



**Eugene City Council**

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

# EUGENE CITY COUNCIL AGENDA

March 13, 2023

**5:30 p.m. CITY COUNCIL PUBLIC HEARING AND MEETING and  
MEETING OF THE EUGENE URBAN RENEWAL AGENCY**

City Council meetings will continue to be held in hybrid format using in person and virtual meeting technology. Information about online or other options for access and participation will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>

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**Meeting of March 13, 2023;  
Her Honor Mayor Lucy Vinis Presiding**

**Councilors**

Randy Groves, President  
Mike Clark  
Lyndsie Leech  
Jennifer Yeh

Matt Keating, Vice President  
Greg Evans  
Emily Semple  
Alan Zelenka

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**5:30 p.m. CITY COUNCIL WORK SESSION and  
MEETING OF THE EUGENE URBAN RENEWAL AGENCY**

**1. CEREMONIAL MATTERS**

**2. COMMITTEE REPORTS AND ITEMS OF INTEREST**

**3. CONSENT CALENDAR 1**

**A. Approval of City Council Minutes**

- February 13, 2023 Meeting
- February 22, 2023 Work Session
- February 27, 2023 Work Session
- February 28, 2023 Joint Elected Officials Public Hearing

**B. Approval of City Council Tentative Agenda**

**4. PUBLIC HEARING: An Ordinance Concerning Rental Housing; Amending Sections 8.405, 8.415, 8.425, and 8.440 of the Eugene Code, 1971; and Adding Sections 8.437 and 8.445 to that Code.**

**5. PUBLIC FORUM**

**6. PUBLIC HEARING and ACTION: 2023-2029 Capital Improvement Program**

- 7. ACTION: An Ordinance Concerning Budget Committee Term and Amending Sections 2.013 and 2.604 of the Eugene Code.**
- 8. ACTION: Ownership Transfer of Farmers Market Pavilion and Plaza**

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

El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

For more information, contact the Council Coordinator at 541-682-5010,  
or visit us online at [www.eugene-or.gov](http://www.eugene-or.gov).

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



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## Ceremonial Matters

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Meeting Date: March 13, 2023  
Department: Central Services  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: 1  
Staff Contact: Cherish Bradshaw  
Contact Telephone Number: 541-682-8340

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### **ISSUE STATEMENT**

This item is to acknowledge awards and achievements and inform the public of proclamations signed by the Mayor. No action is required by the City Council.

### **BACKGROUND**

At its 1997 fall process session, the council agreed to include a monthly agenda item entitled "Ceremonial Matters." From time to time, the Mayor is asked to sign proclamations or acknowledge awards received, which serve to encourage and educate the community about important issues and events.

### **CITY MANAGER'S RECOMMENDATION**

This is an information item only.

### **ATTACHMENTS**

None.

### **FOR MORE INFORMATION**

Staff Contact: Cherish Bradshaw  
Telephone: 541-682-8340  
Staff E-Mail: [CABradshaw@eugene-or.gov](mailto:CABradshaw@eugene-or.gov)

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



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## Approval of City Council Minutes

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Meeting Date: March 13, 2023  
Department: Central Services  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: 3A  
Staff Contact: Sara McKinney  
Contact Telephone Number: 541-682-5010

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### ISSUE STATEMENT

This is a routine item to approve City Council minutes.

### SUGGESTED MOTION

Move to approve the minutes for the work sessions on February 22 and February 27, 2023, a meeting on February 13, 2023 and a Joint Elected Officials Public Hearing on February 28, 2023.

### ATTACHMENTS

- A. February 13, 2023 Meeting
- B. February 22, 2023 Work Session
- C. February 27, 2023 Work Session
- D. February 28, 2023 Joint Elected Officials Public Hearing

### FOR MORE INFORMATION

Staff Contact: Sara McKinney  
Telephone: 541-682-8497  
Staff E-Mail: [smckinney@eugene-or.gov](mailto:smckinney@eugene-or.gov)

**MINUTES**

**Eugene City Council  
Meeting  
Eugene, Oregon 97401**

**February 13, 2023  
7:30 p.m.**

**Councilors Present:** Emily Semple, Matt Keating, Jennifer Yeh, Mike Clark, Lyndsie Leech, and Randy Groves

**Councilors Absent:** Alan Zelenka and Greg Evans

Mayor Vinis opened the February 13, 2023, meeting of the Eugene City Council in a hybrid in-person and virtual format at 101 W. 10<sup>th</sup> Avenue, Suite 114, Eugene, OR 97401.

**1. CEREMONIAL MATTERS**

Mayor Vinis read proclamations for Black History Month and International Mother Language Day.

**2. COMMITTEE REPORTS AND ITEMS OF INTEREST**

- Mayor Vinis – noted that the State of Oregon will be applying for federal funding to electrify highways.

**3. CONSENT CALENDAR 1**

**A. Approval of City Council Minutes**

- January 9, 2023 Meeting
- January 17, 2023 Public Hearing
- January 18, 2023 Work Session
- January 23, 2023 Work Session
- January 23, 2023 Meeting
- January 25, 2023 Work Session
- January 30, 2023 Special Meeting

**B. Approval of City Council Tentative Agenda**

**C. Appointment to the Metropolitan Wastewater Management Commission**

**MOTION AND VOTE:** Councilor Groves, seconded by Councilor Keating, moved to approve the items on Consent Calendar 1.

**VOTE: PASSED 6:0**

**4. PUBLIC FORUM**

1. Lin Woodrich – spoke in favor of a public health overlay zone in West Eugene.
2. Aya Cockram – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
3. John Crowder – spoke against the ban on fossil fuel infrastructure in new residential construction.

4. Dennis Reynolds – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
5. Rich Locke – spoke against the ban on fossil fuel infrastructure in new residential construction.
6. Linda Kelley – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
7. Anne Pernick – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
8. Dylan Plummer – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
9. Bethany Cotton – thanked Council for the fossil fuel infrastructure and noise ordinances.
10. Danny Noonan – asked Council to respond to misinformation about the ordinance banning fossil fuel infrastructure in new residential construction.
11. Timothy Williams – suggested a fund for displaced folks who want to return home.
12. Thomas Newman – suggested various climate change mitigation ideas.
13. Wayne Martin – spoke about the treatment of the houseless in the City.
14. Tomoko Sekiguchi – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
15. Joshua Korn – spoke about wireless safety and broadband infrastructure.
16. Charles Areford – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
17. Roy Miller – spoke against the ban on fossil fuel infrastructure in new residential construction.
18. William Smith – spoke about wireless safety and broadband infrastructure.
19. Sid Baum – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
20. Katharine Hunt and Raging Grannies – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
21. Carolyn Partridge – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
22. Michael Carrigan – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.
23. Bill O'Brien – spoke about the land swap proposal between the City of Eugene and the University of Oregon.
24. Charlie Rojas – spoke about the City's commitment to justice, equity, and inclusion.
25. Debra McGee – thanked Council for passing the ordinance banning fossil fuel infrastructure in new residential construction.

#### Council Discussion

- Councilor Keating – expressed his condolences to Lin Woodrich for the passing of her father.
- Mayor Vinis – encouraged Timothy Williams to speak to staff at the end of the meeting.

#### **5. ACTION: An Ordinance Concerning the Skinner Butte Height Limitation Area, Amending Section 9.6715 and Figure 9.6715(3) of the Eugene Code, 1971.**

Mayor asked Councilors to declare if they read any testimony that came in after the close of the record.

#### Council Discussion

- Councilor Leech – noted that she had received an email, but it did not influence her decision.
- Councilor Groves – noted that he had received an email, but it did not influence his decision.
- Councilor Semple – noted that she had received and responded to an email, but it did not influence her decision.
- Councilor Clark – noted that he had received an email, but it did not influence his decision.

Assistant City Attorney Lauren Sommers asked Council to confirm their ability to make an impartial, unbiased decision on the proposed ordinance based only on the applicable approval criteria and the evidence and argument that are included in the record for this application.

**MOTION AND VOTE:** Councilor Groves, seconded by Councilor Keating, moved to reject all testimony received by the City regarding the proposed Skinner Butte Height Limitation Ordinance following the close of the record for that application on Tuesday, January 17, 2023.

**VOTE: PASSED 6:0**

**MOTION:** Councilor Groves, seconded by Councilor Keating, moved to adopt An Ordinance Concerning the Skinner Butte Height Limitation Area, Amending Section 9.6715 and Figure 9.6715(3) of the Eugene Code, 1971, included as Attachment A to this AIS.

#### Council Discussion

- Councilor Semple – noted concerns that new, higher buildings will limit views of the butte; noted that she was not in support of the ordinance.
- Councilor Clark – asked staff when the City had passed the initial Skinner Butte height limitation; noted that it was passed before our focus shifted to increasing density in the downtown core.
- Councilor Groves – noted that there is a strong need for housing; noted that city streets provide view corridors to Skinner’s Butte; noted his support for the ordinance.
- Councilor Leech – noted her support for the ordinance.
- Councilor Keating – noted aesthetic and environmental concerns about the ordinance; stated that he was not in support of the ordinance.

**VOTE: PASSED 4:2** (opposed by Councilors Semple and Keating)

#### Council Discussion

- Mayor Vinis – noted that this ordinance is in line with the City’s goals of increased housing and increased density.

Mayor Vinis adjourned the meeting at 8:54 p.m.

Respectfully submitted,

Katie LaSala  
City Recorder

*(Recorded by Cherish Bradshaw)*

Link to the webcast of this City Council meeting [here](#).

**MINUTES**

**Eugene City Council  
Work Session  
Eugene, Oregon 97401**

**February 22, 2023  
12:00 p.m.**

**Councilors Present:** Matt Keating, Jennifer Yeh, Mike Clark, Randy Groves, Alan Zelenka, Emily Semple and Lyndsie Leech

**Councilors Absent:** Greg Evans

Mayor Vinis opened the February 22, 2023, work session of the Eugene City Council in a hybrid format at 101 W 10<sup>th</sup> Avenue, Eugene OR 97401.

**1. WORK SESSION: Eugene Airport Advanced Terminal Planning Study**

City Manager, Sarah Medary, introduced Airport Director, Cathryn Stephens, who was joined by RS&H's Mark Ip, Rikki Scantlan, and Frank Gratton, to present information on the Eugene Airport Advanced Terminal Planning Study.

Councilor Discussion:

- Councilor Zelenka – asked staff to discuss recent awards and recognition the Eugene Airport received; asked if a greenhouse reduction analysis has been done related to flying local; asked how electrification and alternative fuels infrastructure would integrate into the expansion plan; asked if this expansion plan would be subject to the state requirement for green energy technologies; asked to confirm that the \$200 million cost would not come out of the general fund; noted that the airport can increase capacity while decreasing environmental impact.
- Councilor Groves – noted that the airport needs increased capacity; asked if there are any Federal Aviation Administration grants that can help fund this project; would be like to see how the project would be done in phases and how that would work; would be interested in conference rooms for local business to rent at the airport; is in support of exploring all options, including the alternative fuel options.
- Councilor Keating – asked staff to outline Eugene's 2020 Airport of the Year award; asked about strategy to address revenue growth and to increase staffing to match industry standards; noted an opportunity to expand and utilize advertising in the airport; asked staff to expand on any plans or work to increase transportation and lodging options; interested in an outdoor pet friendly space at the airport.
- Councilor Leech – asked staff to explain the need and projected volume for a charter terminal.
- Councilor Yeh – asked staff to confirm airport capacity and if this project would help to increase revenue and other opportunities such as hotels and transportation; supports the plan to explore all options for the expansion project and alternative fuels.
- Councilor Zelenka – asked staff to discuss weapons confiscated at security.

- Councilor Groves – asked for a projected cost information report; asked if the Eugene Airport is at capacity for air cargo.
- Councilor Keating – asked how the project will impact Lane Aviation Academy at the Eugene Airport.

## 2. **WORK SESSION: Civilian Oversight System**

Mayor Vinis introduced Police Auditor, Leia Pitcher, who presented information on the Civilian Oversight System recommendations.

### Councilor Discussion:

- Mayor Vinis – noted the meeting will be extended 10 minutes and a follow up work session will be scheduled to provide appropriate time to discuss the topic.
- Councilor Groves – is concerned that the proposed changes are meant to expand the process; is concerned with maintaining objectivity and neutrality as well as the public perception of such; supports the addition of mediation; would like information on improving the current processes without expanding or drawing the auditor in to the process.
- Councilor Zelenka – believes the system is effective as it stands; would not support a motion to overhaul the system; is concerned that some suggestions from the ad hoc committee are not appropriate; asked if there are other recommendations from the ad hoc committee that were not presented.
- Councilor Yeh – noted that policy oversight is an important aspect of the auditor’s job; would support exploring the options brought forth in another work session to consider improvements to the processes.
- Councilor Keating – would like to hear commendations as well as complaints that come through the auditor’s office; noted concern with police policies being coupled with hiring; asked if there have been complaints about the hiring process; asked the auditor to bring back answers to the following questions: does the police auditor process align with national police reform plans, what are we trying to fix, do we have an oversight system that we are proud of currently, are we trying to solve a problem that does not exist, and how do the recommendations impact the job of the police chief; believes another work session is needed before Council can consider taking action on any recommendations for change.
- Councilor Leech – supports another work session to discuss and consider the recommendations brought forth.

Mayor Vinis adjourned the meeting at 1:41 p.m.

Respectfully submitted,

Katie LaSala  
City Recorder

*(Recorded by Sara McKinney)*  
Webcast of meeting available [here](#).

**MINUTES**

**Eugene City Council  
Work Session  
Eugene, Oregon 97401**

**February 27, 2023  
12:00 p.m.**

**Councilors Present:** Emily Semple, Matt Keating, Alan Zelenka, Jennifer Yeh, Mike Clark, Lyndsie Leech and Randy Groves.

**Councilors Absent:** Greg Evans

Mayor Vinis opened the February 27, 2023, work session of the Eugene City Council in a hybrid format at 101 W 10<sup>th</sup> Avenue, Eugene OR 97401.

**1. WORK SESSION: Budget Update**

City Manager, Sarah Medary and Finance Director, Twylla Miller provided a high-level update of the upcoming budget process, including a recommendation for a revenue team to address funding options for unfunded service needs.

Councilor Discussion:

- Mayor Vinis –noted that budget concerns seem to be consistent from year-to-year.
- Councilor Semple – noted her excitement for a new revenue committee; stated that she had previously served on the payroll tax committee.
- Councilor Zelenka – asked how the budget needs for housing services, climate change work, and downtown resilience will be determined; noted there is not a high level of detail for those three projects; stated that he hopes incentives will be included in the climate work.
- Councilor Keating – stated interest in the suggested revenue streams; asked if funding for future housing will be limited to the downtown area; asked for clarity on where funds for downtown and the unhoused will be spent.
- Councilor Clark – asked what climate work will be affected by a reduced budget; asked how much funding is spent on Climate Friendly & Equitable Communities (CFEC) compliance; believes that housing is a higher priority than climate; asked how funding decisions will be made; asked about Council’s authority to determine spending priorities.
- Councilor Groves – noted that state or federal support is not guaranteed; stated that we need to focus on long-term economic development; stated that the downtown area is vital to the community but faces its own unique set of challenges; stated that the focus of the revenue committee should be closing the budget gap; expressed hesitation about increasing taxes in the current economic climate.
- Councilor Yeh –noted that it is difficult to effectively source new revenue.
- Councilor Zelenka – noted hesitation about moving forward with the revenue committee as presented; stated that he is looking for more specific recommendations for a committee, including guidelines for membership, funding areas, and needed funds.

- Councilor Clark – stated his support for voluntary annexation as part of any new revenue plan.
- Councilor Leech – stated her support for the creation of the committee.
- Councilor Semple – concerned that widening the scope of the revenue committee project may make it less effective.
- Mayor Vinis – noted that the budget committee meeting Saturday will help refine the revenue committee plan.
- Councilor Groves – asked about the refinement process for the revenue committee if established today.
- Mayor Vinis – noted that councilors will be serving on the revenue committee.
- Councilor Zelenka – stated that the proposed motion is not clear.
- Councilor Groves – asked how to amend the proposed motion.
- Councilor Zelenka – stated that the committee will be more effective if the process is determined prior to the
- Mayor Vinis – asked if there will be more clarity about the purpose of the revenue committee after the budget committee meeting.
- Councilor Semple – stated that the revenue committee will be more effective if it has a limited scope.
- Councilor Keating – suggested an amended motion establishing the revenue committee with Council oversight and staff input.

## 2. **WORK SESSION: Introduction to HB 3115**

Mayor Vinis introduced City Attorney Kathryn Brotherton to discuss House Bill 3115.

### Councilor Discussion:

- Councilor Groves – asked how the proposed bill will affect car camping; asked about the difference between temporary camps and permanent structures; asked if the clear space beyond the camp includes trash and personal possessions; noted concerns about the potential for camps to stay on public property for longer periods of time.
- Councilor Clark – asked about the criteria to determine whether there is alternative available shelter; asked what criteria make a shelter unavailable; asked if there is a law about an individual’s responsibility to provide for their own shelter.
- Councilor Zelenka – asked about the distinction between camping and sleeping; asked about the criteria to determine whether there is alternative available shelter; asked if Council will receive specific language to review.

Mayor Vinis adjourned the meeting at 7:01 p.m.

Respectfully submitted,

Katie LaSala  
City Recorder

*(Recorded by Cherish Bradshaw)*  
Webcast of meeting available [here](#).

**MINUTES**

**Eugene City Council and  
Lane County Board of Commissioners  
Virtual Public Hearing  
Eugene, Oregon 97401**

**February 28, 2023  
6:00 p.m.**

**Councilors Present:** Randy Groves, Matt Keating, Lyndsie Leech, Emily Semple, Greg Evans, Alan Zelenka, Jennifer Yeh

**Councilors Absent:** Mike Clark

**Commissioners Present:** Pat Farr, Laurie Trieger, Heather Buch, David Loveall, and Ryan Ceniga

Mayor Lucy Vinis opened the February 28, 2023, public hearing of the Eugene City Council in virtual format.

Lane County Board of Commissioners Chair Pat Farr opened the February 28, 2023, public hearing of the Lane County Board of Commissioners in virtual format.

**1. JOINT PUBLIC HEARING – An Ordinance Establishing Urban Reserves for the City of Eugene; Amending the Eugene-Springfield Metropolitan General Plan; Amending the Envision Eugene Comprehensive Plan; and Amending the Public Facilities and Service Plan**

City of Eugene Senior Planner, Rebecca Gershow, gave a brief overview of the proposed ordinance.

Mayor Vinis opened the public hearing for the Eugene City Council.

Commissioner Farr opened the public hearing for the Lane County Board of Commissioners.

Testimony

1. Sue Prichardd – outlined the work that went into the proposed ordinance, spoke in favor of the proposed ordinance.
2. Howard Saxion – outlined various factors considered in the proposed ordinance, spoke in favor of the proposed ordinance.
3. Kevin Alltucker – spoke about specific properties and in favor of the ordinance as proposed.
4. Mark Robinowitz – asked the City and County to get input from the Kalapuya prior to action.
5. Jennifer Hayward – spoke in favor of including specific land in the Urban Reserves.
6. Mike Reeder – spoke about specific properties in relation to Urban Reserves.
7. Sharon Blick – spoke against the ordinance as proposed with concerns about wildlife protection.
8. Hope Vaccher – posed questions and concerns regarding the proposed ordinance.
9. Jacquelyn Lansing – spoke about concerns regarding Urban Reserve expansion.
10. Albert LePage – spoke regarding concern for wildlife habitat protection and trail planning.
11. Bill Kloos – outlined concerns regarding Urban Reserves and developable land criteria.

