bikeway" system will glide along this convenient, picturesque corridor to discover and explore Salem's

riverfront, downtown, and parks. Areas adjoining the proposed bridges are being transformed from underutilized industrial sectors into vibrant mixed use neighborhoods blending retail, office, and housing. Recent supportive zoning changes, upcoming urban renewal projects, and the dedication of the new bridges will further these revitalization efforts.
Project Justification: Following on the heels of the construction jobs, the economic benefits of these projects will be centered in the Mid-Willamette valley, bringing tourism opportunities and opportunities to host events for recreational bicycle enthusiasts and the running community on the West Coast to and through Salem's downtown. Over the long-term, these investments will yield additional benefits such as reduced vehicle miles traveled and decreased bridge traffic, relieving some of the stress on our aging vehicle-oriented infrastructure. The experience of other cities confirms Salem's new bridges will become celebrated assets, used to symbolize community connection and become popular venues for rides, races, runs, parades, and other civic events. Salem also anticipated the investments in its Alternative Transportation Initiative to spur redevelopment along the Willamette River in the areas adjoining the proposed bridges. To encourage this type of redevelopment, Salem has also initiated supportive zoning changes and plans upcoming urban renewal projects to assist in this transformation from underutilized industrial sectors into vibrant mixed use neighborhoods blending retail, office, and housing.

Project: Seavey-Alexander Affordable Housing Development
Requestor: City of Corvallis, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: These funds will be used to construct infrastructure and initial development of apartments at two sites in Corvallis. Both sites have been long priority targets for the City. Seavey is the City's last remaining site for residential housing and the Corvallis City Council designated WNHS as the developer of choice in 1996. Alexander will house victims of domestic violence, also a Consolidated Plan target for the City. Funds will, in part, supplant Low Income Tax Credits that will not be available for some time into the future.
Project Justification: The project provides needed housing for low-income work force families and permanent supportive housing for victims of domestic violence and frail elderly returning from nursing care. All categories are high level priorities for Corvallis. The City has been a strong supporter of low-income housing and has stated housing goals in its Consolidated Plan. Market analysis of needs in the community suggests that 560- of units of affordable rental units are needed in Corvallis. A larger percent of the low-income workforce (14%) commutes more than 15 miles to surrounding communities that have lower housing costs than Corvallis. But these municipalities are also strained by the escalating need for affordable housing.
And neighborhoods in Corvallis have been supportive of the work of Willamette NHS over its 15 year history. WNHS has provided for much of the homeownership and rental needs of Corvallis since its inception.

Project: Senior Center
Requestor: City of Dallas, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The City of Dallas seeks funding assistance for final design and construction of a

new Senior Center. The City has a preliminary design of a 4,000 square foot facility that provides a kitchen facility, classrooms, craft areas, computer area, multi-purpose room, and office. The new facility will provide meal service five days per week. The 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, educational and meal 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 Project list and also listed on the City of Dallas' Inventory of Infrastructure projects.

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: Service Enriched Transitional Housing
Requestor: City of Salem, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: These funds would be used to construct a transitional housing facility for individuals and families facing homelessness for the first time and those that are currently homeless. Transitional housing is an essential part of the puzzle to end homelessness. Housing linked to comprehensive support services can deliver major reduction in costs incurred by homeless mentally ill people. When all the costs of support housing and public services are considered it cost the public only $995 more a year to provide supportive housing to a mentally ill individual than it does to allow him or her to remain homeless. In January, the local Continuum of Care completed a one night shelter count indicating the City has approximately 2,610 homeless individuals and families living in shelters or on the street. The goal of this project would be to increase the number of beds by 20 and partner with other organizations to help individuals and/or families using this facility become self sufficient.

Project Justification: This project will produce affordable housing for individuals and/or families that are currently living on the street or in shelters. The project will provide decent, safe, sanitary housing for a maximum of 24 months at the same time providing one location for services that will help provide employment, healthcare, daycare, and eventually permanent housing. This project will help those individuals who are currently unemployed find employment and therefore spreading the tax burden to more individuals.

Project: Sherwood Community Center Project
Requestor: City of Sherwood, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The more expansive adjacent Old Cannery Site has been purchased by the Urban Renewal Agency and is slated for a $50 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. The project will be ready for rehabilitation in FY 2010. 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 proposed Community Center 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.