Mayor Vinis and Commissioner Farr closed the public hearing.

Discussion:

- Commissioner Trieger – noted she is prepared to make a motion for Lane County future readings of the ordinance.
- Commissioner Loveall – asked for more information about how wetland, big game habitat, and other issues that require mitigation efforts and how that impacts the developable land in the proposed ordinance.

**LANE COUNTY MOTION AND VOTE:** Vice Chair Trieger, seconded by Commissioner Loveall, moved to approve the second reading, set a third reading and deliberations on April 11, 2023 at 1:30pm. **PASSED 5:0**

Mayor Vinis adjourned the Eugene City Council meeting at 6:54 p.m.

Commissioner Farr adjourned the Lane County Board of Commissioners meeting at 6:54 p.m.

Respectfully submitted,

Katie LaSala  
City Recorder

*(Recorded by Sara McKinney)*

Link to the webcast of this City Council meeting [here](#).

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



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## Approval of Tentative Working Agenda

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Meeting Date: March 13, 2023  
Department: Central Services  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: 3B  
Staff Contact: Brooke Freed  
Contact Telephone Number: 541-682-5010

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### ISSUE STATEMENT

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

### BACKGROUND

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

### COUNCIL OPTIONS

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

### SUGGESTED MOTION

Move to approve the items on the Tentative Working Agenda.

### ATTACHMENTS

A. City Council Tentative Working Agenda

### FOR MORE INFORMATION

Staff Contact: Brooke Freed  
Telephone: 541-682-5010  
Staff E-Mail: [bfreed@eugene-or.gov](mailto:bfreed@eugene-or.gov)



# City Council Tentative Agenda

Updated March 9, 2023

City Council meetings will continue to be held using hybrid and virtual meeting technology. Meeting materials and information about how to access these meetings will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>.

March 2023					
Date	Day	Time	Title	Length	Dept. Contact
13-Mar	Monday	5:30 pm	Committee Reports and Items of Interest		Amy Cameron, PDD
			Renter Protections Phase II Code Amendments (Public Hearing)		
			Public Forum		
			2023-2029 Capital Improvement Program (Public Hearing, Action)		
			Ordinance Concerning Budget Committee Term and Amending Sections 2.013 and 2.604 of the Eugene Code (Action)		
Urban Renewal Agency - Ownership Transfer of Farmers Market Pavilion and Plaza (URA Action)	Dylan Huber-Heidorn, PDD				
<i>Meeting Location: Public via Virtual &amp; Council Chambers, Room 114</i>					
15-Mar	Wednesday	12 pm	Proposed Wastewater Expansion to serve Goshen and the Short Mountain Landfill (Work Session)	45 mins	Matt Rodrigues, PW Dan Hurley, Lane County
			Topic Pending Confirmation (Work Session)	45 mins	Staff
<i>Work Session Location: Public via Virtual Only</i>					
<b>Council Break March 16 – April 9</b>					



Work Session



Action



Public Hearing



Public Forum



Consent Calendar



Committee Reports/Items of Interest



Ceremonial Matters



Pledge of Allegiance

<b>UPCOMING PUBLIC HEARINGS</b>			
<b>Date/Time</b>	<b>Topic/Title</b>	<b>Description</b>	<b>Staff Contact</b>
<b>Mar 13, 5:30 pm</b>	<b>Renter Protections Phase II Code Amendments</b>	The City Council will hold a public hearing to consider An Ordinance Concerning Rental Housing; Amending Sections 8.405, 8.415, 8.425, 8.430, and 8.440 of the Eugene Code, 1971; And Adding Sections 8.437 and 8.445 to that Code. The proposed ordinance will be posted online: <a href="https://www.eugene-or.gov/1781/Proposed-Ordinances">https://www.eugene-or.gov/1781/Proposed-Ordinances</a>	Amy Cameron, PDD <a href="mailto:ACameron@eugene-or.gov">ACameron@eugene-or.gov</a> 541-682-5383
<b>Mar 13, 5:30 pm</b>	<b>2023-2029 Capital Improvement Program</b>	The City Council will hold a public hearing to consider adoption of the Proposed Capital Improvement Program (CIP) for fiscal years 2024 through 2029. The Proposed CIP will be reviewed by the City's Budget Committee on February 15, 2023, and is posted online at <a href="https://www.eugene-or.gov/371/Capital-Improvement-Program">https://www.eugene-or.gov/371/Capital-Improvement-Program</a>	Kacia Edison, CS <a href="mailto:KEdison@eugene-or.gov">KEdison@eugene-or.gov</a> 541-682-6820

<b>Approved Work Session Polls to be Scheduled</b>	<b>Councilor</b>	<b>Date Approved</b>
Fossil Fuel Risk Bonds – <i>Tentatively scheduled for May 2023</i>	Groves, Syrett	10/21/21
Gas Stations – TBD	Keating	4/15/22
Bethel Area Plan – <i>Tentatively scheduled for April 2023</i>	Evans	7/22/22

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



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## Public Hearing: Renter Protections Phase II

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Meeting Date: March 13, 2023  
Department: Planning & Development  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: 4  
Staff Contact: Amy Cameron  
Contact Telephone Number: 541-682-5383

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### ISSUE STATEMENT

This public hearing is regarding a draft ordinance for Phase II Renter Protections that limits deposits, requires that landlords process applications in the order received, and requires that landlords provide tenants with relocation assistance (which was formerly referred to as Displacement Prevention Assistance) under certain circumstances. The draft ordinance that would implement the Phase II Renter Protections is included as Attachment A to this AIS.

### BACKGROUND

On October 24, 2022, Council reviewed information about the feasibility of Phase II protections and directed the City Manager to schedule a public hearing on the proposed Phase II protections. A brief summary of each proposed Phase II protection follows. More information is provided in Attachment C.

1. *Limit deposits.* The draft ordinance generally limits deposits to a maximum of two times the unit's monthly rent. For purposes of this provision, security, cleaning, and last month's rent deposits are all included in this maximum standard for deposits. The draft ordinance allows landlords to collect additional security deposits under the following circumstances: a) a deposit of up to one-half of one month's rent, if a landlord rents a unit to an applicant with certain risk factors, and b) a deposit of up to one month's rent, if after the first year, the landlord and tenant agree to modify the lease (for example, to allow another tenant) and the new or increased deposit is related to the lease modification, as allowed by the Oregon Residential Landlord Tenant Act (ORLTA). The draft ordinance in Attachment A provides that the landlord must allow the tenant at least three months to pay the additional deposit(s). The ordinance does not regulate the timing or amount of pet deposits.
2. *Process applications in the order received.* The draft ordinance requires landlords to process applications for publicly advertised rental housing units on a first-come, first-served basis, except for applications for the following units: a) Affordable Housing units, b) rental units occupied by both the landlord and tenant, c) middle housing units when the landlord resides in another middle housing unit on the same lot or parcel, d) accessory dwelling units (ADUs) where the landlord's principal residence is on the same lot or parcel as the ADU or where the landlord occupies the ADU on the same lot or parcel as the tenant, e) a dwelling unit that will

be shared with an existing tenant who has a separate agreement for the dwelling unit, and f) a dwelling unit not advertised or rented to the general public.

3. *Relocation Assistance under certain circumstances.* The draft ordinance requires landlords to pay relocation assistance to a tenant following any of the triggering events listed below. As was discussed with Council previously, the draft language for relocation assistance is based in large part on Portland's relocation assistance program. Staff anticipates receiving significant feedback from Council and the public around the proposed triggers for, exemptions from, and amount of relocation assistance included in the draft ordinance.
  - Triggers. The circumstances that would trigger relocation assistance in the draft ordinance include: a) legal no-cause evictions, b) rent increases of 5% or more in a 12-month period when the tenant moves out of a rental unit because they cannot afford the increased rate, c) certain qualifying landlord-based reasons for termination (for example, the landlord intends to occupy the dwelling as the landlord's primary residence), d) non-renewal of a fixed-term lease, and e) conditioning renewal or replacement of an expiring rental agreement on substantial changes to the lease or the tenant's agreement to pay a rent increase of 5% or more in a 12-month period. While triggering events c) through e) were not explicitly part of the October council-approved motion for relocation assistance, those triggers are included in the draft ordinance because they are in Portland's relocation assistance ordinance and were included in previous staff presentations to Council on this topic.
  - Payment Amount. The draft ordinance allows the City Manager to set the amount of relocation assistance by administrative rule, provided that the amount is not less than three times the current fair market rent published by the US Department for Housing and Urban Development (HUD). The language of the draft ordinance takes a slightly different approach than the language of Council's October motion; delegating the authority to the City Manager to adopt a relocation assistance amount that is not less than HUD fair market rent instead of tying the relocation assistance directly to a decision made by HUD. The delegation of authority to the City Manager and use of HUD fair market rent as a floor was done to avoid issues around delegation of the Council's legislative authority to another entity. Another option that would also avoid delegation of legislative authority would be to identify a specific amount of relocation assistance in the code and tie it to an escalator, such as the CPI.
  - Notices. Landlords must provide tenants with written notice of termination of the rental agreement or rent increase that would trigger relocation assistance at least 90 days before the effective date of the termination or rent increase. Notices must include a description of the tenant's rights and obligations and the amount of relocation assistance they are eligible to receive.
  - Exemptions. The draft ordinance includes exemptions modeled on Portland's relocation assistance program. The one exemption included in the draft Phase II ordinance that differs from Portland's code is related to middle housing. The exemption for duplexes was adjusted to apply to all middle housing so that it would be consistent with the accessory dwelling unit exemption, as there is no practical difference between the two types of dwelling units in Eugene code. The exemptions from relocation assistance in the draft ordinance are described in Attachment C.

- Small Landlord Compensation Fund. The draft ordinance creates a small landlord compensation fund to reimburse small landlords at or below 80% of area median income when they are required to pay relocation assistance. If established, the fund would operate with a set amount per year, disbursed on a first come first served basis. The source of funds for this purpose has not yet been identified by Council. The rental housing code door fee is one possible funding source and the draft ordinance includes language to allow (but not require) it to be used. It is not known how many landlords would qualify for reimbursement from the fund, nor are the overall funding needs of this program known at this time. One option would be to pilot the program with an interim source of funds to understand the financial requirements and then determine an ongoing funding source. Interim funding for a pilot program could be direct assistance for low-income landlords from the Affordable Housing Trust Fund. If Council wants to implement a pilot program, the draft ordinance would need to be adjusted to include a sunset date.

As directed by Council, the draft ordinance also includes language requiring eviction data reporting by landlords and provides enforcement measures if landlords do not report eviction data. Currently, methods of tracking local evictions are anecdotal, only represent a portion of all evictions, or require significant investment in time to collect and analyze. Real time eviction data collection will help inform policy decisions and allow for efficient, focused outreach to those who need it most.

At the October 24, 2022, work session, Council also directed staff to include additional enforcement language pertaining to the \$10 cap on applicant screening charges that was imposed in Phase I. Shortly after the Council's October work session, a group of landlords filed a lawsuit challenging the \$10 cap. On January 31, 2023, a Lane County Circuit Court judge issued an order holding that the City is preempted by state law from imposing or enforcing the \$10 cap. The City intends to appeal the Circuit Court's decision, but it is not yet clear when an appellate court will decide the appeal. During the pendency of the appeal the City will not enforce the cap. Consequently, no additional enforcement language related to the \$10 cap has been included in the Phase II draft ordinance in Attachment A.

#### *Updated Roadmap*

The current Renter Protections Roadmap in Attachment B shows summary information on anticipated impact, funding needs and sources, implementation, and enforcement for Phase II items. A guide to the roadmap is included in Attachment C with more information.

#### *Public Outreach*

Staff have received a great deal of input on the Renter Protection process. Community members receive information via the Renter Protection Interested Parties list, the Rental Housing Code contact list, and through updates on the Renter Protection process and Rental Housing Code webpages. Staff have also provided information about the Renter Protections and the Council process to existing advocacy and membership groups for both renters and landlords, requesting that they help distribute this information as broadly as possible. Staff have met with advocates for landlords and tenants and held listening sessions in Fall 2022 to hear input on Phase II Renter Protections.

### *Housing Policy Board*

The Housing Policy Board (HPB) has been involved in the Renter Protection process since they first formed a task team in 2018 to learn more about market conditions impacting renters. HPB's work resulted in a set of recommendations that were the basis for the Renter Protections Roadmap. HPB met seven times in 2022 and 2023, to primarily discuss Relocation Assistance. HPB did not consider relocation assistance in its 2021 deliberations due to litigation processes that were underway at the time regarding the Portland Mandatory Relocation Assistance ordinance, which later concluded in 2022.

On March 6, 2023, HPB finalized their recommendations to Council on Relocation Assistance. HPB's recommendation for Council is to proceed with relocation assistance with the following specifics:

- **Triggers.** Use legal no-cause evictions and specific landlord-based reasons for termination as triggers; remove substantial changes in the lease and non-renewal of lease as triggers; and, for the rent increase trigger, consider a higher rent increase amount than 5%, such as Portland's 9.9%, or make it an inflation adjusted rate.
- **Payment Amount.** Use the current monthly rent as the basis for the Relocation Assistance payment (instead of HUD's fair market rent).
- **Exemptions.** Include an exemption for week to week tenancies, units shared with a landlord, duplexes where the landlord occupies one unit as their principal residence and rents the second unit (described as "middle housing" in the draft ordinance instead of duplex), and ADUs where the landlord lives on site. Exempt Affordable Housing units from all aspects of relocation assistance. Remove the exemption for a landlord that terminates a rental agreement for an immediate family member to occupy the unit. Do not add an exemption for small landlords.

See Attachment D for the full HPB recommendation on relocation assistance, including additional aspects of relocation assistance for which HPB did not have a majority vote and therefore are not part of the recommendations for council. HPB did not discuss or make recommendations on exemptions in the draft ordinance: (17)(m)9-12.

### *Next Steps*

Following this Public Hearing, Council will consider adoption of an ordinance to implement the Phase II items and the enforcement change for Phase I related to eviction data collection.

For Phase III, staff will conduct the needed additional analysis and return with an updated roadmap for Council direction before Council's summer break.

### **RELATED CITY POLICIES**

*Housing Implementation Pipeline (HIP) Connection.* Renter protections that work toward neighborhood stabilization and allow residents to stay in their changing neighborhoods, is a direct form of anti-displacement policy. Enhancing renter protections is identified as one of the anti-displacement actions in the High Priority Policies and Programs section of the [Housing Implementation Pipeline \(HIP\)](#). The HIP is the 5-year internal work plan to coordinate current and

future resources, goals, and priorities with a systems-thinking approach to housing across the full spectrum from people experiencing homelessness to overall housing supply.

### **PREVIOUS COUNCIL DIRECTION**

#### [February 21, 2017, Work Session](#)

Council received a presentation from staff about the status of rental housing in Eugene. Council directed staff to conduct additional research and return with more information at a future work session.

#### [March 13, 2019, Work Session](#)

Council received a follow-up presentation from staff with information on the status of the Eugene rental market, experiences of Eugene renters, issues related to rental housing, and state legislation related to renter protections. Council directed staff to come back with more data as well as recommendations on ways to increase rental housing stability, access, and affordability.

#### [November 22, 2021, Work Session](#)

Council directed the City Manager to come back in the first quarter of 2022 with information about the feasibility and resources needed to implement renter protections consistent with the Housing Policy Board recommendations plus the other renter protections discussed during the meeting.

#### [March 16, 2022 City Council Work Session](#)

Council directed the City Manager to schedule a public hearing prior to Council's summer break and action on the protections included in Phase I as described in the AIS and to include protection #8, a cap of \$10 on application and screening fees, into Phase I. Council also directed staff to provide Council with actionable information on items in Phase II by November 1, 2022 and Phase III by February 1, 2023. *[At the October 24, 2022 work session, the timing for Phase III information was adjusted to enable the Phase II public hearing to occur sooner.]*

#### [July 11, 2022 City Council Meeting](#)

Council approved Ordinance 20670 for Phase I Renter Protections: support services, required move-in/out documentation, access to rental history, dissemination of tenant educational information, and a cap on applicant screening fees.

#### [October 24, 2022 City Council Work Session](#)

Council directed the City Manager to bring back an ordinance limiting the amount of deposits a landlord may charge; requiring that applications be processed in the order they are received; providing for additional enforcement options for violations of the screening fee cap *[not currently applicable due to the Circuit Court January 2023 ruling]*; and requiring eviction data reporting and providing for enforcement. Additionally, requiring landlords to provide relocation assistance *[which at the time was referred to as displacement prevention assistance]* in the amount equal to three times the current market rate rent published by HUD when either 1) the tenant is no-cause evicted or 2) the tenant rent is increased by five percent or more in a twelve month period and the

tenant chooses to move rather than pay the increased rate, and create a small landlord compensation fund for landlords that earn less than 80 percent of area median income.

**COUNCIL OPTIONS**

None. Public hearing only.

**CITY MANAGER'S RECOMMENDATION**

None. Public hearing only.

**SUGGESTED MOTION**

None. Public hearing only.

**ATTACHMENTS**

- A. Draft Ordinance
- B. Renter Protections Roadmap
- C. Guide to the Roadmap
- D. HPB Relocation Assistance Recommendation
- E. Renter Protection FAQ

**FOR MORE INFORMATION**

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## EUGENE CITY COUNCIL NOTICE OF PUBLIC HEARING

On Monday, March 13, 2023, at 5:30 p.m., the Eugene City Council will conduct a public hearing on the following ordinance:

**AN ORDINANCE CONCERNING RENTAL HOUSING; AMENDING SECTIONS 8.405, 8.415, 8.425, 8.430, AND 8.440 OF THE EUGENE CODE, 1971; AND ADDING SECTIONS 8.437 AND 8.445 TO THAT CODE.**

As our state and community recover from the COVID-19 pandemic, this public hearing will be held in-person and remotely using virtual meeting technology. Information about online or other options for participation will be available by 5 p.m. on March 10, 2023, at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>. Written testimony may be sent to [mayorcouncilandcitymanager@eugene-or.gov](mailto:mayorcouncilandcitymanager@eugene-or.gov) or to Eugene City Manager's Office, 101 West 10<sup>th</sup> Avenue, Suite 203, Eugene, OR 97401. Written testimony must be received by Monday, March 13, 2023, at 5 p.m.

This ordinance is posted on the City of Eugene website at <http://www.eugene-or.gov> and is also available by calling the City Manager's Office at 541-682-5010.