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: Smart Energy Program
Requestor: City of Salem, OR
Account: HUD – Economic Development Initiative
Amount Requested: $300,000
Description: Energy Smart funds would be designed to encourage a reduction of dependency and consumption of electrical power for both residential and commercial properties. The goal in creating the Energy Smart Program is to identify potential users of the program who would receive an immediate benefit in cost savings and energy consumption by investing in solar or energy efficient improvements to their properties. The Program would be designed to work in collaboration and to complement the existing State of Oregon's Energy Trust Program, National Energy Star incentives and local utility companies. Smart Energy Funds would be available through an application process and possible uses would be installation of solar water heaters, electrical charging stations, rooftop solar photovoltaic panels, energy efficient HVAC, heat pumps and appliances.
Project Justification: Immediate and direct energy cost savings for all taxpayer recipients of program dollars.

Project: South Benton Monroe Library Project
Requestor: City of Monroe, OR

Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The Monroe Community Library is a branch of the Corvallis-Benton County Public Library (CBCPL). Local communities are responsible for their own physical facilities. The current library is 1,350 square feet of space for a library serving an area population of 3,000. This is inadequate and is at least 1/3 of the recommended size. The Library provides teen activities in a community that does not have a lot to offer youth. There are frequent conflicts with others trying to share the crowded facility. The proposed new library will enable the library system to house a larger collection, have more computers for public use, incorporate both quiet study areas and dedicated space for children and teens, provide 2 meeting rooms for library programs and community events, and provide more educational and recreational opportunities. A feasibility study assessed the need for a new facility and got community input. Those needs and wants were incorporated into the square footage. A site was purchased from the Union Pacific Railroad in April 2009. The City of Monroe cannot afford to build a new library but there is an existing community organization dedicated to improving the quality of life, South Benton Community Enhancement, a 501(C)3 qualified organization. The South Benton Library Project is under their umbrella. The building will be donated to the City of Monroe which will be responsible for maintenance and the CBCPL will operate the facility.
Project Justification: Libraries provide a very positive return on investment to taxpayers. In a recent analysis it was determined that the current library in Monroe provides the following:

- Loaning books, movies and other items has a value of $652,300 per year
- Programs save the people of Monroe $14,042 in family entertainment dollars per year.
- Internet access for the public saves taxpayers a very conservative $10,657 per year.

In addition, public libraries directly contribute to creating an informed citizenry better able to participate in the democratic process. Libraries are key players in the educational system; helping ensure children are ready to learn and providing materials and activities for youth of all ages.

Project: Toledo Waterfront Industrial Development
Requestor: Port of Toledo, Toledo, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: Funding is requested for construction of two buildings; one 11,520 square foot and one 11,070 square foot. They are light industrial and/or manufacturing structures, as cited in the adopted Waterfront Development Strategic Plan. Funding will be spent on: engineering fees/permits; site work/excavation; construction; and service fees. This is a new project and is currently in the planning phase.
Project Justification: This project is a justifiable use of taxpayer funds because it would create multiple jobs and provide opportunities for economic development and expansion. The additional buildings added to the Port would expand the Port's abilities and operations, thus increasing economic flow to the surrounding community.

Project: Umpqua Community College Viticulture Project, Oregon
Requestor: Umpqua Community College, Roseburg, OR
Account: HUD – Economic Development Initiative

Amount Requested: $650,000
Description: Funding will be used for a capital construction project that will culminate in a Teaching Winery on the campus of Umpqua Community College (UCC). Highlights include:

- Center for hands-on training and small business development
- Living laboratory for student use
- Wine incubator for new businesses in the industry
- Industry-standard testing facility
- Temperature-controlled storage facilities
- Community gathering site

The goal of the project is to create a vehicle for training and business opportunities in the regional wine industry, which is projected to stimulate the region's economy. Since the timber industry is no longer able to support the workforce, communities in southern Oregon are working together to reinvent the region as a center for wine-centered agriculture and tourism. Umpqua Community College has been developing the Southern Oregon Wine Institute for the last three years, based on community need and economic modeling projections for the region's wine industry growth. In the first two years, the college gained support from more than 30 organizations regionally in the wine industry, community economic development, educational organizations, government entities and private firms. Funding was secured to develop and implement the Viticulture and Enology Degree Program, which successfully began its first year of instruction in Fall 2008 with 40 students. Currently, UCC is seeking funds to build the Teaching Winery that will accompany the degree program, as well as provide services to assist small business owners in the wine industry throughout southern Oregon.
Project Justification: This is a valuable use of taxpayer funds because this project will lead to self-sufficiency for counties in southern Oregon who have depended on federal timber revenues for many years. A fraction of the federal funding that will be lost with the timber safety net can be reinvested in southern Oregon for a return of training, jobs, tourism development and overall economic growth in an up-and-coming industry. A study completed by CCbenefits, Inc. confirms that southern Oregon has the potential to realize a ten-year growth factor of 5,000 additional wine cluster related jobs and $115 million in added income to the labor market; a four-fold increase from the 1,200 current full/part time jobs in the region in the wine industry.