*Notice posted on Sunday February 26, 2023.*

## ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE CONCERNING RENTAL HOUSING; AMENDING SECTIONS 8.405, 8.415, 8.425, 8.430, AND 8.440 OF THE EUGENE CODE, 1971; AND ADDING SECTIONS 8.437 AND 8.445 TO THAT CODE.**

**THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:**

**Section 1.** Section 8.405 of the Eugene Code, 1971, is amended to provide as follows:

**8.405 Rental Housing – Purpose.**

The purpose of this City Rental Housing Code is to provide minimum habitability criteria to safeguard health, property and public wellbeing of the owners, occupants and users of rental housing and **to provide certain renter protections. The City Rental Housing Code** is intended to supplement rather than conflict with the State of Oregon Residential Landlord and Tenant Act.

**Section 2.** Section 8.415 of the Eugene Code, 1971, is amended by adding the definitions of “Affordable Housing”; “Immediate Family Member”; “Materially Incomplete Application”; “Meaningful Access”; “Open Application Period”; “Pet Deposit”; “Rent”; “Screening or Admission Criteria”; “Small Landlord”; and “Substantial Change to Rental Agreement” to the list of definitions in alphabetical order, and amending the definition of “Security Deposit” to provide as follows:

**8.415 Rental Housing – Definitions.**

For purposes of sections 8.400 through 8.440 of this code, the following words and phrases mean:

***Affordable Housing. Housing that is guaranteed to be affordable, under guidelines established by the United States Department of Housing and Urban Development, to households that earn no more than 80 percent of the median household income for the city of Eugene, for a period of at least 20 years; or housing for low-income persons that is eligible for an exemption from systems development charges pursuant to section 7.725(2) of this code.***

***Immediate Family Member. A parent, foster parent, stepparent, parent-in-law, sibling, foster sibling, step-sibling, sibling-in-law, grandparent, grandparent-in-law, child, stepchild, foster child, or grandchild that has reached the age of majority (18) or is a legally recognized emancipated minor.***

***Materially Incomplete Application. A rental housing application that does not include the information and supporting documentation required by a landlord to conduct an application screening pursuant to the landlord’s adopted screening or admission criteria.***

**Meaningful Access.** *The ability of a person with limited English language proficiency to use or obtain language assistance services or resources to understand and communicate effectively, including but not limited to translation or interpretation services.*

**Open Application Period.** *The period of time during which a landlord will accept rental housing applications for a publicly advertised dwelling unit.*

**Pet Deposit.** *A refundable payment or deposit of money, however designated, the primary function of which is to secure the performance of a term of a rental agreement or any part of a rental agreement by a tenant who keeps a pet in the dwelling unit that is the subject of the rental agreement.*

**Rent.** *Any payment to be made to the landlord under the rental agreement, periodic or otherwise, in exchange for the right of a tenant and any permitted pet to occupy a dwelling unit to the exclusion of others and to use the premises. "Rent" does not include security deposits, fees, or utility or service charges as described in this City Rental Housing Code or ORS Chapter 90.*

**Screening or Admission Criteria.** *A written statement of any factors a landlord considers in deciding whether to accept or reject an applicant and any qualifications required for acceptance. "Screening or admission criteria" includes, but is not limited to, the rental history, character references, public records, criminal records, credit reports, credit references and incomes or resources of the applicant.*

**Security Deposit.** *A refundable payment or deposit of money, however designated, the primary function of which is to secure the performance of a rental agreement or any part of a rental agreement. As used in this City Rental Housing Code, a pet deposit is not considered a security deposit.*

**Small Landlord.** *A landlord who is a natural person with an annual household income at or below 80% area median income as defined by the United States Department of Housing and Urban Development, and who owns four or fewer rental housing units, including units owned through legal entities.*

**Substantial Change to the Rental Agreement.** *A change of terms from those included in a prior rental agreement between a landlord and tenant that substantially disadvantages the tenant, and the landlord does not provide for a commensurate decrease in rent. Examples of substantial changes to a rental agreement include, but are not limited to: tenant responsibility for payment of utilities previously included in the monthly rent; tenant responsibility for payment for a parking spot previously included in the monthly rent; landlord no longer allowing pets to occupy the dwelling unit; reduction of space available for tenant use; reduction of amenities available for tenant use; and removal of furnishings from furnished units.*

**Section 3.** Section 8.425 of the Eugene Code, 1971, is amended by renumbering subsections (15) and (16) as subsections (20) and (21) respectively, and adding new subsections (15), (16), (17), (18) and (19) to provide as follows:

**8.425 Rental Housing – Standards and Protections.**

\*\*\*\*\*

**(15) Maximum Security Deposit.** *If a landlord requires a security deposit as a condition of tenancy:*

**(a)** *Except as provided in subsections (b), (c) and (e) of this subsection (15), a landlord may not collect a security deposit that exceeds an amount equal to two months' rent for the dwelling unit.*

**(b)** *Notwithstanding subsection (a) of this subsection (15), a landlord may require additional security deposits, consistent with the requirements of ORS 90.300(5). Except as provided in subsection (e) of this subsection (15), the additional security deposit authorized by this subsection (b) may not exceed an amount equal to one month's rent for the dwelling unit.*

**(c)** *Notwithstanding subsection (a) of this subsection (15), a landlord may require an additional security deposit if the landlord enters into a rental agreement with a tenant whose rental housing application the landlord could have denied pursuant to ORS 90.304. The additional security deposit authorized by this subsection (c) may not exceed an amount equal to one half of one month's rent for the dwelling unit.*

**(d)** *If a landlord requires an additional security deposit authorized by subsections (b) or (c) of this subsection (15), the landlord must allow the tenant at least three months to pay the additional security deposit.*

**(e)** *In addition to the security deposits authorized by subsections (a) through (c) of this subsection (15), a landlord may collect a pet deposit that is consistent with the requirements of ORS 90.300.*

**(16) Applications Processed in Order Received.**

**(a)** *If a landlord advertises the availability of a dwelling unit, the landlord must specify in the notice advertising the dwelling unit the date and time that the landlord will begin accepting rental application as well as the open application period. The notice must also inform applicants of the ability to request additional time to ensure that applicants have meaningful access to the rental housing application. The notice may provide an address, website address, internet link, or other written method of communicating information to prospective tenants.*

**(b)** *A landlord must digitally or manually record the date and time of receipt of each rental housing application received during an open application period. If a rental housing application is received by a landlord prior to the start of the open application period, the landlord must digitally or manually record the date and time of receipt of that application as 8 hours after the start of the open application period.*

**(c) A landlord may simultaneously process multiple rental housing applications, but must accept, conditionally accept, or deny rental housing applications in order of receipt.**

**(d) If a landlord maintains a waitlist for filling available dwelling units instead of advertising the availability of dwelling units and using an open application period, the landlord must add applicant names to the waitlist in order of receipt.**

**(e) When members of a waitlist apply for a vacancy, a landlord may simultaneously process multiple rental housing applications but must accept, conditionally accept, or deny rental housing applications in order of receipt.**

**(f) If an applicant requires additional time to ensure meaningful access to a rental housing application, the applicant may submit a request for additional time to the landlord. The landlord must document the date and time of the landlord's receipt of the request for additional time. If the applicant submits a rental housing application within 72 hours from the time of submission of a request for additional time, the date and time of the request for additional time will serve as the date and time of receipt of the rental housing application for purposes of determining the order in which applications are received.**

**(g) Upon request by an applicant, a landlord must notify the applicant of the applicant's position in line for a particular dwelling unit.**

**(h) A landlord must offer tenancy to the first qualified applicant who provides a rental housing application. If that applicant does not accept the offer of tenancy within 48 hours of the time the offer is made, the landlord must review the rental housing applications in order of receipt and make an offer of tenancy to the next qualified applicant who provided a rental housing application. The landlord must repeat this process until an applicant accepts the offer of tenancy.**

**(i) A landlord may refuse to process rental housing applications that are:**

- 1. Materially incomplete; or**
- 2. Submitted by an applicant who has repeatedly violated a rental agreement with the landlord during the 12-month period preceding the date of the application, and the landlord can provide documentation of the violations.**

**(j) Subsections (a) through (i) of this subsection (16) do not apply to rental housing applications for the following types of dwelling units:**

- 1. Affordable housing;**
- 2. A dwelling unit occupied by both the landlord and tenant;**
- 3. A unit of middle housing when the landlord's principal residence is another unit of middle housing on the same lot or parcel;**

4. **An accessory dwelling unit located on the same lot or parcel as the landlord's principal residence, or a dwelling unit where the landlord occupies the accessory dwelling unit on the same lot or parcel;**

5. **A dwelling unit that will be shared with an existing tenant who has a separate rental agreement for the dwelling unit; and**

6. **A dwelling unit not advertised or rented to the general public.**

**(k) Nothing in this subsection (16) diminishes or otherwise affects any duty of a landlord under federal, state, or local law to grant a reasonable accommodation to an individual with a disability.**

**(17) Relocation Assistance.**

**(a) Except those for landlords and tenancies exempt from payment of relocation assistance as provided in subsections (m) and (n) of this section (17), a landlord must comply with the relocation assistance requirements in subsections (b) and (c) of this subsection (17) if the landlord terminates a rental agreement pursuant to ORS 90.427:**

1. **Without cause during the first year of occupancy; or**

2. **Because the landlord has a qualifying reason for termination.**

**(b) Prior to the termination of a rental agreement pursuant to subsection (a) of this subsection (17), a landlord must deliver a written notice of termination of the rental agreement to each affected tenant. The termination notice must be delivered to the tenant at least 90 days before the termination date designated in the notice.**

**(c) Not less than 45 days prior to the termination date in the notice of termination required by subsection (b) of this subsection (17), the landlord must pay the tenant, as relocation assistance, an amount set by the city manager pursuant to EC 2.019 that is not less than three times the current fair market rent published by the United States Department of Housing and Urban Development. The relocation assistance required by this subsection applies per dwelling unit and not per each individual tenant.**

**(d) A landlord who declines to renew or replace an expiring rental agreement or conditions renewal or replacement of an expiring rental agreement on a tenant's agreement to a substantial change to the rental agreement must provide the termination notice and pay the relocation assistance required by subsections (b) and (c) of this subsection (17).**

**(e) Except for those landlords and tenancies exempt from payment of relocation assistance as provided in subsections (m) and (n) of this section (17), a landlord may not increase a tenant's rent by 5 percent or more over a rolling 12-month period unless the landlord delivers a written notice of rent increase to each affected tenant at least 90 days before the date of the rent increase designated in the notice. The notice must specify the amount of the new rent, the amount by**

*which the rent will increase, the percentage increase, and the date the increase becomes effective. Expiration of rent concessions specified in a rental agreement is not considered a rent increase for purposes of this subsection (e).*

*(f) A tenant who receives the notice of rent increase required by subsection (e) of this subsection (17), may, within 30 days of the date of the notice, request relocation assistance from the landlord in writing.*

*(g) If a tenant requests relocation assistance pursuant to subsection (f) of this subsection (17), the landlord must pay the tenant, as relocation assistance, an amount set by the city manager pursuant to EC 2.019 that is not less than three times the current fair market rent published by the United States Department of Housing and Urban Development. The landlord must pay the relocation assistance required by this subsection (g) at least 45 days prior to the date of the rent increase in the rent increase notice required by subsection (e) of this subsection (17). The relocation assistance required by this subsection (g) applies per dwelling unit and not per each individual tenant.*

*(h) A Landlord who conditions the renewal or replacement of an expiring rental agreement on the tenant's agreement to pay a rent increase of 5 percent or more within a rolling 12-month period is subject to the notice and relocation assistance requirements of subsections (e) through (g) of this subsection (17).*

*(i) A tenant who receives relocation assistance pursuant to subsections (e) through (h) of this subsection (17) must, within 45 days of the date of receipt of the relocation assistance, either:*

- 1. Provide the landlord with written notice of termination of the rental agreement; or*
- 2. Repay the relocation assistance to the landlord and remain in the dwelling unit, subject to the increased rent as provided in the rent increase notice required by subsection (e) of this subsection (17).*

*(j) A tenant may only receive relocation assistance once per tenancy per dwelling unit. Receipt and subsequent repayment of relocation assistance pursuant to subsection (i)2. of this subsection (17) does not count as receipt of relocation assistance for purposes of this subsection (j).*

*(k) Every termination notice provided pursuant to subsection (b) of this subsection (17), rent increase notice provided pursuant to subsection (e) of this subsection (17), and relocation assistance payment provided pursuant to subsections (c) or (g) of this subsection (17) must include:*

- 1. The amount of relocation assistance for which the tenant is eligible; and*
- 2. A description, on a form approved by the city manager, of the tenant's rights and obligations under this subsection (17).*

**(l) Within 60 days of payment of relocation assistance pursuant to this subsection (17), a landlord must report the payment to the city using a form approved by the city manager.**

**(m) The following tenancies are exempt from the relocation assistance requirements of this subsection (17) as long as the landlord complies with the requirements of subsection (n) of this subsection (17):**

- 1. Week-to-week tenancies;**
- 2. Occupancy of the same dwelling unit by the landlord and tenant where the landlord occupies the dwelling unit as the landlord's principal residence for at least six months prior to:
 
  - a. Termination of a rental agreement as provided in subsection (a) of this subsection (17);**
  - b. Failure to renew or replace a rental agreement as provided in subsection (d) or (h) of this subsection (17); or**
  - c. A rent increase as provided in subsection (e) of this subsection (17);****
- 3. Tenants that occupy one unit of middle housing when the landlord's principal residence is another unit of middle housing on the same lot or parcel and the landlord occupies the unit of middle housing as the landlord's principal residence for at least six months prior to:
 
  - a. Termination of a rental agreement as provided in subsection (a) of this subsection (17);**
  - b. Failure to renew or replace a rental agreement as provided in subsection (d) or (h) of this subsection (17); or**
  - c. A rent increase as provided in subsection (e) of this subsection (17);****
- 4. Tenancies where a tenant occupies an accessory dwelling unit and the landlord's principal residence is located on the same lot or parcel, or tenancies where the landlord occupies the accessory dwelling unit and the tenant occupies a dwelling unit on the same lot or parcel; and the landlord occupies the dwelling unit or accessory dwelling unit as the landlord's principal residence for at least six months prior to:
 
  - a. Termination of a rental agreement as provided in subsection (a) of this subsection (17);**
  - c. Failure to renew or replace a rental agreement as provided in subsection (d) or (h) of this subsection (17); or****

- c. A rent increase as provided in subsection (e) of this subsection (17);**
  - 5. A landlord that temporarily rents out the landlord's principal residence during the landlord's absence of not more than 3 years;**
  - 6. A landlord that temporarily rents out the landlord's principal residence during the landlord's absence due to active duty military service;**
  - 7. Termination of a rental agreement by the landlord in order for the landlord's immediate family member, who is not an owner of the dwelling unit, or the spouse, or domestic partner of an owner of the dwelling unit, to occupy the dwelling unit;**
  - 8. A rent increase or termination of tenancy for a unit of affordable housing;**
  - 9. A dwelling unit that is subject to and in compliance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970;**
  - 10. A dwelling unit rendered immediately uninhabitable not due to the action or inaction of a landlord or tenant;**
  - 11. A dwelling unit rented for a period of less than 6 months with appropriate verification of the submission of a demolition permit prior to the execution of the rental agreement;**
  - 12. A dwelling unit subject to a fixed term tenancy where the landlord's intent to sell or permanently convert the dwelling unit to a use other than as a dwelling unit is a term of the executed rental agreement.**
- (n) In order to qualify for an exemption from the relocation assistance requirements of this subsection (17), a landlord must:**
- 1. For the exemptions specified in subsections (m)1., (m)5., (m)6., (m)8., (m)11. and (m)12. of this subsection (17), no later than the time of execution of the rental agreement, the landlord must provide each tenant who is a party to the rental agreement with a written notice, on a form approved by the city manager, that the tenancy is exempt from relocation assistance.**
  - 2. For the exemptions specified in (m)2., (m)3., and (m)4. of this subsection (17), where the landlord is living in the dwelling unit or on the lot or parcel at the time of execution of the rental agreement, no later than the time of execution of the rental agreement the landlord must provide each tenant who is a party to the rental agreement with a written notice, on a form approved by the city manager, that the tenancy is exempt from relocation assistance.**

**3. For the exemptions specified in (m)2., (m)3., and (m)4. of this subsection (17), if the landlord moves into the dwelling unit or onto the lot or parcel during the term of the rental agreement, within 30 days of occupying the dwelling unit or the lot or parcel, the landlord must provide each tenant who is a party to the rental agreement with a written notice, on a form approved by the city manager, that the tenancy will be exempt from relocation assistance once the landlord has occupied a dwelling unit on the lot or parcel as the landlord's principal residence for at least six months.**

**4. For the exemptions specified in (m)7., (m)9., and (m)10. of this subsection (17), at the same time that the landlord provides the termination notice required by subsection (b) of this subsection (17), the landlord must provide each tenant who is a party to the rental agreement with a written notice, on a form approved by the city manager, that the tenancy is exempt from relocation assistance.**

**5. Except as provided in subsection (17)(n)6., within 30 days of the date landlord provides the notice of exemption from relocation assistance required by subsections (n)1., (n)2., (n)3., and (n)4. of this subsection (17), a landlord must submit to the city a notice of relocation assistance exemption on a form approved by the city manager.**

**6. A landlord that is exempt from payment of relocation assistance for a rent increase or termination of tenancy for a unit of affordable housing pursuant to subsection (17)(m)8. must provide tenants with the notice of exemption from relocation assistance required by subsection (17)(n)1. but need not submit the notice of relocation assistance exemption described in subsection (17)(n)5. to the city.**

**(o) A landlord required to pay relocation assistance pursuant to subsections (c) or (g) of this subsection (17) may subtract from the amount of relocation assistance required by those subsections any amount paid by the landlord to the tenant pursuant to ORS 90.427(6).**

**(18) Termination of Tenancy – Reporting.**

**(a) Except as provided in subsection (b) of this subsection (18), a landlord shall report to the city, on a form approved by the city manager, all of the following:**

**1. A written notice of termination of a rental agreement delivered to the tenant. The landlord shall provide the city with a copy of the notice.**

**2. A tenant who vacates a dwelling unit on or before the date indicated in a written termination notice. The landlord shall provide the city with a copy of the notice.**

**3. When the issue that precipitated a notice of termination has been resolved and the tenant will remain in the dwelling unit.**

**4. When a landlord commences legal action to remove a tenant from a dwelling unit.**

**5. The outcome of any legal action by the landlord to remove a tenant from a dwelling unit.**

**(b) A report required by subsection (a) of this subsection (18) must be filed with the city within 30 days of the date of the applicable action listed in that subsection.**

**(c) The requirements of subsection (a) of this subsection (18) do not apply in the case of a week-to-week tenancy.**

**(19) Compliance with Laws. Nothing in this section 8.425 diminishes or otherwise affects any duty of a landlord to comply with applicable requirements of federal, state, or local law.**

**(1520) Administrative Rules.** The city manager may adopt administrative rules pursuant to section 2.019 of this code for implementation of this section 8.425.

**(1621) Interpretations.**

(a) The city manager is empowered to render interpretations of sections 8.400 through 8.440 of this code.

(b) Such interpretations shall be consistent with the purpose of this code.

**Section 4.** Subsections (2)(b) and (d), and subsection (5)(a) of Section 8.430 of the Eugene Code, 1971, are amended to provide as follows:

**8.430 Rental Housing – Enforcement.**

\*\*\*\*\*

**(2) Complaint.**

\*\*\*\*\*

(b) A person who files a complaint must be:

1. A party to the current rental agreement covering the property in question or an agent of the party;

2. For alleged violations of EC 8.425(14), an individual who has paid an applicant screening charge or an agent of that individual.

**3. For alleged violations of EC 8.425(15), an individual who has paid a security deposit or an agent of that individual.**

**4. For alleged violations of EC 8.425(16), an individual who has submitted a rental housing application or an agent of that individual.**

**5. For alleged violations of EC 8.425(17), an individual eligible for receipt of relocation assistance or an agent of the individual.**

\*\*\*\*\*

(d) Complaints shall be processed by the city manager. The city manager shall adopt rules pursuant to section 2.019 of this code that specify the procedure to be followed in processing complaints. Before initiating an investigation under subsection (3) of this section, the city manager shall:

1. Confirm that the complainant has standing to file a complaint;
2. Confirm that the subject of the complaint could be a violation of this code;
3. Except for complaints regarding violations of EC 8.425(14) and complaints regarding lack of essential services, confirm that the owner or the owner's agent has had ten days since mailing of the written notice by the tenant to respond to the complaint;
4. For complaints regarding violations of EC 8.425(14), **(15) and (16)**, and complaints involving lack of essential services, confirm that the owner or owner's agent has had 48 hours from the time the tenant provided written notice to respond to the complaint; and
5. Provide notice to the owner or the owner's agent of the complaint per written procedures.

(5) *Notices and Orders.*

(a) For valid complaints, the city manager shall issue an order to the owner or the owner's agent. The notice and order shall include the following:

1. Address and unit number if applicable;
2. A statement that the city manager has found a violation of section 8.425 of this code as alleged in the complaint;
3. A description of the violation;
4. **Except as provided in subsection (5)(a)5. of this section,** a deadline of ten days for remedying the violation, including completion of any repairs, unless the city manager determines that:
  - a. Repairs are needed to remedy the lack of essential services. Upon making this determination, the city manager shall fix a deadline for completing the repairs that is reasonable in the circumstances and is within 48 hours from issuance of the notice and order. However, if the city manager determines that the repairs cannot be completed within 48 hours, the owner or owner's agent shall, within 48 hours, submit a compliance schedule acceptable to the city; or

b. Necessary repairs of non-essential services cannot be completed within the ten-day period. If the city manager makes such a determination, the owner or owner's agent shall submit a compliance schedule acceptable to the city within ten days.;

**5. If the city manager finds a violation of EC 8.425 (15) or (16), a deadline of 48 hours for remedying the violation.**

56. A statement advising the owner or the owner's agent that if the violation is not remedied by the deadline stated in the notice and order, the city manager may:

a. Issue an administrative civil penalty, or initiate a prosecution in municipal court, or both; and

b. Initiate action to recover all city costs associated with the processing of the complaint, investigation and the resolution of the issue.

67. A statement that the owner or the owner's agent may appeal the notice and order as specified in section 8.435 of this code; and;

78. If repairs are required to remedy the violation, the date after which a reinspection will be scheduled.

(b) The city manager shall mail the order, and any amended or supplemental notice and order, to the tenant and to the owner or the owner's agent by first class mail. If the complaint involves lack of essential services, the city manager shall provide such notice and order by e-mail, phone, and/or personal delivery.

**Section 5.** Section 8.437 of the Eugene Code, 1971, is added to provide as follows:

**8.437 Rental Housing – Cause of Action for Failure to Pay Relocation Assistance.**

***A landlord that violates the relocation assistance provisions in EC 8.425(17) is liable to an individual eligible for relocation assistance in an amount equal to three months' rent for the dwelling unit as well as actual damages, relocation assistance, and reasonable attorney fees and costs; collectively, "damages." In addition to any other rights and remedies provided in this Rental Housing Code or other applicable local, state or federal law, any tenant claiming to be aggrieved by a landlord's violation of EC 8.425(17) has a cause of action in any court of competent jurisdiction for damages and any other remedies as may be appropriate.***

**Section 6.** Subsection (2) of Section 8.440 of the Eugene Code, 1971, is amended to provide as follows:

**8.440 Rental Housing – Registration and Fees.**

\*\*\*\*\*

(2) The city manager, using the process contained in section 2.020 of this code, shall set a fee for each dwelling unit covered by a rental agreement. The revenues generated by the fee **may** be used for the purpose of **any of the following**:

- (a) ~~Offsetting the costs to the city associated with the enforcement of this **City Rental Housing Code**; and~~
- (b) ~~Costs associated with providing services to tenants and owners and managers of rental housing, including but not limited to: a rental housing navigator position, rental housing data collection, and tenant support services; and~~
- (c) **Payments to small landlords as provided in EC 8.445.**

**Section 7.** Section 8.445 of the Eugene Code, 1971, is added to provide as follows:

**8.445 Small Landlord Relocation Assistance.**

(1) **A landlord who pays a tenant relocation assistance as required by EC 8.425(17) may request reimbursement by the city if:**

- (a) **The landlord is a small landlord as defined in EC 8.415;**
- (b) **All dwelling units owned by the landlord are registered with the city in compliance with EC 8.440;**
- (c) **The landlord has paid all fees imposed by the city pursuant to EC 8.440;**
- (d) **The landlord paid relocation assistance to a tenant and submitted documentation of that payment to the city in accordance with EC 8.425(17);**
- (e) **The landlord has submitted all documentation required by EC 8.425(18) related to the termination of a rental agreement for which relocation assistance was paid to the tenant; and**
- (f) **The tenant or tenants who received payment of relocation assistance pursuant to EC 8.425(17) have vacated the dwelling unit.**

(2) **A small landlord eligible for reimbursement under subsection (1) of this section may submit an application for reimbursement to the city on a form approved by the city manager. The application for reimbursement must be submitted within 60 days of the date that the tenant or tenants who received payment of relocation assistance pursuant to EC 8.425(17) vacated the dwelling unit.**

(3) **A small landlord is limited to one reimbursement under this section 8.445 per calendar year.**

(4) **A small landlord is not eligible for reimbursement by the city for any amount of**

**monetary assistance paid to a tenant as required by ORS 90.427.**

**Section 8.** A landlord that is a party to a rental agreement that was executed and effective on or before the effective date of this ordinance is exempt from the relocation assistance requirements of EC 8.425 (17) if: the tenancy is a tenancy described in EC 8.425(17)(m); within 30 days of the effective date of this ordinance the landlord provides each tenant who is a party to the rental agreement with a written notice, on a form approved by the city manager, that the tenancy is exempt from relocation assistance and submits to the city a notice of relocation assistance exemption on a form approved by the city manager.

**Section 9.** If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof.

**Section 10.** The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

**Passed by the City Council this**  
\_\_\_\_\_ day of \_\_\_\_\_, 2023

**Approved by the Mayor this**  
\_\_\_\_\_ day of \_\_\_\_\_, 2023

\_\_\_\_\_  
**City Recorder**

\_\_\_\_\_  
**Mayor**

RENTER PROTECTIONS ROADMAP								
Updated with Council's 3/16/22, 7/11/22 & 10/24/22 direction								
<p><b>Phase</b>                      I = Council approved 7/11/22                      II = Research presented 10/24/22                      III = Additional research before Council summer break</p> <p><b>Impact Scale</b>                      ● = Regular                      ○ = Partial</p> <p><i>Keeping People Housed</i>  <i>Components of Rental Affordability</i>  <i>Housing Racial Equity</i></p>								
PHASE	RECOMMENDATION	ACTIVITY	IMPACT			FUNDING	HOW TO IMPLEMENT	ENFORCEMENT
I	Council approved July 11, 2022							
<b>PHASE II CONSIDERATION UNDERWAY</b>								
II*	6. Limit landlords to charging deposit (combination of security, cleaning, and last month deposits) with a max of 2 times the monthly rent, not including pet deposit.	Application	○	●	○	Revenue Backed	Code Amendment	Complaint driven, code enforcement
	7. Require landlords to process applications in the order received (first-come, first-served).	Application			●	Revenue Backed	Code Amendment	Complaint driven, code enforcement
	8. Relocation assistance for legal no-cause evictions, substantial changes in the lease, non-renewal of fixed term lease, qualified landlord reasons, or substantial increase in the rent of 5% or more by the landlord. Including a small landlord compensation fund.	Support Services	●	●	●	Primary program: Revenue Backed Small landlord compensation fund: Not Identified	Code Amendment	Complaint driven, code enforcement; cause of action
<b>PHASE III REQUIRES FEASIBILITY ANALYSIS</b>								
See Attachment C "guide to the roadmap" for preliminary information on the Phase III items.								
III	Additional research to be presented to Council before Council summer break							
* In accordance with Council's 10/24/22 direction, the draft Phase II ordinance also includes language requiring eviction data reporting by landlords and provides enforcement measures if landlords do not report eviction data.								

## Guide to the Roadmap

The following guide explains the roadmap in Attachment B, the Phase II items in more detail, and provides preliminary information on the Phase III items (which are not the subject of the March 13, 2023 Public Hearing).

### How the roadmap is organized

The renter protections roadmap is a formatted table to provide high level summary information based on feedback from Council's November 22, 2021, March 16, 2022, and October 24, 2022 work sessions. The roadmap includes phasing and summary information on anticipated impact, funding, implementation, and enforcement. The roadmap contains columns for activity, impact, funding, implementation, and enforcement. The symbol key is shown at the top of the table. Additional information about the impact categories, funding, and enforcement is below followed by information on each of the proposed renter protections.

### Impacts Categories

The Impacts Categories were used to evaluate the renter protection items that Council asked to be explored in November 2021 after reviewing the Housing Policy Board recommendations. The Impact Categories are priority rental housing policy goals at the local, state, and federal levels and include components of stabilization that can help disadvantaged households gain access to decent and affordable rental options, decrease discrimination, and prevent lower-income renters from becoming unhoused.

- **Keeping people housed.** This Impacts Category represents an action that will prevent or ameliorate evictions, provide supports that can improve a tenant's knowledge about their rights, and improve the length of time a tenant has in accessing another rental unit. According to a 2021 *White Paper on Anti-Displacement Strategy Effectiveness*, neighborhood stabilization and renter protection policies have shown the most direct and immediate effect on mitigating displacement in California.
- **Components of Rental Housing Affordability.** This Impacts Category represents opportunities to lessen the costs associated with rental housing that are in addition to annual rents, such as deposits and fees. According to the Joint Center for Housing Studies of Harvard University, recent housing market trends show the cost-burdened share of renters has worsened in the face of rising rents, with an increase of cost-burdened renters among middle-income households while the lowest-income households continue to experience the most severe affordability challenges. The allowable rent increase in Oregon for the 2023 calendar year is 14.6% for buildings over 15 years old.
- **Housing Racial Equity:** This Impacts Category represents opportunities to stop discriminatory rental housing practices that can impact renter ability to acquire, maintain,

or be financially capable of future housing. According to the US Department of Housing and Urban Development's (HUD) FY 2021 Eviction Protection Grant Program, "Landlords do not pursue evictions equally across households. While the national eviction filing rate was 1 in 20; for Black renters, it was 1 in 11. People of color, women, and families with children are more likely to be evicted. A study found that almost 15 percent of American children born in large cities between 1998 and 2000 had experienced an eviction by age 15. The percentage was approximately 29 percent for children living in deep poverty. Among tenants at risk of eviction, Hispanic tenants in predominantly white neighborhoods were roughly twice as likely to be evicted as those in predominantly non-white neighborhoods. Hispanic tenants were also more likely to get evicted when they had a non-Hispanic landlord." Harvard studies have also shown that cost burdens rose fastest between 2019 and 2020 among renter households headed by a Black person from 2019 to 2020, widening the existing Black-white affordability gap.

### Funding

The cost to implement Phase II protections would primarily be in code enforcement and the small landlord compensation fund. The cost for code enforcement will depend in part on how many complaints are received. The rental housing code door fee increase put in effect in 2022 that included funding for the rental housing navigator and an initial amount of code enforcement staffing will be the starting point for Phase II implementation. Additional funding may be needed depending on the volume of activity. Additional funding information is provided for each of the individual Phase II items below.

### Enforcement

The primary goal of code enforcement is to raise awareness of code requirements and to minimize the need for enforcement. Enforcement for the protections will utilize the existing Rental Housing Code enforcement process. By using the existing enforcement process, tenants can file complaints with code compliance staff as an additional path or alternative to litigation, as litigation can be complicated, slow and costly.

The focus of Eugene's Rental Housing Code is to ensure rental properties in the City are safe for tenants by creating minimum habitability standards and offering protections for renters. The program is designed to encourage written communication between the tenant and owner and ideally resolve issues without the need for formal enforcement action. If a tenant and owner are unable to resolve the issues on their own, the City works with both parties to reach compliance.

When a written complaint is received, staff contact the landlord to see if the issue may still be resolved quickly and determine next steps in the enforcement process. As with all enforcement cases, resolution with a phone call or in-person contact is preferred by all parties. In cases where staff are unable to achieve immediate resolution, depending on the type of violation staff may issue a Notice to Correct. If a Notice to Correct is necessary, the landlord will be given either 48 hours or 10 days to correct the violation. If the landlord is unresponsive or does not correct the violation within the allowed timeframe, the City may issue a civil penalty. The landlord has the ability to appeal the City's determination. The primary goal is always to reach voluntary

compliance without penalties. If, a civil penalty is necessary, there may be a minimum of \$140 per day up to a maximum of \$1,200 per day penalty. The amount of the civil penalty assessed depends on several factors and is unique in each case. Of all rental housing complaints received to date, only five were assessed civil penalties. As with the rest of the compliance program, the focus is on education and enforcement, not assessing penalties.

The time to resolve complaints can vary. Frequently, as noted above, complaints can be resolved with one phone call from city code compliance staff to landlords. Other times, the complaint process can take several months depending on the complexity of the corrections needed. The estimated cost to enforce the renter protections code will depend on the number and complexity of the complaints.

In addition, the draft ordinance in Attachment A includes the right to a cause of action to seek judicial relief in court for alleged violations of the City’s relocation assistance regulations.

See the Phase 1 section below for information on enforcement follow-up Council provided direction on at the October 2022 work session.

**Phase I Items – Approved by Council on July 11, 2022**

<b>PHASE I</b>	1. Support services <i>(see eviction data collection enforcement follow-up info below this table)</i>
	2. Move-in/out documentation
	3. Rental history reference before giving notice
	4. Tenant educational information
	5. Cap applicant screening fees <i>(see enforcement follow-up info below this table)</i>

*Eviction Data Collection Enforcement Follow-Up:* An important component of the rental housing data collection approved by Council on July 11, 2022 is eviction data reporting by landlords. Currently, methods of tracking local evictions are anecdotal, only represent a portion of all evictions, or require significant investment in time to collect and analyze. For example, data is not available on the number of no-cause evictions or for-cause evictions that do not go to court. Collecting this data will help staff track the state of the rental market and inform specific anti-displacement efforts, potentially including support services for landlords and tenants. Prior efforts to collect data through the Rental Housing Code, indicate the importance of reporting requirements that, if not done, will result in enforcement. Based on Council direction from the October 24, 2022 work session, the draft Phase II Ordinance establishes enforcement consequences for landlords that do not report evictions.

*Screening Fee Cap Enforcement Follow-Up:* At the October 24, 2022, work session, Council also directed staff to include additional enforcement language pertaining to the \$10 cap on applicant screening charges that was imposed in Phase I. Shortly after the Council’s October work session, a group of landlords filed a lawsuit challenging the \$10 cap. On January 31, 2023, a Lane County Circuit Court judge issued an order holding that the City is preempted by state law from imposing or enforcing the \$10 cap. The City intends to appeal the Circuit Court’s decision, but staff is not sure exactly when an appellate court will decide the appeal. During the pendency of the appeal the City will not enforce the cap. Consequently, no additional enforcement language related to the \$10 cap has been included in the Phase II draft ordinance in Attachment A.

**Items in the Draft Phase II Ordinance**

The Phase II items are the subject of the 3/13/23 public hearing.

<b>PHASE II</b>	6. Limit deposits.
	7. Process applications in the order received.
	8. Relocation Assistance under certain circumstances (formerly referred to as displacement prevention assistance).

**6. Limit landlords to charging deposits with a maximum of two times the subject unit's monthly rent. For purposes of this prohibition, security, cleaning, and last month's rent deposits are all included in this maximum standard for deposits. Pet deposits are not included.**

The draft ordinance generally limits deposits to a maximum of two times the unit's monthly rent. The draft ordinance does not regulate the timing or amount of pet deposits. Although some landlords and tenants report that this limit is in line with their current experience, other Eugene and Springfield tenants report security deposits of up to 6 months’ rent. The proposed maximum security deposit is consistent with national and high-cost-urban markets of U.S. states that regulate the amount of deposits using a limit of 1-2 months’ rent, and some high-rental-cost cities also restricting it further, including Seattle (1 month) and Portland (1.5 months). This intends to reduce financial burden of a large upfront payment.

Housing Policy Board recommended a limit of two times the monthly rent. Local regulated affordable housing agencies have noted that a deposit of two months’ rent can often serve as extra assurance to landlords who rent to low-income residents receiving assistance from the local providers.

The draft ordinance allows landlords to collect additional security deposits under the following circumstances:

- If a landlord rents a unit to an applicant with certain risk factors who could be denied in accordance with State law for reasons including but not limited to an unacceptable criminal history, insufficient rental history, or negative information reported by a consumer credit

agency, the draft ordinance in Attachment A allows for the additional security deposit to be up to one-half of one month's rent as extra assurance.

- If after the first year, the landlord and tenant agree to modify the lease (for example, to allow another tenant) and the new or increased deposit is related to the lease modification, as allowed by the Oregon Residential Landlord Tenant Act (ORLTA), the draft ordinance allows for the additional security deposit to be up to one month's rent. It sets no limit for an increase related to pets.
- If the landlord requires an additional security deposit for either or both of the above reasons, the draft ordinance in Attachment A provides that the landlord must allow the tenant at least three months to pay the additional security deposit. (In Portland, a landlord must allow the tenant to pay an additional security deposit in up to three installments if requested by the tenant.)

*Impact:* This protection has an impact of Components of Rental Housing Affordability and to a lesser extent Keeping People Housed and Housing Racial Equity.

*Funding:* The cost for this protection would be for code enforcement, which will depend in part on how many complaints are received. If Phase II is moved forward as shown in the roadmap, the increased rental housing code door fee would provide the funding for code enforcement for this item. This protection would also utilize time of the rental housing navigator position established in Phase I approved by Council in July 2022.

#### **7. Process applications in the order received (first-come, first-served).**

The proposed draft ordinance requires landlords to process applications for publicly advertised rental housing units in the order received, to offer tenancy to the first qualified applicant who provides a complete rental application, and to allow applicants with limited English proficiency to request additional time to complete their application without losing their position in line.

*Exemptions:* The draft ordinance in Attachment A includes exemptions for:

1. Affordable Housing units,
2. rental units occupied by both the landlord and tenant,
3. middle housing units when the landlord resides in another middle housing unit on the same lot or parcel,
4. accessory dwelling units (ADUs) where the landlord's principal residence is on the same lot or parcel as the ADU or where the landlord occupies the ADU on the same lot or parcel as the tenant.
5. a dwelling unit that will be shared with an existing tenant who has a separate agreement for the dwelling unit, and
6. a dwelling unit not advertised or rented to the general public.