Project: Union County Justice Center
Requestor: Union County, La Grande, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The funds requested will be utilized to construct a new facility to house essential justice services. Those services will include Circuit Court, District Attorney, Juvenile, Parole & Probation, Sheriff, City of La Grande Police Department, 911 Dispatch, and Union County Jail. Union County's current Circuit Court facilities were listed as the worst of 48 buildings assessed in an Oregon Court Facilities Assessment conducted in September 2008 by Ethos Group and Hennebery Eddy Architects. The current facility is not adequate for court staff, attorneys or litigants. It does not meet acceptable standards for court facilities. The optimum arrangement for safety and efficiency would be to house all of these agencies in the same facility since they are all interrelated in the scope of their responsibilities. This would insure greater access, efficiency and continued administration of justice. The existing county jail can only house 36 inmates pursuant to a federal consent decree. To meet the needs of the community, more inmate

beds are needed. Thus, the proposed facility for the Courts, Juvenile, District Attorney, Parole and Probation, Law Enforcement, 911 Center and the Jail is clearly needed.
Project Justification: The construction of a Union County Justice Center is in the interest of the taxpayers because all of the departments which will be included provide services that are needed to insure public safety, and dispute resolution. It is a justifiable expenditure of taxpayer funding to insure a safe place for citizens to receive these services as well as a facility to incarcerate those who pose a threat to fellow citizens.

Project: Walnut Park Apartments Sustainable Rehabilitation
Requestor: City of Portland, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: The City of Portland will work with REACH CDC (a 501(c)(3) developer) to renovate and rehabilitate the Walnut Park Apartments, located on NE 6th Avenue, with a focus on energy efficiency and reducing carbon emissions. This project will ensure permanent preservation of a privately owned federally subsidized apartment complex in Northeast Portland currently serving seniors and disabled citizens. The project is nearing the expiration of its Section 8 contract and is considered a high risk candidate to opt-out and convert to market rate rental or other uses. This will ensure that the building remains affordable housing for low income seniors and those with disabilities.
Project Justification: Taxpayer funds will leverage equity and private lending activity at 5:1. In addition, upgrading the property will help contribute to lessening green house emissions, conserving energy while providing affordable housing for a racially diverse group of 38 senior and disabled households, in the heart of Portland's historically African-American neighborhood.

Project: Westfir Water System Repairs and Improvements
Requestor: City of Westfir, OR
Account: HUD – Economic Development Initiative
Amount Requested: $465,000
Description: Repairing/reconstruct the one of two municipal water filters, increase water storage by adding a second storage tank, secure a secondary water source (well) to address the a likely population.
Project Justification: This project will ensure a safe and uninterrupted water supply. Currently, water must be shut off for cleaning of tanks or filters. If our current water supply (river) is contaminated, water supply must be shut off.

Project: Wood Village City Hall Relocation for Seismic/Green Construction
Requestor: City of Wood Village, OR
Account: HUD – Economic Development Initiative
Amount Requested: $650,000
Description: A new city hall would be constructed for LEED certification and emergency operations for Police, Fire and Ambulance, Public Works, Finance, and Administration. The project is fully within the jurisdiction of the City of Wood Village and complies with all zoning laws and development standards.
Project Justification: The current City Hall is over 60 years old, is located in the high risk

earthquake zone, and continues today as the only public services structure in the City. A relocation for this essential public facility, green construction, and office equipment is needed for public accessibility, energy efficiency, and to meet seismic standards for an essential public facility for emergency operations. The entire City qualifies as low-moderate income and the project will remove the blight of a converted residence (City Hall) within an important commercial corridor.