The above exemptions are the same as exemptions in the Portland code except for item 3. The Eugene Code allows both attached and detached middle housing units, whereas Portland only allows an exemption for duplexes where the applicant would occupy one dwelling unit in a duplex where the Landlord's principal residence is the second dwelling unit in the same duplex.

*Other examples of processing applications in the order received:* In Portland, once the application period has opened, landlords are required to digitally or manually record the date and time the landlord received each complete application; if a landlord received an application before the application window opened, the landlord must timestamp it as 8 hours after the start of the application period. Landlords may process multiple applications at once, but must accept, conditionally accept, or deny applicants in order of receipt. Landlords may refuse to process an application that is materially incomplete or that was submitted by an applicant who has verifiable repeated rental agreement violations with this landlord and if the most recent violation occurred within the last 365 days.

In Seattle, Washington, landlords are required to date and time stamp applications in the order received; screen applications in chronological order one at a time, give applicants a minimum of 72 hours for additional information on an otherwise complete application; provide 8 hours for a response to an offer of a rental agreement, after which time the landlord can proceed screening the next applicant in line. Seattle's First-in-Time ordinance requires landlords to make exceptions for people who require additional time to submit a complete rental application because of the need to ensure meaningful access to the application, for example, in situations where a person requires assistance completing the application because of limited English proficiency.

*Impact:* This protection has an impact of Housing Racial Equity.

*Funding:* The cost for this protection would be for code enforcement, which would depend in part on how many complaints are received. If Phase II is moved forward as shown in the roadmap, the increased rental housing code door fee would provide the funding for code enforcement for this item. This protection would also utilize time of the rental housing navigator position established in Phase I approved by Council in July 2022.

**8. Relocation Assistance for legal no-cause evictions, substantial changes in the lease, or substantial increases of 5% in the rent by the landlord, non-renewal of fixed term lease, or specific qualified landlord reasons.**

The Phase II draft ordinance provides that in the case of certain types of evictions and rent increases, landlords would have to provide some financial assistance to help tenants relocate into new housing. Relocation assistance was previously referred to with Council as Displacement Prevention Assistance. The term "relocation assistance" makes it clear that landlords still have the authority to evict tenants and raise rent consistent with State law. The City cannot prevent landlords from taking legally permissible actions that may result in tenant displacement.

Generally speaking, Relocation Assistance intends to provide housing stability for tenants who need to relocate due to a landlord's decision to increase rent that the tenant cannot afford or due to a landlord's decision to use the dwelling unit for another purpose. Relocation Assistance may also entail a payment from a landlord to a tenant when a lease is legally terminated for reasons that do not constitute a for-cause eviction (commonly referred to as no-cause evictions) and the decision to terminate the lease is solely landlord related (i.e. to remodel the unit making it unavailable; or to lease to a family member). There is more than one model of Relocation

Assistance, and best practice is to calibrate the program to address the issues in the local rental market.

State law already provides some Relocation Assistance for Oregon renters. In February of 2019, SB 608 (codified at ORS 90.427) became effective and includes two of the following renter protections: 1) prohibits most no-cause evictions after the first year of occupancy and 2) limits how much landlords can increase rent each year for dwellings that are 15 years old or older. SB 608 protects tenants who have been in their current home for a year or more from no-cause eviction, and rent increases for units in buildings 15 years old or older are limited to 7% plus the average percentage of inflation (consumer price index/CPI) over the past twelve months. Due to high inflation levels experienced this year, landlords are allowed to increase rents by up to 14.6% in 2023. Staff are tracking proposed Oregon legislative bills and concepts that may impact local renter protections, such as Senate Bill 611, which would cap rent increases at no more than 8% or 3% plus inflation, whichever is less.

*Elements in the Phase II Draft Ordinance:* The draft ordinance in Attachment A includes the payment amount, triggers, and exemptions that are described below.

- Triggers. The circumstances that would trigger relocation assistance in the draft ordinance include: a) legal no-cause evictions, b) rent increases of 5% or more in a 12-month period when the tenant moves out of a rental unit because they cannot afford the increased rate, c) certain qualifying landlord-based reasons for termination (for example, the landlord intends to occupy the dwelling as the landlord's primary residence), d) non-renewal of a fixed-term lease, and e) conditioning renewal or replacement of an expiring rental agreement on substantial changes to the lease or the tenant's agreement to pay a rent increase of 5% or more in a 12-month period. While triggering events c) through e) were not explicitly part of the October council-approved motion for relocation assistance, those triggers are included in the draft ordinance because they are in Portland's relocation assistance ordinance and were included in previous staff presentations to Council on this topic.
- Payment Amount. The draft ordinance allows the City Manager to set the amount of relocation assistance by administrative rule, provided that the amount is not less than three times the current fair market rent published by HUD. The language of the draft ordinance takes a slightly different approach than the language of Council's October motion; delegating the authority to the City Manager to adopt a relocation assistance amount that is not less than HUD fair market rent instead of tying the relocation assistance directly to a decision made by HUD. The delegation of authority to the City Manager and use of HUD fair market rent as a floor was done to avoid issues around delegation of the Council's legislative authority to another entity. Another option that would also avoid delegation of legislative authority would be to identify a specific amount of relocation assistance in the code and tie it to an escalator, such as the CPI.
- Notices: Landlords must provide tenants with written notice of termination of the rental agreement or rent increase that would trigger relocation assistance at least 90 days before the effective date of the termination or rent increase. Notices must include a description of the tenant's rights and obligations and the amount of relocation assistance they are eligible to receive.

- Exemptions. The draft ordinance includes exemptions modeled on Portland’s relocation assistance program. The exemptions in the draft ordinance are:
  1. Week-to-week tenancies
  2. Tenants that occupy the same dwelling as their landlord
  3. Tenants that occupy the middle housing on the same lot or parcel as the landlord
  4. A dwelling unit on a property with an Accessory Dwelling Unit (ADU) or the Accessory Dwelling Unit itself where the landlord and tenant both live on the same lot or parcel
  5. A landlord that temporarily rents out their principal residence for no more than 3 years.
  6. A landlord that temporarily rents out their principal residence due to active duty military service
  7. Termination of a rental agreement by the landlord in order for the landlord’s immediate family member, who is not an owner of the dwelling unit, or the spouse, or domestic partner of an owner of the dwelling unit, to occupy the dwelling unit
  8. A rent increase or termination of tenancy for a unit of affordable housing, as defined in the ordinance “Housing that is guaranteed to be affordable, under guidelines established by the United States Department of Housing and Urban Development, to households that earn no more than 80 percent of the median household income for the city of Eugene, for a period of at least 20 years; or housing for low-income persons that is eligible for an exemption from systems development charges pursuant to section 7.725(2) of this code.”;
  9. A dwelling unit that is subject to and in compliance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970;
  10. A dwelling unit rendered immediately uninhabitable not due to the action or inaction of a landlord or tenant;
  11. A dwelling unit rented for a period of less than 6 months with appropriate verification of the submission of a demolition permit prior to the execution of the rental agreement;
  12. A dwelling unit subject to a fixed term tenancy where the landlord’s intent to sell or permanently convert the dwelling unit to a use other than as a dwelling unit is a term of the executed rental agreement.

Exemption #3 included in the draft code differs from Portland’s code and is explained below in the “how the draft ordinance compares to Portland’s relocation assistance” section.

- Small Landlord Compensation Fund. Staff heard concerns from both tenants and landlords about potential challenges faced by small landlords or low- to moderate-income landlords. A small landlord can be defined by the number of properties they own and their income reported on federal tax returns. An example of this would be a landlord who owns four units or fewer and whose income is below 80% of the Area Median Income by household size.

The draft ordinance creates a small landlord compensation fund to reimburse landlords at or below 80% of area median income when they are required to pay relocation assistance. If established, the fund would operate with a set amount per year, disbursed on a first come first served basis. Such a fund could be administered by a third-party program administrator selected through a Request for Proposals process or administered by the City. Requirements of landlords requesting funds would include showing proof of payment of the rental housing code door fee, submitting a copy of the termination of tenancy notice along with information about their units, and submitting federal tax returns or a declaration of hardship if they do not meet the income qualifications. (See the “funding” header below for more information.)

*How the draft ordinance compares to Portland’s relocation assistance:* The triggering events in the Phase II draft ordinance were based on the City of Portland’s mandatory relocation assistance with the exception of the rent increase amount, which is 10% in Portland (not 5%). The other triggers in Portland relocation assistance are the same as in the draft ordinance in Attachment A.

The amount of relocation assistance in Portland is fixed as of the year the code was approved (2017) and based on the unit size: Studio or Single Room Occupancy is \$2,900; 1-Bedroom is \$3,300; 2-Bedroom is \$4,200; and 3-Bedroom or larger is \$4,500.

The noticing requirements in Portland are the same as in the draft ordinance in Attachment A.

The Portland relocation assistance program applies to all rental units regardless of age – with exemptions available by application in defined situations. The one exemption included in the draft code that differs from Portland’s code is related to middle housing. The exemption for middle housing was added to be consistent with the accessory dwelling unit exemptions as there is no practical difference between the two types of dwelling units in the Eugene Code.

Portland does not have a small landlord compensation fund.

*Other examples of relocation assistance:* Additional examples of Relocation Assistance in other jurisdictions demonstrate the ways in which cities provide renter protections that extend beyond state laws and craft ordinances to meet the specific needs of renters. California has state mandated relocation assistance equal to one month of the tenant’s rent for no cause evictions after one year of tenant occupancy. In Healdsburg, California, low- or moderate-income households may be eligible to receive additional Displacement Prevention Assistance from landlords when no-cause evicted; in addition to state-mandated payments, tenants who earn 120% or less of area median income receive a relocation payment equal to one month of rent, and tenants who earn 80% or less of area median income receive two months of rent. Tenants must provide proof of income within seven calendar days of eviction notice. In January 2023, Los Angeles City Council approved a new tenant protection requiring landlords to pay relocation assistance to tenants who move out following a rent increase of 10% or more. The landlord must pay the tenant 3 times the fair market rate for relocation assistance, plus \$1,411 in moving costs.

*Housing Policy Board:* The Housing Policy Board (HPB) met on June 6, 2022, October 3, 2022, December 5, 2022, January 9, 2023, February 6, 2023, February 27, 2023, and March 6, 2023, to

review and discuss Relocation Assistance. (HPB did not consider relocation assistance in its 2021 deliberations on Renter Protections due to litigation processes that were underway at the time regarding the Portland Mandatory Relocation Assistance ordinance, which later concluded in 2022.) HPB received presentations from individuals of the Eugene Tenant Alliance and the Eugene Rental Homeowners Association. HPB members had several questions, many focused on unintended outcomes that might hurt tenants in the long run and, at the October 2022 meeting, expressed an interest in taking more time for a greater analysis of the impacts of Relocation Assistance, including a review of the research on these types of market interventions. On March 6, 2023, HPB finalized their recommendations to Council on Relocation Assistance, which are in Attachment D.

*Impact:* This protection has an impact of Keeping People Housed, Components of Rental Housing Affordability, and Housing Racial Equity.

*Funding:* The cost for this protection would be for code enforcement, which will depend in part on how many complaints are received. If Phase II is moved forward as shown in the roadmap, the increased rental housing code door fee would provide the funding for code enforcement for this item. This protection would also utilize time of the rental housing navigator position established in Phase I approved by Council in July 2022.

The source of funds for the Small Landlord Compensation Fund has not yet been identified by Council. The rental housing code door fee is one possible funding source and the draft ordinance includes language to allow (but not require) it to be used. It is not known how many landlords would qualify for reimbursement from the fund, nor are the overall funding needs of this program known at this time. One option would be to pilot the program with an interim source of funds, to understand the financial requirements and then determine an ongoing funding source. Interim funding for a pilot program could be direct assistance for low-income landlords from the Affordable Housing Trust Fund. If Council wants to implement a pilot program, the draft ordinance would need to be adjusted to include a sunset date.

**Phase III Items – NOT the subject of the 3/13/23 public hearing**

Renter protections listed in Phase III are more complex and need additional research on the feasibility of enforcement, the extent of the impact, and potential changes in State law. Phase III protections may also be more difficult or complex to effectively administer. The information provided below is based on preliminary research and is subject to change after more thorough research that will be completed and presented to Council by the summer break.

<b>PHASE III</b>	9. Prohibit medical and education debt and limit credit score.
	10. Loosen minimum monthly gross income screening standards.
	11. Local prevention of, or moratorium on, no-cause evictions.

**9. Prohibit landlords from: a) including medical or education debt when evaluating an applicant's income vs. expense and b) using a mandatory credit score of above 500. (9 & 10 need to be considered together)**

This protection would protect renters by lowering barriers to housing access by recognizing that credit score does not correlate with present ability to pay rent. Specifically, it would require landlords not to reject an applicant based on a credit score lower than 500 and to exclude medical debt and education debt. These are part of Portland's Low-Barrier screening criteria that landlords are encouraged to utilize.

**10. Loosen minimum monthly gross income screening standards (9 & 10 need to be considered together)**

This recommendation would allow a landlord to require an applicant to show monthly gross income up to but not greater than 2 times amount of rent. This follows the spirit of the Portland FAIR Ordinance guidelines but would be simpler to implement. This protects renters by improving access to housing for lower- and moderate-income tenants. It also reflects existing disparities between local incomes and local prices for rental housing as reported in the 2020 Eugene-Springfield Consolidated Plan: "Households paying more than 30% of household income are considered to have a 'housing cost burden.' Most of all renters in Eugene (55%) and slightly under half of all renters in Springfield (48%) are considered housing cost burdened."

**11. Local prevention of, or moratorium on, no-cause evictions.**

This item would establish a local moratorium on no-cause evictions. The State had a moratorium on evictions that expired on June 30, 2022. That protection was in place for renters who were unable to pay rent due to the impacts of the pandemic. A ban on no-cause evictions would go a step further than the Relocation Assistance in item #8 above. If the Relocation Assistance and a moratorium were both in place, landlords would not be able to use a no-cause eviction and would not need to pay for tenant Relocation Assistance. This item in particular will require additional legal research and input from enforcement staff regarding feasibility.

## Housing Policy Board Relocation Assistance Recommendations

Recommendations made at February 6 & 27 and March 6, 2023 meetings.

Topic Area	Recommendation
OVERALL	<p><i>Recommendation for Council 3/6:</i> Proceed with relocation assistance with the modifications shown below.</p> <p>Yes-4; No-0</p>
RELOCATION ASSISTANCE PAYMENT	<p><i>Recommendation for Council 2/6:</i> Use three times the current monthly rent as the basis for DPA payment (instead of having a standard amount for every tenant).</p> <p>Yes-3; No-1 Abstain - 1 (Commissioner Buch)</p>
No Cause TRIGGER	<p><i>Recommendation for Council 2/27:</i> Include no-cause evictions as a trigger.</p> <p>Yes-4; No-1</p>
Qualifying Landlord Reasons TRIGGER	<p><i>Recommendation for Council 2/27:</i> Include this trigger. [HPB noted that for circumstances that overlap with SB 608, it would be an addition of two months relocation payment to the State's existing one month relocation.]</p> <p>Yes-5; No-0</p>
Rent Increase TRIGGER	<p><i>Recommendation for Council 2/27:</i> Research this number further with an eye toward raising the percentage (such as Portland's 9.9%) or making it inflation adjusted.</p> <p>Yes-5; No-0</p>
Substantial change of Lease TRIGGER	<p><i>Recommendation for Council 2/27:</i> <u>Remove</u> "substantial change of lease terms" as a trigger.</p> <p>Yes-5; No-0</p>
Week to Week EXEMPTION (17)(m)1.	<p><i>Recommendation for Council 3/6:</i> Include exemption for Week-to-week tenancies.</p> <p>Yes-4; No-0</p>
Unit Shared with LL EXEMPTION (17)(m)2.	<p><i>Recommendation for Council 3/6:</i> Include exemption for Landlords that share the same Dwelling Unit as their Tenant(s).</p> <p>Yes-3; No-1</p>
Duplex Shared with LL EXEMPTION (17)(m)3.	<p><i>Recommendation for Council 3/6:</i> Include exemption for Landlords that occupy a Duplex as their Principal Residence and rent the second unit. [The draft ordinance wording uses "middle housing" instead of "duplex."]</p> <p>Yes- 3; No-1</p>

Topic Area	Recommendation
ADU Shared with LL EXEMPTION (17)(m)4.	<i>Recommendation for Council 3/6:</i> Include exemption for Landlords that rent a Dwelling Unit on a property with an ADU and live on site. Yes-3 ; No-1
LL Immediate Family to move in EXEMPTION (17)(m)7.	<i>Recommendation for Council 3/6:</i> <u>Remove</u> the exemption for a landlord that terminates a rental agreement for an immediate family member to occupy the unit. 4 votes supported the recommendation; 0 against
Affordable Housing EXEMPTION (17)(m)8.	<i>Recommendation for Council 2/27:</i> Exempt regulated affordable housing* units from all aspects of DPA. Yes-4; No-0 Abstain-1 (Councilor Semple)
Small Landlord EXEMPTION (not in draft ordinance)	<i>Recommendation for Council 3/6:</i> Do <u>NOT</u> add to the draft ordinance an exemption for small landlords. 4 votes supported the recommendation; 0 against

\*“regulated affordable housing” is intended to be a shorthand for the way “affordable housing” is defined in the ordinance; that is: “Housing that is guaranteed to be affordable, under guidelines established by the United States Department of Housing and Urban Development, to households that earn no more than 80 percent of the median household income for the city of Eugene, for a period of at least 20 years; or housing for low-income persons that is eligible for an exemption from systems development charges pursuant to section 7.725(2) of this code.”

#### HPB did not have a majority vote for recommendation on the following items:

SMALL LANDLORD COMPENSATION FUND	<i>HPB discussed the small landlord compensation fund 2/6 but did not come to a majority vote on this statement:</i> In the event small landlords are not altogether exempt, create a Small Landlord Compensation Fund for low-income landlords, at or below 80% area median income, as is our understanding of what low-income would be. Yes-2; No-2 Abstain-1 (Commissioner Buch)
Non-Renewal of Lease TRIGGER	<i>HPB discussed recommending removal of this trigger on 2/6 but did not come to a majority vote decision.</i> Yes-2; No-2 Abstain-1 (Commissioner Buch)
LL Principle Residence EXEMPTION (17)(m)5.	<i>HPB discussed recommending this exemption on 3/6 but did not come to a majority vote decision</i> for a landlord that temporarily rents out the landlord's principal residence during the landlord's absence of not more than 3 years. Yes-2 ; No-2
LL Military Service EXEMPTION (17)(m)6.	<i>HPB discussed recommending this exemption on 3/6 but did not come to a majority vote decision</i> for a landlord that temporarily rents out the landlord's principal residence during the landlord's absence due to active duty military service. Yes-2 ; No-2

HPB did not discuss or make recommendations on any of the other exemptions in the draft ordinance. (17)(m)9-12.

## Frequently Asked Questions - Renter Protections Phase II

### 1. Why enact renter protections at the local level?

Across the nation, legislative bodies and policy makers recognize the critical need for renter protections to keep people housed and have responded by proposing and enacting policy actions. As renters face disproportionate rent to income and increasing eviction rates, the Biden administration released *The Whitehouse Blueprint for a Renters Bill of Rights*. The *Blueprint for a Renters Bill of Rights* is intended to support the development of policies and practices that promote fairness for those residents living in rental housing and it encourages renter protections at local government level to help facilitate a well-functioning housing market.

Senate Bill (SB) 608, enacted on February 28, 2019, provides a statewide level of protection to renters by limiting no-cause evictions after the first year of tenancy as well as limiting the amount of rent increases that can happen in a year to 7% plus the consumer price index. Beginning on January 1, 2023, rent increases up to 14.6% are allowed in Oregon for buildings older than 15 years. Buildings less than 15 years old in Oregon are exempt from the rent increase cap in Oregon. Across the state, local municipalities have enacted or are considering additional protections specifically crafted to meet the needs of the local population. Local protections are not duplicative of federal and state law, but rather seek to create a more comprehensive renter protection framework.

Regulation of the contractual relationship between rental property owners and renters, along with expanding the City's services and communicating with landlords and tenants, are ways that the City can support renters and rental property owners. Ultimately, the goal is to make access to housing as equitable as possible, and once there, to stay housed.

### 2. What are Phase I renter protections and where can I find more information about them?

Phase I renter protections became effective and enforceable on August 13, 2022. Phase I protections include:

- A. Support services (including data collection),
- B. Move-in/out documentation,
- C. Rental history reference before giving notice,
- D. Tenant educational information, and
- E. Cap applicant screening fees\*

More information on each of them is available at [Renter Protections Process](#).

\*At the October 24, 2022, work session, Council also directed staff to include additional enforcement language pertaining to the \$10 cap on applicant screening charges that was imposed in Phase I. Shortly after the Council's October work session, a group of landlords filed a lawsuit challenging the \$10 cap. On January 31, 2023, a Lane County Circuit Court judge issued an order holding that the City is preempted by state law from imposing or enforcing the \$10 cap. The City intends to appeal the Circuit Court's decision, but staff is not sure exactly when an appellate court will decide the appeal. During the pendency of the appeal, the City will not enforce the cap. Consequently, no additional enforcement language related to the \$10 cap has been included in the Phase II draft ordinance in Attachment A.

**3. Have we seen rental units pulled off the market since Phase I was implemented? Have we observed any changes or patterns?**

We do not have data on the number and types of rental units that have been pulled off the market as a direct result of Phase I. Staff are working to establish an ongoing system to track rental market changes and patterns. We have anecdotal reports from current Eugene landlords and people interested in buying rental properties in Eugene that the current and proposed Renter Protections are too complicated for small landlords to navigate and that increasing regulations make it too costly to be a landlord in Eugene. Some landlords are seeking a better understanding of the regulatory framework so that they can manage their rental units in compliance with state and local laws, and budget accordingly.

See below for more information on the data we are currently gathering.

**4. Do we have a set of goals for Renter Protections? What does success look like?**

The Impacts Categories of renter protections are priority housing goals at the local, state, and federal levels and include components of stabilization that can help disadvantaged households gain access to decent and affordable rental options, decrease discrimination, and prevent lower-income renters from becoming unhoused. The Impacts Categories include the goals of 1) keeping people housed; 2) components of rental housing affordability; and 3) housing racial equity. The Impacts Categories for each Phase II protection are shown on the Roadmap in Attachment B and are described in Attachment C Guide to the Roadmap.

Renter Protections work in conjunction with other housing and economic development policies and programs that aim to improve our community members' ability to attain housing that is affordable to them and, once there, stay housed. One way to measure success is by asking renters and landlords about their rental housing stability, affordability and move-in/move-out experiences. In 2019, the Housing Policy Board developed and designed a survey related to renters' experience around themes of affordability, availability, access, quality, and stability. A total of 851 surveys were completed. Staff will conduct additional rental experience survey methodologies to implement on a recurring basis. The next opportunity for such a survey could occur after Renter Protections phases are completed.

Additionally, if Council approves the eviction data reporting requirement in the Phase II draft ordinance, staff will be able to track the rate of evictions in our community and include it in the annual Rental Housing Code report.

**5. Are we tracking with metrics the average rents now, what they are in the future, and whether rents are increased over time?**

The City tracks key data that can help us better understand the health of the rental housing market. These data include; median gross rent, households by income compared to the number of existing dwellings they can afford, households by tenure (total % of renter: owner), owner and renter households by housing type, median sales price of single-family housing, % of housing cost-burdened (and extremely housing cost burdened) renters, and Eugene's rental housing vacancy rate. The data is published in the Comprehensive Growth Monitoring (CGM) report and when feasible, will be included in the annual CGM update. The CGM includes housing development data and tracks the mix of new dwellings, however, we do not currently track how many of the new single-family detached/attached dwellings are used for rental housing. There are many factors that impact the rental housing market, such as interest rates, inflation, building costs, population growth, demographic changes, landlord decisions to owner-occupy and more.

**6. Is there a plan to report back to council at regular intervals to get a sense of what is happening in the rental market?**

One task of the Rental Housing Navigator is to track annually the key rental housing data to be included with the annual Rental Housing Code report with: median gross rent, cost-burdened renter households, rental vacancy rate, median household income, and if approved by Council in the Phase II draft ordinance, eviction data and relocation assistance payment data. Staff are also researching ways to include housing racial equity data and other demographic and experiential data into such a report on a biennial basis.

**7. What is the status of the rental housing market in Eugene?**

Eugene's real estate market has changed considerably over the last decade. Median gross rents (not adjusted for inflation) increased 42% from \$831/month in 2012 to \$1,182 in 2021 and the median sales price of single-family housing increased 119%. Over half of all Eugene households rent housing and 56% of renters in Eugene are "housing cost burdened" (a household that pays 30% or more of their income for housing). 30.5% of renters in Eugene are severely cost burdened (households that spend more than 50% of income on rent). According to the American Census Survey, the vacancy rate decreased from 5.1% in 2012 to 4.6% (+/-1.8%) in 2021; it should be noted that the margin of error for this data is very high. These low vacancy rates are consistent with what local appraisers and realtors have anecdotally reported in recent years, that vacancy rates for multi-family during the past few years have been lower than 5% resulting in a tight rental and home buying market. Rental housing vacancy rates below 5% are considered extremely tight and will begin to price out even those households that are earning a median household wage.

**8. Are there new statewide renter protections that are being discussed in the 2023 state legislative session?**

At the beginning of the 2023 Oregon legislative session, several bills were introduced related to renter protections. At this time, it is not known how many, if any, of these bills will be passed. Staff are tracking the bills related to renter protections and their potential impact on Council's consideration of potential Renter Protections.

**9. What are the next steps for the proposed Phase II Renter Protections?**

Following this Public Hearing, Council will consider adoption of an ordinance to implement the Phase II items and the enforcement change for Phase I related to eviction data collection. For Phase III, staff will conduct the needed additional analysis and return with an updated roadmap for Council direction before Council's summer break.

**10. How will the code enforcement process work for the potential Phase II renter protections?**

If Council approves Phase II Renter Protections, they will become part of the City of Eugene's Rental Housing Code. Enforcement of the City's Rental Housing Code will follow the existing code compliance process which is complaint driven. When a complaint is received by the City, staff will contact the landlord to see if the issue may be resolved quickly and determine the next steps in the enforcement process. The goal of enforcement is to achieve timely resolution between the tenant and landlord. Ideally, issues are resolved without the need for other enforcement tools like notices to correct or civil penalties. In addition, the draft ordinance in Attachment A includes the right to a cause of action to seek judicial relief in court for alleged violations of the City's relocation assistance regulations. Please see the enforcement section of Attachment C: Guide to the Roadmap for more information.

**11. What outreach has happened related to Renter Protections since the October 24, 2022 City Council Work Session?**

The City of Eugene held two small group input sessions on Renter Protections Phase II on Sept. 30, 2022. One group consisted of tenants and tenant advocates, and one group consisted of landlords, property managers, and real estate professionals. Facilitation was provided by Cogito, a public involvement firm based in Eugene. Hosted online, the purpose of the 1.5-hour meetings were to listen for feedback on Phase II components being researched. The majority of the feedback requested was on Displacement Prevention/Relocation Assistance components, using the Portland model as an example of a recently implemented program.

Since the October 24, 2022 Council work session, the Housing Policy Board met seven times. Their primary focus was to take time for a greater analysis of the impacts of Relocation Assistance, review the research on these types of market interventions, and to discuss and vote on specific recommendations for Council regarding Relocation Assistance triggers and exemptions. On March 6, 2023, HPB voted unanimously to support Relocation Assistance with several specific adjustments that can be found in Attachment D: HPB Relocation Assistance Recommendation. Staff have also engaged on the Renter Protection process with local developers, landlords, tenants, advocates, community organizations and businesses. Community members receive information via the Renter Protection Interested Parties list, the Rental Housing Code contact list, and through updates on the Renter Protection process and Rental Housing Code webpages. Staff have also provided information about the Renter Protections and the Council process to existing advocacy and membership groups for both renters and landlords, requesting that they help distribute this information as broadly as possible.

The draft ordinance was posted on the City of Eugene's website. Staff sent a notification to the Renter Protections Interested Parties list, the Housing Policy Board Interested Parties list, and the Rental Housing Code email list on February 24, 2023. The notification of the public hearing was shared in the EUG Planning Newsletter on Sunday, February 26 to almost 18,000 recipients. A notice of the proposed ordinance was posted in the Register Guard on February 26, 2023. A news release announcing the public hearing to local media was published on March 8, 2023.

**12. Why do these protections not address the housing supply issue in Eugene?**

The [Housing Implementation Pipeline \(HIP\)](#) is the City of Eugene's 5-year internal work plan to coordinate current and future resources, goals, and priorities with a systems-thinking approach to housing across the full spectrum from people experiencing homelessness to overall housing supply. The HIP has goals and metrics for increasing the supply of income qualified housing and overall market rate housing. The increased demand for housing has caused disproportionate hardships on Eugene's most vulnerable residents. Enhancing renter protections is identified as one of the anti-displacement actions in the High Priority Policies and Programs section of the HIP designed to help support existing vulnerable residents.

**13. Has Portland seen a decrease in rental units since enacting renter protection measures? If so, is it tied to Portland's renter protection measures?**

Portland's Fair Access in Renting (FAIR) ordinances were passed in 2019 and went into effect in March 2020. While there is no single metric to show exactly how many rental units exist in Portland, there is data to show that there has been an increase in the number of multifamily commercially-owned units since Portland enacted renter protections. CoStar data shows that

21,754 multi-family, commercially-owned units were built between 2017 and 2021 in Portland while 128 were demolished, creating a net of 21,626 new multi-family, commercially-owned units.

A study was published in March 2022 by ECONorthwest, a Portland-based economics consulting firm, on single family detached rental housing trends from 2015-2020 in the Portland metro region. The study is focused on Single Family Units (SFUs) only, not including the rate of change for duplexes, triplexes, quads, and larger apartment complexes. The report determined that the SFU rental stock in the Portland city limits declined by 14% (3,987 units) compared to a 10% decline (6,417 units) in the Portland metro area over the same time period. The ECONorthwest study used data from Metro's Regional Land Information System (RLIS), which provides parcel-level data. The research team evaluated ownership characteristics (i.e. owner address and site address) to determine which housing units appear to be renter occupied. The study did not provide information on the overall number of rental units available, or trends related to availability. The study did not comment on the cause of the decline of SFU rentals.

**14. How do the proposed Phase II protections compare to what the City of Portland put in place?**

The proposed Phase II Renter Protections have some similarities to existing renter protections in the City of Portland's code. The City of Portland has modified the code several times since the original Fair Access in Renting (FAIR) ordinances were passed in 2019, partially as a result of litigation. The differences between the two can be found in the Guide to the Roadmap.

**15. What are the next steps for public input on the proposed Phase III Renter Protections?**

At the October 24, 2022 Work Session, City Council discussed the timeline for Phase III Renter Protections. The Phase III items are more complex and need additional research on the feasibility of enforcement, the extent of the impact, and the results of pending litigation and potential changes in State law. Staff will return to Council with Phase III information by before Council's summer break.

Following review of the feasibility analysis, Council may choose to pursue the items further which could include holding additional public hearings on draft ordinances prior to taking action. Members of the public are welcome to send comments or suggestions related to Renter Protections directly to Council or to staff via email at [renterprotections@eugene-or.gov](mailto:renterprotections@eugene-or.gov).

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



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## Public Forum

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Meeting Date: March 13, 2023  
Department: Central Services  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: 5  
Staff Contact: Sara McKinney  
Contact Telephone Number: 541-682-8497

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### ISSUE STATEMENT

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

### SUGGESTED MOTION

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

### FOR MORE INFORMATION

Staff Contact: Sara McKinney  
Telephone: 541-682-8497  
Staff E-Mail: [smckinney@eugene-or.gov](mailto:smckinney@eugene-or.gov)

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



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## Public Hearing and Action: 2023-2029 Capital Improvement Program

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Meeting Date: March 13, 2023  
Department: Central Services  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: 6  
Staff Contact: Kacia Edison  
Contact Telephone Number: 541-682-6820

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### ISSUE STATEMENT

This item is an opportunity for the City Council to adopt the Proposed Capital Improvement Program for biennia 2023 through 2029. The Proposed Capital Improvement Program was reviewed and recommended by the City's Budget Committee on February 15, 2023.

### BACKGROUND

The Capital Improvement Program is a planning document that forecasts the City's capital needs over a six-year period based on various City-adopted long-range plans, policies, goals, and other planning processes. To align with the nomenclature of the City's biennial budgets, the Capital Improvement Program title and summaries will henceforth depict the biennia rather than the fiscal years included in the program, as it has historically. The Proposed 2023-2029 Capital Improvement Program totals approximately \$310.7 million and includes projects for the Airport, Parks and Open Space, Public Buildings and Facilities, Stormwater, Transportation, and Wastewater. The Project Summaries section of the Capital Improvement Program document contains tables summarizing all Capital Improvement Program projects, anticipated annual funding levels, and maps indicating the geographic location of Capital Improvement Program projects.

The primary goals of the Capital Improvement Program are to:

- Provide a balanced program for capital improvements given anticipated funding sources over a six-year planning period;
- Illustrate upcoming capital needs based on anticipated funding levels;
- Plan for land acquisition, construction, and the major preservation of public facilities necessary for the safe and efficient provision of services, and;
- Serve as the basis for the capital budget for the upcoming biennium (next two fiscal years).

Capital projects are generally large-scale endeavors in terms of cost, size, and benefit to the community. A critical element of a balanced Capital Improvement Program is the provision of funds to preserve or enhance existing facilities and provide new assets that will aid response to service needs and community growth.

Highlights and Changes to the 2023-2029 Capital Improvement Program

Since 2017, when the Budget Committee passed a motion to integrate the City’s Climate Recovery Ordinance with the Capital Improvement Program, estimated Greenhouse Gas metrics have been incorporated for Capital Improvement Program projects where feasible. Greenhouse Gases, such as carbon dioxide (CO<sub>2</sub>), contribute to global warming by trapping heat within the earth’s atmosphere through a process known as the greenhouse effect. The Greenhouse Gas metrics reflect organizational practices that help quantify the impacts of the City’s infrastructure on the climate. This effort resulted in the City of Eugene receiving the 2020 American Public Works Association (APWA) Exceptional Performance Award for Sustainability and the 2019 APWA Oregon Chapter Sustainability Practices Award. The inclusion of Greenhouse Gas metrics was continued and improved upon in the 2023-2029 Capital Improvement Program.

The 2023-2029 Capital Improvement Program continues to provide more project-specific information, an effort implemented in the FY20-25 Capital Improvement Program development process. Over the last four years, efforts have been taken to break out capital programs into individual capital projects for the first two years of the Capital Improvement Program, where possible and as much as possible. This change is intended to provide the public and Budget Committee with:

- More information on specific capital projects within ongoing capital programs;
- Increased transparency of the impact of capital projects on operational costs;
- Increased transparency on the use of capital budget dollars, with projects in the first two years of the Capital Improvement Program forming the basis of the Capital Budget; and
- A connection between important policy initiatives and more capital projects.

Lastly, the Government Finance Officers Association encourages local governments to prepare budget documents of the very highest quality and sets criteria and guidelines through the Distinguished Budget Presentation Award Program. Prior to the FY22 budget adoption, Government Finance Officers Association implemented new criteria that aligns with the work of the Capital Improvement Program. The requirement brings to the forefront the need for identifying projects that will affect the current and future operating budget and quantifying the impact above current levels. The following projects were identified in the 2023-2029 Capital Improvement Program with on-going operating costs above current budget levels. Incorporating this change into the Capital Improvement Program process helps the City of Eugene to meet the Government Finance Officers Association’s criteria and provide greater transparency to decision makers and the public.

<b>Operating Costs by Biennium (in thousands)</b>				
<b>Project Title</b>	<b>2023-2025</b>	<b>2025-2027</b>	<b>2027-2029</b>	<b>Total</b>
Delta Ponds Loop Trail Construction	3	4	4	11
Downtown Riverfront Plaza	150	300	300	750
Eugene Parks Foundation Capital Campaign	50	50	50	150
Ferndale Park Development	0	-	100	100
Golden Gardens Park and Sports Complex Phase 1	0	-	430	430
Mattie Reynolds Park Development	0	264	264	528
North Delta Highway Stormwater Rehabilitation	0	4	4	8
Roosevelt Yard Water Quality Retrofit	0	-	2	2
Santa Clara Community Park Phase 1	427	554	554	1,535
West Bank Park	0	-	136	136
<b>Grand Total</b>	<b>\$630</b>	<b>\$1,176</b>	<b>\$1,844</b>	<b>\$3,650</b>

### 2023-2029 Capital Improvement Program Projects

The capital projects and ongoing capital improvement programs in this document total approximately \$310.7 million.

Airport is the largest portion of the Capital Improvement Program, with \$146.9 million in planned projects over the six-year forecast period. Major projects include the Terminal Building: Concourse C addition for an estimated \$75.0 million; this estimate is based on the 2018 Master Plan. The Airport will have additional information in the spring after the completion of the Advanced Terminal Study to develop a new estimate and a more refined financing plan. Other major Airport projects include reconstruction of the Concourse C Apron for \$11.2 million, Taxiway Charlie/Mike Rehabilitation for \$16.0 million, and the Terminal Apron Concourse A Rehabilitation for \$14.4 million.

Transportation is the second largest portion of the Capital Improvement Program, with approximately \$94.3 million of anticipated spending. Major projects include the Franklin Boulevard: A Partnership to Rebuild and Revive a Corridor for \$35.5 million and the Pavement Preservation Program for \$19.9 million. Projects funded by the 2017 Street Bond account for \$8.4 million of the Transportation total, local gas tax funded capital projects account for \$18.6 million, and projects funded by System Development Charges account for \$16.6 million. In total, Federal funds are projected to support \$32.5 million in Transportation projects over the next six years. In November 2022 voters approved a fourth consecutive five-year Street Bond for \$61.2 million. Construction of 2022 bond-financed projects will begin in summer 2025 and the first year of the property tax levy will occur in FY24. These future funds are not reflected in the totals detailed above and will be included in a future supplemental budget and Capital Improvement Program documents.