Project: Yamhill Regional Food Bank and Community Action Center
Requestor: Yamhill Community Action Partnership (YCAP), McMinnville, OR
Account: HUD – Economic Development Initiative
Amount Requested: $300,000
Description: Yamhill Community Action Partnership (YCAP) respectfully requests $300,000 in 2010 Appropriations for our $2.96 million *Building for the Future* campaign to construct a new Community Action Center, including a new Regional Food Bank, in McMinnville, Oregon. Appropriations funding would be used for construction expenses. For the past 13 years, YCAP has rented an 8,000 square foot building in McMinnville. However, there are significant issues with the space that reduce efficiency and hinder the agency's capacity to respond to the growing community need. A CDBG funded relocation study concluded that building new is the only viable alternative. The move to a 19,000 square foot new facility will make it possible to effectively meet the growing demand for emergency food assistance, efficiently deliver shelter, housing, transportation, energy and youth services, and provide for a stable and sustainable future through facility ownership. It is projected that in the new building, it will be possible to provide services annually on at least 350,000 occasions to vulnerable Yamhill County residents including low-income children and families, seniors and the disabled. The project will create at least 170 construction jobs over a 12-month period, and approximately 13 new full-time YCAP staff positions will be added as a result of program expansion in the new facility. Project planning began in early 2007. YCAP has since purchased a 5.1-acre light industrial property in McMinnville and made a down payment on a steel building. Construction is slated to begin in Fall 2009; with a relocation goal of late 2010.
Project Justification: For nearly three decades, YCAP has faithfully and professionally served the Yamhill County community by providing social-service and public transportation programs to low-income households including children and their families, seniors, and disabled residents. YCAP offers multiple programs including: a regional food bank with 26 food pantries and meal sites that distributes over 836,000 pounds of emergency food annually; a regional public transportation service with 13 buses/vans and an average of 15,000 monthly rides; an energy assistance and weatherization program; housing assistance and three homeless shelters; at-risk youth services; and other emergency services. YCAP is able to wrap services around an individual or family in need and help them move towards self-sufficiency. Personal situations vary tremendously, but all who seek services are struggling to make ends meet and need support to meet basic needs and move towards self-sufficiency. Today, YCAP is faced with growing community need and the challenge of inadequate space in a leased facility. We realize that a permanent home is needed if we are to effectively serve the community. The vision of our new facility gives us hope. Hope that we can continue to change lives positively and make our community healthier and stronger for many years to come. A Federal Appropriation of $300,000 would provide YCAP, and Yamhill County residents, with significant support for this critically

needed project. With your support, we can leverage additional gifts in the community as we work to reach our goal of $2.96 million.

Project: Bend Americans with Disabilities Act (ADA) Compliance
Requestor: City of Bend, OR
Account: HUD – Neighborhood Initiatives
Amount Requested: $1,487,000
Description: The City of Bend entered into a Department of Justice (DOJ) Settlement Agreement in 2004 with the goal of compliance with the ADA by 2014. All components of the agreement have been fulfilled with the exception of retrofitting curb ramps to meet compliance requirements. If funded, the City of Bend would have the financial capacity to bring 7000-8000 curb ramps within the City into compliance and meet the timeline required in the DOJ settlement agreement.
Project Justification: Access for all Bend residents and visitors is critical, particularly within the infrastructure that is used for multi-modal transportation. The City of Bend has a settlement agreement that requires compliance with the ADA by 2014.

Project: Chehalem Cultural Center, OR
Requestor: Yamhill Community Action Partnership (YCAP), McMinnville, OR
Account: HUD – Neighborhood Initiatives
Amount Requested: $1,427,000
Description: This project involves site work for Phase 2 of construction, which includes excavation and grading for new additions to the building, facilities construction, and landscaping. Phase 1 of this 40,000 sq. ft. project is currently out-to-bid; completion of the first wing (6 classrooms, office/meeting space, and gallery/event space) is scheduled for November 2009. Significant private donations will be contributed to this portion of the project, and a bond issue is also planned. In 1997 Central School was transferred from the Newberg School District to the Chehalem Park & Recreation District (CPRD) with the stipulation it remain in the public domain. In succeeding years CPRD, together with the Chehalem Center Association (CCA), a volunteer community based c) 301 organization has moved forward with planning and initial rehabilitation to transform the school into the Chehalem Cultural Center (CCC). The mission of the CCC is to provide a regional arts and cultural center for an intergenerational and ethnically diverse population, which will inspire people in Yamhill County and beyond experience the arts, humanities, and heritage of the greater Chehalem Valley. Acting as the cultural hub of the area. The CCC will also contribute to the economic vitality of this beautiful and growing region. The CCC is a central part of the Downtown Revitalization Plan of Newberg, Oregon.
Project Justification: This is a justifiable use of taxpayer dollars because it is an 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.

Project: Dry Canyon Trail Access
Requestor: City of Redmond, OR
Account: HUD – Neighborhood Initiatives
Amount Requested: $400,000

Description: The City of Redmond's Dry Canyon Trail is an outstanding public recreation and bicycle/pedestrian commuter trail through Redmond's core. The existing 3.7 mile trail has been constructed in various segments via the Oregon Department of Transportation's Transportation Enhancement Grant Program. As popularity of the trail has increased, the need to construct staircase access to the trail (located in Redmond's 20 to 60 foot deep Dry Canyon) has increased. Currently three new staircases (including bike gutter amenities) are under construction. Funding is requested to build two staircases at Pumice Avenue (west side) and Maple Avenue (east side), near the Maple Bridge.
Project Justification: Redmond's Dry Canyon Trail is the most heavily used outdoor trail feature in the city. Building these accesses to the trail will greatly expand the accessibility of the trail to different areas of the community – by avoiding the need to drive to a trailhead.

Project: Washington County Affordable Housing Revolving Loan Fund
Requestor: The Community Housing Fund, Beaverton, OR
Account: HUD – Neighborhood Initiatives
Amount Requested: $650,000
Description: The appropriation will support a self-sustaining revolving loan fund. Targeted predevelopment loan investments (at amounts typically less than $100,000) will be substantially leveraged by subsequent project financing from public and private sources, enabling community non-profits to construct or preserve new units for special needs populations, working families, and those on fixed incomes. "One-time" dollars will recycle every two years upon loan repayment. Loan terms are well below conventional financing rates. There are currently two projects that should be "shovel-ready" within the next year. Recent production includes: a $43,000 loan rehabilitating 164 units in Hillsboro; $75,000 toward 128 new units in Beaverton on light-rail; $50,000 loan producing 90 new units of workforce housing in downtown Beaverton; $50,000 toward 15 new units adjacent to treatment facilities for people with mental illness in Aloha; and a 51 unit senior project in Tigard. Annual production rates average approximately 50 units per year. The Community Housing Fund is a 501c3 non-profit affordable housing trust fund created by Washington County in 2003 to secure new sources of capital to assist community-based non-profits finance and construct housing for working families and people on fixed incomes. The Fund has a working Board broadly representative of the community, including local business, non-profits, and local leaders. The Fund has raised $2 million from local public and private partners and financed the construction and preservation of nearly 500 units, targeting those with incomes at 30-60% of area median income working at low-wage jobs or living on fixed incomes.
Project Justification: While Washington County is consistently described as the "engine of growth", there is significant housing insecurity countywide. Recent homeless counts reveal over 1400 homeless people on any given night. Schools report some 600 homeless children, producing chronic instability in school attendance. A wage of $14/hour is required in the County to afford a two-bedroom apartment. A significant number of service and retail employees make less than that, as do couples each making minimum wage ($8). Young professionals- starting teachers, nurses, and police officers- are finding it a challenge to buy their first home and stay in the community. At the same time, non-profits seeking to create more units are faced with the serious constraints caused by the

nationwide credit crunch. Conventional sources of financing are dry. The Community Housing Fund is the only viable source of local funding to cover the costs of the early due diligence necessary to enable these projects. The Fund seeks an appropriation to stimulate the development of hundreds of new housing units in Washington County by providing loan capital to support a self-sustaining revolving loan fund in at the Community Housing Fund. Targeted loan investments from this appropriation (at amounts typically less than $100,000) will be substantially leveraged by subsequent project financing from public and private sources, enabling community non-profits to construct or preserve new units for special needs populations, working families, and those on fixed incomes.

Additionally, we support the following national programs funded by the Transportation, Housing and Urban Development, and Related Agencies Appropriations bill which provide vital support to Oregon's communities. These programs include the Housing Assistance Council, the McKinney-Vento Homelessness Assistance Grant program, the Community Development Block Grant program, the Public Housing Operating Fund, the Public Housing Capital Fund, the Section 8 Housing Choice Voucher program, the Section 202 Housing Voucher program and the Section 811 Housing Voucher program.

Consistent with the requirements of paragraph 9 of Rule XLIV of the Standing Rules of the Senate, we certify that neither ourselves' nor our immediate family have a pecuniary interest 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

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