Parks and Open Space represents the third largest category with \$28.6 million for proposed projects, including \$18.0 million from Parks System Development Charges. Major projects include \$7.8 million for site renovations and rehabilitations, \$7.0 million identified for the Downtown Riverfront Plaza, \$2.2 million for the Golden Gardens Sports Complex Phase 1, \$1.7 million for the West Bank Park, \$1.4 million for the Mattie Reynolds Park Development, and \$1.5 million for park land acquisition.

Wastewater is the next largest category with \$20.2 million in capital projects. Included in these improvements is \$6.7 million to preserve and rehabilitate the City's aging wastewater system, \$2.2 million for the West 11th Avenue and Crow Road Wastewater Extension, with an additional \$1.7 million for the West 11th Alley Wastewater rehabilitation, \$1.3 for pump station rehabilitation, and \$4.5 million for various other wastewater rehabilitation projects.

Stormwater is planning to invest \$12.7 million in capital projects. Projects include \$1.5 million for system rehabilitation, \$1.0 million for North Gilham capacity and water quality improvements, and \$0.85 million for the Amazon Prairie Mitigation Bank.

Public Buildings and Facilities accounts for \$8.0 million of proposed projects, which include approximately \$5.0 million for Roosevelt Yard Site Renovation and Rehabilitation, improvements to the Atrium Building for \$0.6 million, EPD Headquarters repairs and parking repaving for \$0.8 million, and HVAC repair or replacement for \$0.6 million.

With the exception of General Capital Projects, the vast majority of funding for Capital Improvement Program projects is restricted to a particular use, such as the 2017 Street Bond for transportation projects, FAA funding for airport projects, wastewater and stormwater charges, local motor vehicle fuel tax revenue, system development charges, and airport passenger facility charges. General Capital Projects refer mostly to capital improvements and preservation for public buildings and facilities, which account for \$5.6 million, or 1.8%, of planned capital spending over the next six years. General capital projects are primarily funded through the City's General Fund.

### Capital Improvement Program Development and Engagement Process

During the summer and fall of even-numbered years, staff compiles the Proposed Capital Improvement Program using input from a variety of sources including Council-adopted plans and policy documents, maintenance monitoring programs, funding directives from federal and state grants and mandates. All of these plans and policies are developed through various forms of public engagement. The Proposed Capital Improvement Program is subsequently published and made available to the public weeks in advance of Budget Committee or Council consideration. Following review of the Capital Improvement Program by the Budget Committee, and adoption by the City Council, the projects become the basis for preparation of the City's capital budget for the next biennium.

The Proposed Capital Improvement Program document was made available on the City's website on January 27, 2023. Information about the proposed 2023-2029 Capital Improvement Program was also sent electronically to interested citizens via the Neighborhood Associations Community Bulletins and the Budget Interested Parties e-mail list. Hard copies of the Proposed Capital Improvement Program document were made available to the public upon request. A presentation on the Proposed 2023-2029 Capital Improvement Program was made to the Planning Commission at their February 28, 2023 meeting.

The Budget Committee held a public comment period on the Proposed 2023-2029 Capital Improvement Program on February 15, 2023. Public comments and Budget Committee discussion from this meeting are summarized in Attachment A. The committee passed a motion to recommend that the City Council adopt the 2023-2029 Capital Improvement Program as proposed.

### **RELATED CITY POLICIES**

Financial Management Goals and Policies – Policy D.1. (*Capital Improvement Program*); Other Plans or Policies impacted by individual projects/programs within the Proposed Capital Improvement Program are noted in the document.

### **PREVIOUS COUNCIL DIRECTION**

#### [February 15, 2023, Budget Committee Meeting](#)

The Council acts on the Capital Improvement Program on a biennial basis. The 2023-2029 Capital Improvement Program presentation to the Budget Committee and subsequent discussion and recommendation regarding the Proposed 2023-2029 Capital Improvement Program on February 15, 2023. The Budget Committee recommended to forward the Capital Improvement Program to Council with no amendments. (*Motion passed 11:0*)

## **COUNCIL OPTIONS**

The City Council may:

1. Adopt the Proposed 2023-2029 Capital Improvement Program as recommended by the Budget Committee.
2. Amend the Capital Improvement Program by identifying changes in the projects and/or funding sources and adopt the Proposed 2023-2029 Capital Improvement Program that includes those changes.

## **CITY MANAGER'S RECOMMENDATION**

The City Manager recommends adoption of the Proposed 2023-2029 Capital Improvement Program as recommended by the Budget Committee.

## **SUGGESTED MOTION**

Move to adopt the Proposed 2023-2029 Capital Improvement Program as recommended by the Budget Committee.

## **ATTACHMENTS**

- A. 2023\_February 15\_Budget Committee Meeting Notes
- B. Proposed 2023-2029 Capital Improvement Program

## **FOR MORE INFORMATION**

Staff Contact: Kacia Edison  
Telephone: 541-682-6820  
Staff E-Mail: [kedison@eugene-or.gov](mailto:kedison@eugene-or.gov)

**MEETING MINUTES**  
**Eugene Budget Committee Meeting**  
**Zoom Meeting**  
 5:30pm, Wednesday, February 15, 2023

**Committee Member Attendance:**

- |  |                               |
|--|-------------------------------|
| <input type="checkbox"/> Councilor Clark |                               |
| <input type="checkbox"/> Councilor Evans | ✓ Rayna Jackson               |
| ✓ Councilor Groves                       | ✓ Zach Mulholland             |
| ✓ Councilor Keating                      | ✓ Eliza Kashinsky, Vice Chair |
| ✓ Councilor Semple                       | ✓ Ryan Moore                  |
| ✓ Councilor Leech                        | ✓ Tai Pruce-Zimmerman, Chair  |
| <input type="checkbox"/> Councilor Yeh   | ✓ Ryan Kounovsky              |
| ✓ Councilor Zelenka                      | ✓ Siobhan Cancel              |

**Guests:**

Mayor Lucy Vinis  
 City Manager Sarah Medary

**CALL TO ORDER**

Chair Tai Pruce-Zimmerman called the meeting to order at 5:33 pm.

**I. Welcome**

Chair Pruce-Zimmerman welcomed all participants to the meeting, outlined the agenda, and acknowledged the privilege of being able to attend these meetings. The Chair noted that the purpose of this meeting was to discuss the Capital Improvement Program.

**II. [5:39 pm] Public Comment**

Lin Woodrich – Co Chair Active Bethel Community. Stated they need support of biking and walking projects in Bethel. Noted that there are no biking and walking projects in current 2023-2029 CIP or the prior CIP.

John Barofsky - Ward 3. Thanked committee for helping staff with developing the CIP program. Believes this is a well-developed CIP that should move forward for adoption. Would like to see these things addressed in upcoming CIP: Qualifying Criteria, specifically economic development. Provided example: Recently City expanded urban growth boundary or employment out clear lake road but is not served by infrastructure. There are a lot of communities out there looking to bring in jobs and are looking for buildable land and access to infrastructure. One of the criteria that is looked at, is the Housing Implementation Pipeline(HIP). Believes the HIP Policy is a template we can use for economic development and developing some of our lands for we have brought in for jobs.

**III. [5:44 pm] Staff Presentation of the Proposed 2023-2029 Capital Improvement Program (CIP)**

Kacia Edison, Sr. Financial Analyst, Jeff Perry, Public Building and Facilities Director and Jennifer Willer, City Engineer and Public Works Division manager, presented an Overview of the 2023-2029 Capital Improvement Program Plan. Kacia gave an Overview of the CIP

Program development including the purpose of the CIP, planning and process timeline, total capital requested, and greenhouse gas emission reporting. Jeff Perry presented the Public Buildings and Facilities project overview. Jennifer Willer presented Public Works Projects and programs overview. Presentation Topics included:

- CIP overview and purpose and the CIP planning process and timeline
- Capital spending request: \$310.7 million
- Public buildings and facilities guides and plans
- Overview of the preservation and maintenance of over 200 buildings, site and facility improvements and new capital facilities
- Bond projects update
- City hall update, EWEB building
- Key indicators – facility condition index
- Public Works projects overview of 5 key areas: Airport, Parks and Open Spaces, Stormwater, Transportation, and Wastewater
- Airport Master Plan, projects and programs, airport funding sources, sustainability
- Parks and Recreation Master Plan, 21 projects and programs, funding sources, climate action and sustainability
- Stormwater, 30 projects and programs, functional and safety improvements
- Transportation, 36 projects and program, climate action and sustainability, upgrades and capacity enhancement, preservation and maintenance
- Wastewater, 8 projects and programs, sustainability, maintenance and rehabilitation

**[6:31 pm] Opened up to Questions on Presentation:**

- Zach Mulholland –
  - Question: Have decisions been made on upcoming HVAC replacement gas versus electric? How are the decisions made? and is there a cost benefit analysis available?
  - Answer: Every HVAC project and new construction project will be a fuel switching project. Internal policy is to fuel switch whenever opportunity is there. Current CIP HVAC repairs are converting to a more efficient electric system, not gas.
  - Question: Regarding Airport GHG emission analysis and terminal expansion: do we include scope 3 emissions in GHG analysis? Is there an analysis regarding how the expansion increase air travel capacity and therefore emissions, or just emissions at the airport itself?
  - Answer: Those calculations are the embodied GHG emissions in the construction of the facility itself. We don't include what airlines generate as City has no control over that and are required by FAA to service those. Airport is regularly talking with Industry Experts to ensure we are ready to offer alternative fuels when available.
- Ryan Moore –
  - Requested more information on W 11<sup>th</sup> and Crow Road Housing plan and the CIP mentions it supports 1200 units of housing, what kinds of housing are we planning?
  - Answer: Jennifer Willer can provide more information, believes its R2 zoning along with some commercial and industrial.
  - Question: Regarding parking lot paving, have we looked at alternative to asphalt paving options?
  - Answer: We will look at those options when those projects come up during the design process.
- Rayna Jackson –
  - Regarding the Franklin Blvd revival, what are the expected gains of economic increase as part of this project, as well as negative impacts to businesses in the corridor due to construction.

- Answer: Jennifer Willer responded she can provide the materials and data on the economic impacts. We have been working with businesses and their needs but are still working on concept and design. There will be operational changes focusing on safety and more efficient operations.
- Ryan Kounovsky –
  - Question: What is the level of Confidence in identified funding sources?
  - Answer: When we show that the funding has been secured, that means we have a signed funding agreement with the agency. The funding identified for Grants means we have been notified that our project has been selected but we do not have the signed contract yet.
- Ryan Moore –
  - Question: As Airport related costs increase, if we have identified funding, will costs go beyond identified funding how do we handle that, do we scale back or pull from General fund?
  - Answer: Airport made it clear they do not use General fund or City funds. They rely exclusively on Airport Revenues and Grants.

#### **IV. [6:56 pm] Budget Committee Discussion, Deliberation and Recommendation to City Council**

Chair Pruce-Zimmerman invited each Budget Committee member to provide quick comment or question in response to the CIP presentation in a round-robin format.

- Ryan Moore: I think there are some motions that I would like to have a chance to have a consensus note on, usually done by a vote with recorded results, great way to hold conversation and gather perspective versus comments recorded in minutes. Is there a way to hold vote on ideas in this sort of meeting?
  - Answer: For this meeting voting is not an option but will look into options for the future.
- Councilor Groves – commented on discussion on limiting airport expansion. Stated it will only accomplish people not using the Eugene airport and driving to the Portland airport for travel, increasing GHG emissions.
- Councilor Zelenka – Concurred with Councilor Groves statement on Airport expansion. Wanted to have CIP show how it promotes climate recovery ordinance and how it works together, and the integration of GHG emissions and how each project affects it. Applauds staff on how far we have come on recognizing GHG work. Noted that there are a lot of rules around moving money between funds and very little budget that can be moved and used for different things. It's the General Fund that takes the hit when property taxes, etc. take a hit. We need to be cognizant of how the budget gets put together and how little is movable within it. Supports this CIP plan as proposed.
- Rayna Jackson – Wanted to bring up whether Economic development being part of the qualifying criteria, is this the place to discuss or is a future discussion better to see how valid that statement was and if it is part of the current qualifying criteria or how to make it part of it in the future.
  - Answer: Sarah Medary commented that she wants to circle back with team to talk about it more. Expansion of Clearlake area is one of council's priority in this legislative session and we are working on it actively.
- Eliza Kashinsky – Thanks to staff on CIP presentation and work on the CIP document. Appreciative of the update on EWEB and City Hall as that was not included in the plan. Will the capital costs expected for city hall be included in full budget or will it be part of a supplemental budget process? Projects that could be funded from the bond that was recently passed are not included in this CIP, do we need to wait for next CIP two years

from now or can we start allocating money and working on those projects and including them in future budgets even if they are not included in this CIP?

- Answer: We are looking at what Capitol costs are right now. CIP was developed prior to EWEB building being a consideration and we are looking at how it affects capital improvements. There is a dedicated fund for city hall that will be leveraged to fund improvements on that building so our future capital costs won't be as significant.
- Answer: It would likely be an executive team conversation on how we would include those projects (from the recent bond) in the mid-year. We are able to prioritize projects and balance the needs of projects. Typically, once we identify the projects, we address and recognize that revenue in the supplemental budget process if they come up before the next CIP.
- Zach Mulholland – Thank staff again for high quality document and work. Wishes there was a longer process to learn and discuss the projects in the CIP document. Looped back to HVAC question, glad that the city policy is looking for fuel switching replacement opportunities. With regards to the Airport, hopes we do not stop expansion. As we grow as a city, hopes we can look at alternative fueling and zero emission fueling options and supporting electrical vehicle (EV) charging as opportunities arise. Looking forward to conversation about EV charging at Airport. Questions: Regarding the need for a revenue committee, looking for a timeline for proposal of revenue committee going to council before we make massive cuts.? Encouraged council to use opportunity to stop cuts before they happen and look at key priorities around homelessness and climate change that are not fully funded right now. Asked about transportation map slide from CIP presentation. (staff shared slide again) In terms of projects mentioned, need traffic calming on Bethel streets as well as safe walking paths and to create connections to west Eugene wetlands and Fern Ridge path. Wanted to see next CIP not have a big gap in west Eugene Bethel area.
  - Answer: Upcoming meetings on February 27<sup>th</sup> and March 4<sup>th</sup> will cover the revenue committee, and revenue things built into the budget we will discuss during those meetings. More to come during those meetings.
- Councilor Leech – Thanks to everyone involved in making the CIP and how much work went into it. Happy to continue to have conversations around this process.
- Siobhan Cancel – One thing that stood out as a citizen, how are we looking at these projects with an equity lens, are we looking in areas traditionally underserved, are we focusing on areas where the need is greater? Also interested in knowing more about how it ties in with the Housing Implementation Pipeline. The details provided didn't focus on the individual communities or the areas that they are serving and were not being served before.
  - Answer: Jenifer Willer can provide more detail on the project selection and prioritization process and how equity is taken into account in our projects. The recreation and parks bond process spends a lot of time around equity in the community and where projects are focused. Parks did a lot of planning on that as well with their park renovation projects.
- Councilor Keating – Thanks staff for presentation. Council and Budget Committee could benefit greatly if conversations were extended by at least another meeting to promote or encourage greater public participation and additional dialogue. Interested in stormwater conversation and the fees collected and where the dollars go. Opportunity for public education around that piece. Interested in the Airports charge in regards to lowering GHG and being more efficient within a lens of clean energy and reducing carbon footprint. Interested in seeing how many new EV charging stations at airport and other creative things our partners at the airport are doing to reduce their carbon footprint.

- Answer: We are in the process of creating a new quick turn-around facility for rental cars. We have added infrastructure for EV Charging at the rental car facility. The rental car agencies preferred to put in EV charging themselves. We also put in EV Charging infrastructure in our parking lot and parking lot expansion. We are in regular conversations with industry colleagues for best practice to add EV Charging for airport parking. Trying to learn best practices and how to do it right when we put it in. We are trying to be an Industry Leaders in not only EV Charging but alternative fuels for our buildings and adding capabilities for our airline partners when they ask for them
- Ryan Kounovsky – Great job on presentation. Looking at useful life plans for buildings and keeping forward looking eye on that and would like to see more information on that. Looking at ways of building, and using building materials, that are cleaner and better for communities and environment. Glad to see we are looking at tree canopy and adding trees to keep GHG down and doing those investments that don't cost a lot to keep the community healthy and safe in a more cost-efficient manner. Was more interested in seeing green infrastructure plans for wastewater. Would like to see us be more proactive in how we can invest in more natural system, or ways to help reduce cost of cooling water and cleaning water. Overall staff did a great job and answered questions as they went along
- Tai Pruce-Zimmerman – Echoed all the positive things said on presentation tonight. Really appreciate the work of staff. Wanted to note that the transportation map did have a gap in west Eugene and would like to see more on potential projects in that area. I also know projects in pipeline versus identified projects are complicated. Was really happy with everything in the document and I support it.
- Mayor Vinis – Love the presentation, its such an interesting document and interested in the details provided and the maps. Really want to thank you again for the document and the presentation. Appreciate everyone on the budget committee for the questions they asked. I will be interested in using the economic development as one of the qualifying criteria in the future as it's an interesting potential for us.
- Matt Rodriguez, Public Works Director: Commented on the Transportation mapping in Bethel. Many projects driven by remaining work on 2017 paving bond. A number of projects were city wide, and projects tend to get clumped together in larger projects. Remaining projects are outside of Bethel. Example: Royal Ave project already completed. Other projects have specific criteria that they need to meet to get federal funding. There are projects that are buckets instead of discreet projects. We don't typically put the specific projects in the bond so it doesn't mean that there isn't work that will or could happen in Bethel. The new 2022 bond adds \$5.5 million of paving projects in CIP period for Bethel. There is a real opportunity for investment in Bethel area for the walking, biking and street tree projects.

[7:19 pm] Eliza Kashinsky moved to send CIP document as proposed to council along with record of meeting minutes. Councilor Zelenka seconded. No discussion. Vote Passed 11:0

#### **V. [7:21 pm] Budget Committee Terms Presentation by Staff**

Vicki Silvers presented background on committee terms and the reason for changing them to four years. ORS dictates the Budget and Budget Committee Terms. If an agency adopts a biennial budget, terms must be four years. Nothing else will change in the process. If a position is vacated, we will go through a recruitment like we normally do. The new person will fill the remaining term of the position. It does change your commitment and if you have thoughts, you can reach out to her.

Public hearing on 22<sup>nd</sup>, Ordinance will be adopted on March 13<sup>th</sup> to align it with ORS.

**VI. [7:23 pm] Minutes Approval**

Chair Pruce-Zimmerman indicated that the Budget Committee meeting minutes from December 7, 2022 need to be approved. No recommended Changes or Comments.

Eliza Kashinsky, seconded by Rayna Jackson, moved to approve the meeting minutes.  
VOTE: PASSED 11:0

**VII. [7:25] Election of Officers**

Chair Pruce-Zimmerman asked for nominations for the office of Budget Committee Chair and Vice-Chair.

Eliza Kashinsky nominated Tai, Rayna Jackson Seconded. No other nominations made. Tai Pruce-Zimmerman accepted nomination. Vote Passed 11:0

Ryan Kounovsky nominated Eliza Kashinsky for Vice Chair. Zach Mulholland seconded. No other nominations made. Eliza Kashinsky accepted. Vote Passed 11:0

**VIII. [7:27 pm] Wrap-up and Next Steps**

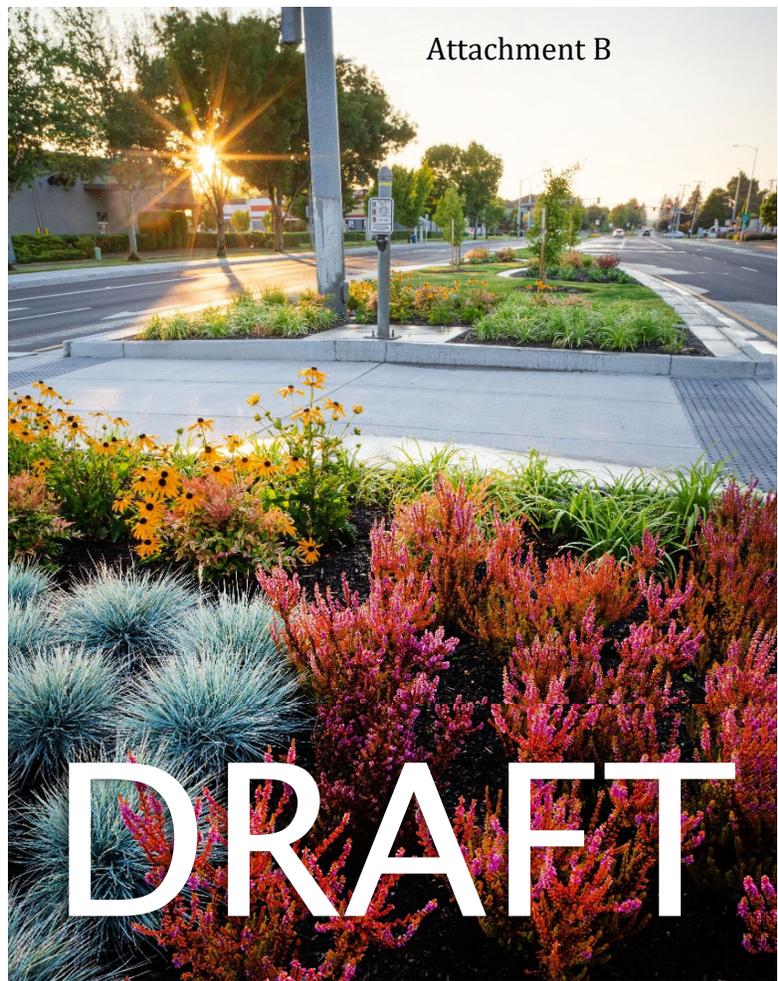
Chair Pruce-Zimmerman concluded the meeting with the following statement:

- There will be a meeting on March 4<sup>th</sup>, 9:30 am in person at Campbell Community Center for Financial Condition update and Preview of the proposed 2023-2025 Budget.
  - City Manager Sarah Medary made the following statement: Wanted to thank the committee for attending a Saturday meeting. As the team is completing the overall budget package that there is so much happening with the gap and strategies that we need more time and we want the committee to feel like they have more time to review and ask questions and let us know what information will be needed as we get into the more formal process. I think it'll be a really good investment to have more shared knowledge.
  - Siobhan Cancel asked about masking and social distancing in this space. City Manager stated we can follow up and find out what feels right and appropriate.
- The formal proposed budget presentation is on April 26<sup>th</sup> followed by series of Budget Committee meetings in May. Save the dates were sent out.

**ADJOURN**

Chair Pruce-Zimmerman adjourned the meeting at 7:30 pm.

Respectfully submitted,  
Samantha Wright, AIC Program Coordinator, Finance Division



# Capital Improvement Program 2023-2029





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## Executive Summary

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### Capital Improvement Program

The City of Eugene's Capital Improvement Program (CIP) forecasts the City's capital needs over a six-year period based on various long-range plans, goals, and policies. The formal program is updated every two years. To align with the nomenclature of the City's biennial budgets, the CIP title will henceforth depict the biennia rather than the fiscal years included in the program; there will be no change to the time periods covered. The 2023-2029 (formerly titled FY24-FY29) Capital Improvement Program totals \$310.7 million in projects with \$67.4 million in funding secured and \$243.3 million in funding identified. The *Project Summaries* section contains tables summarizing all CIP projects included in the six-year program.

The primary goals of the CIP are to:

- Provide a balanced program for capital improvements given anticipated funding sources over a six-year planning period;
- Illustrate upcoming capital needs based on anticipated funding levels; and
- Serve as the basis for the Capital Budget for the coming biennium (next two fiscal years).

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

### Greenhouse Gas Emissions Reporting

Since 2017, when the Budget Committee passed a motion to integrate the City's Climate Recovery Ordinance (CRO) with the CIP, estimated Greenhouse Gas (GHG) metrics have been incorporated for CIP projects where feasible. The GHG metrics reflect organizational practices that help quantify the impacts of the City's infrastructure on the climate. GHGs, such as carbon dioxide (CO<sub>2</sub>), contribute to global warming by trapping heat within the earth's atmosphere through a process known as the greenhouse effect.

The CRO and the 2035 Transportation System Plan (TSP) both included a goal of reducing fossil fuel use by 50% by 2030. Also related to the commitment to climate recovery and reduced fossil fuel consumption, the 2035 TSP includes a goal to triple the number of trips made by transit, bicycling, or walking by 2035. With these goals in mind, the 2023–2029 CIP includes a range of transportation projects that support and enhance facilities used by people who walk, ride bikes, and use transit using a combination of City, state, and federal funds.

Based on the reported GHG estimates, the most carbon-intensive program areas include Transportation and Airport, which are also the two largest areas in terms of dollars. These program areas are carbon-intensive primarily due to paving projects, which are the source of the City's largest emissions, as they require significant materials and energy to construct. However, the City has considerably reduced GHG emissions from Transportation paving projects over the years by using reclaimed asphalt pavement and switching to warm mix asphalt concrete, which is

## Executive Summary

significantly less GHG-intensive than hot mix asphalt.

There are several projects within the Public Buildings and Facilities area that reduce emissions from ongoing operations, such as HVAC replacement, lighting upgrades, and repair projects. The City also has a number of ongoing capital programs that serve to improve the climate, such as the Street Tree-Stocking and Planting Program, the Amazon Prairie Mitigation Bank project, parkland acquisition, and more. The extent to which these programs reduce GHG emissions is difficult to quantify and is not shown in this CIP. For more information on GHG information in the CIP and the efforts that program areas are making to reduce emissions, see the *Greenhouse Gas Emissions Summary* chapter.

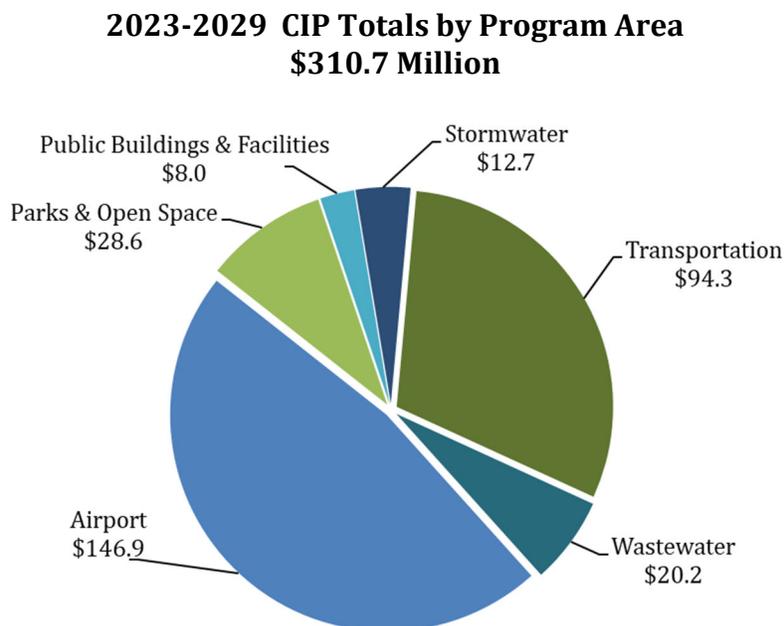
### Project-Specific Reporting

The 2023-2029 CIP continues to provide more project-specific information, an effort implemented in the FY20-25 CIP development process. Over the last four years, efforts have been taken to break out capital programs into individual capital projects for the first two years of the CIP, where possible and as much as possible. This change is intended to provide the public and Budget Committee with:

- More information on specific capital projects within ongoing capital programs;
- Increased transparency of the impact of capital projects on operational costs;
- Increased transparency on the use of capital budget dollars, with projects in the first two years of the CIP forming the basis of the Capital Budget; and
- A connection between important policy initiatives and more capital projects.

### 2023-2029 CIP by Functional Program Area

Projects in this CIP total approximately \$310.7 million, with the breakdown by program area shown in the chart below.



## Executive Summary

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Airport is the largest portion of the CIP, with \$146.9 million in planned projects over the six-year forecast period. Major projects include the Terminal Building: Concourse C addition for an estimated \$75.0 million; this estimate is based on the 2018 Master Plan, and the project costs are underestimated given current economic conditions. The Airport will have additional information in the spring after the completion of the Advanced Terminal Study and a more refined financing plan. Other major Airport projects include reconstruction of the Concourse C Apron for \$11.2 million, Taxiway Charlie/Mike Rehabilitation for \$16.0 million, and the Terminal Apron Concourse A Rehabilitation for \$14.4 million.

Transportation is the second largest portion of the CIP, with approximately \$94.3 million of anticipated spending. Major projects include the Franklin Boulevard: A Partnership to Rebuild and Revive a Corridor for \$35.5 million and the Pavement Preservation Program for \$19.9 million. Projects funded by the 2017 Street Bond account for \$8.4 million of the Transportation total, local gas tax funded capital projects account for \$18.6 million, and projects funded by System Development Charges (SDCs) account for \$16.6 million. In total, Federal funds are projected to support \$32.5 million in Transportation projects over the next six years. In November 2022 voters approved a fourth consecutive five-year Street Bond for \$61.2 million. Construction of 2022 bond-financed projects will begin in summer 2025 and the first year of the property tax levy will occur in FY24. These future funds are not reflected in the totals detailed above and will be included in the 2025-2031 CIP.

Parks and Open Space (POS) represents the third largest category with \$28.6 million for proposed projects, including \$18.0 million from Parks SDCs. Major projects include \$7.8 million for site renovations and rehabilitations, \$7.0 million identified for the Downtown Riverfront Plaza, \$2.2 million for the Golden Gardens Sports Complex Phase 1, \$1.7 million for the West Bank Park, \$1.4 million for the Mattie Reynolds Park Development, and \$1.5 million for park land acquisition.

Wastewater is the next largest category with \$20.2 million in capital projects. Included in these improvements is \$6.7 million to preserve and rehabilitate the City's aging wastewater system, \$2.2 million for the West 11th Avenue and Crow Road Wastewater Extension, with an additional \$1.7 million for the West 11th Alley Wastewater rehabilitation, \$1.3 for pump station rehabilitation, and \$4.5 million for various other wastewater rehabilitation projects.

Stormwater is planning to invest \$12.7 million in capital projects. Projects include \$1.5 million for system rehabilitation, \$1.0 million for North Gilham capacity and water quality improvements, and \$0.85 million for the Amazon Prairie Mitigation Bank.

Public Buildings and Facilities accounts for \$8.0 million of proposed projects, which include \$5.0 million for Roosevelt Yard Site Renovation and Rehabilitation, improvements to the Atrium Building for \$0.6 million, EPD Headquarters repairs and parking repaving for \$0.8 million, and HVAC repair or replacement for \$0.6 million.

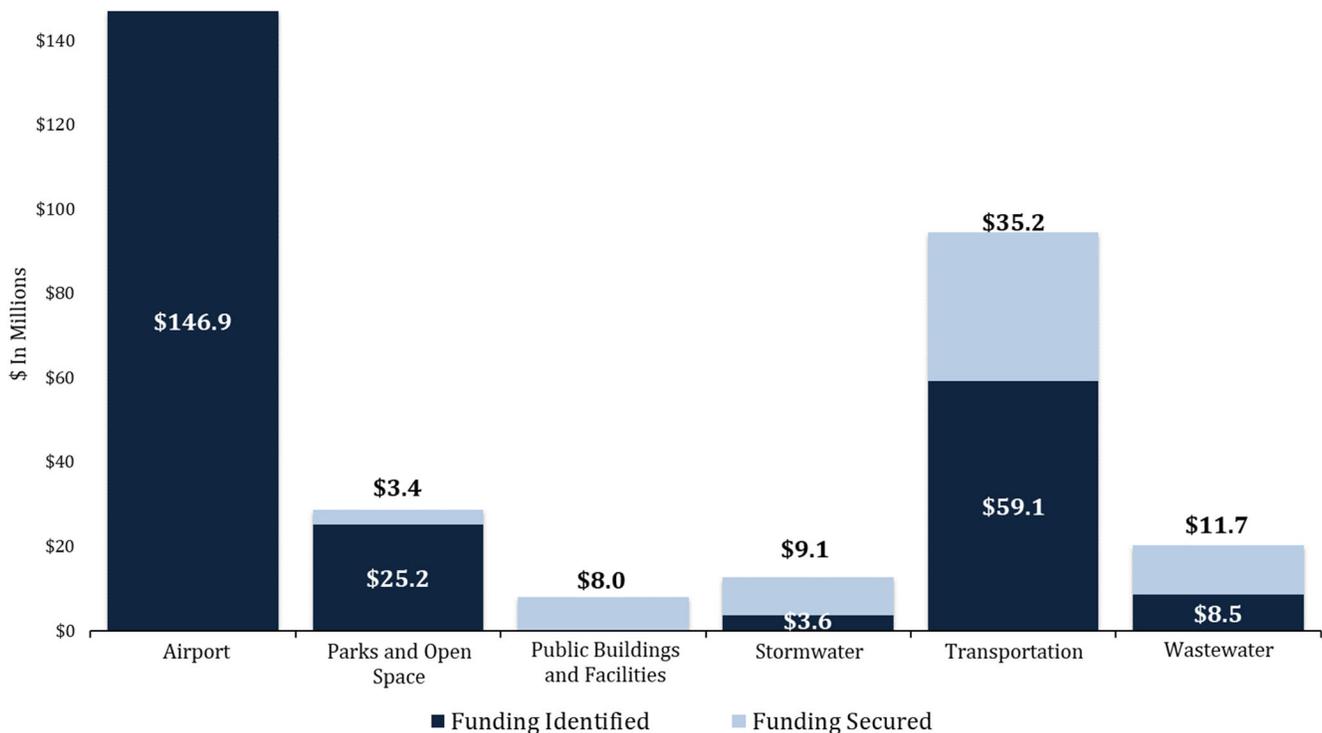
## Executive Summary

### Funding

The major sources of funds available for capital projects are dedicated funds. The use of dedicated funds is restricted by the limitations imposed by local, state, or federal laws associated with the funding source. For the most part, these funds are accounted for in the City's special revenue or enterprise funds, such as the Road Fund, the Municipal Airport Fund, or the Systems Development Capital Projects Fund. Projects that are not supported by dedicated revenue are financed by a transfer from the General Fund. The City may also receive direct funding for projects from other jurisdictions or through grants and donations. For major projects with citywide benefits, the City Council may request voter approval of a property tax levy to repay General Obligation Bonds.

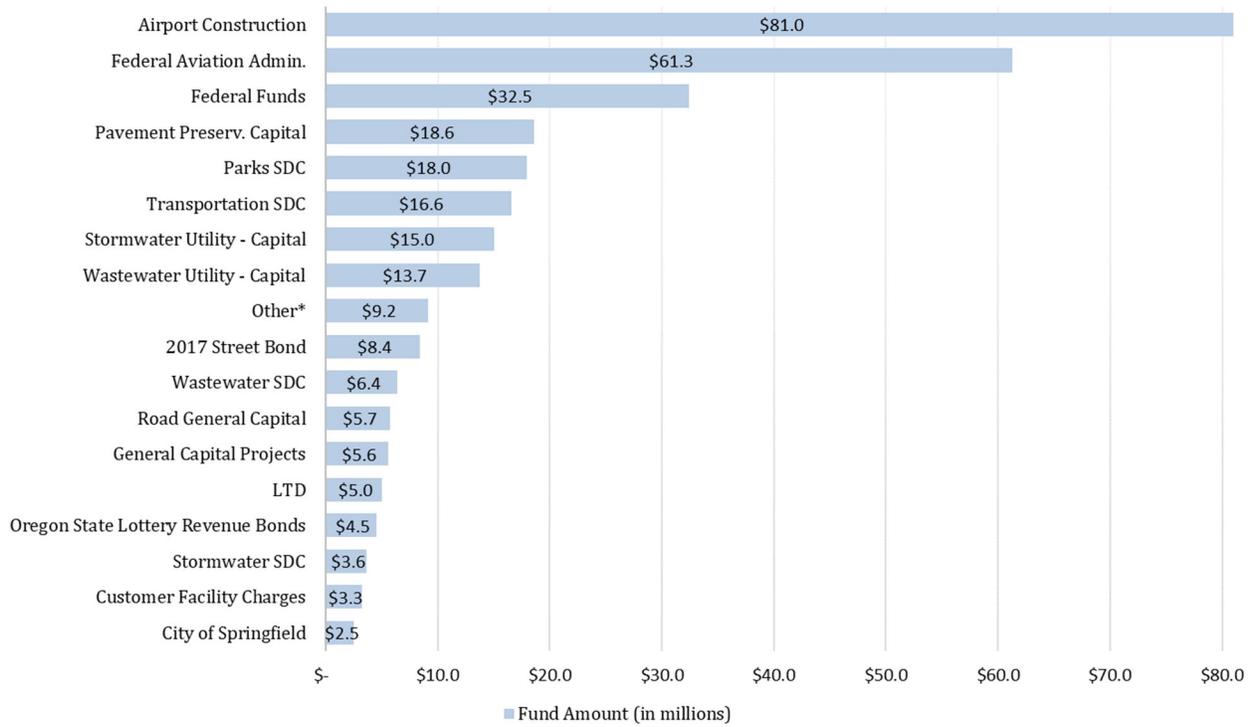
The chart below shows the amount of secured and identified funding by program area. Projects with secured funding have dedicated sources such as the 2017 Street Bond and wastewater and stormwater utility fees. Projects with identified funding have a high likelihood of available funding from sources such as state or federal grants.

**2023-2029 CIP by Program Area and Funding Status**  
**\$310.7 Million**



# Executive Summary

## 2023-2029 CIP by Funding Source \$310.7 Million



\*Other Sources include Atrium Fund, Hayes Trust, Parks Maintenance, federal and state grant funding, Special Assessments capital, and Wetlands Mitigation Bank among others.

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**Capital Improvement Program**

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

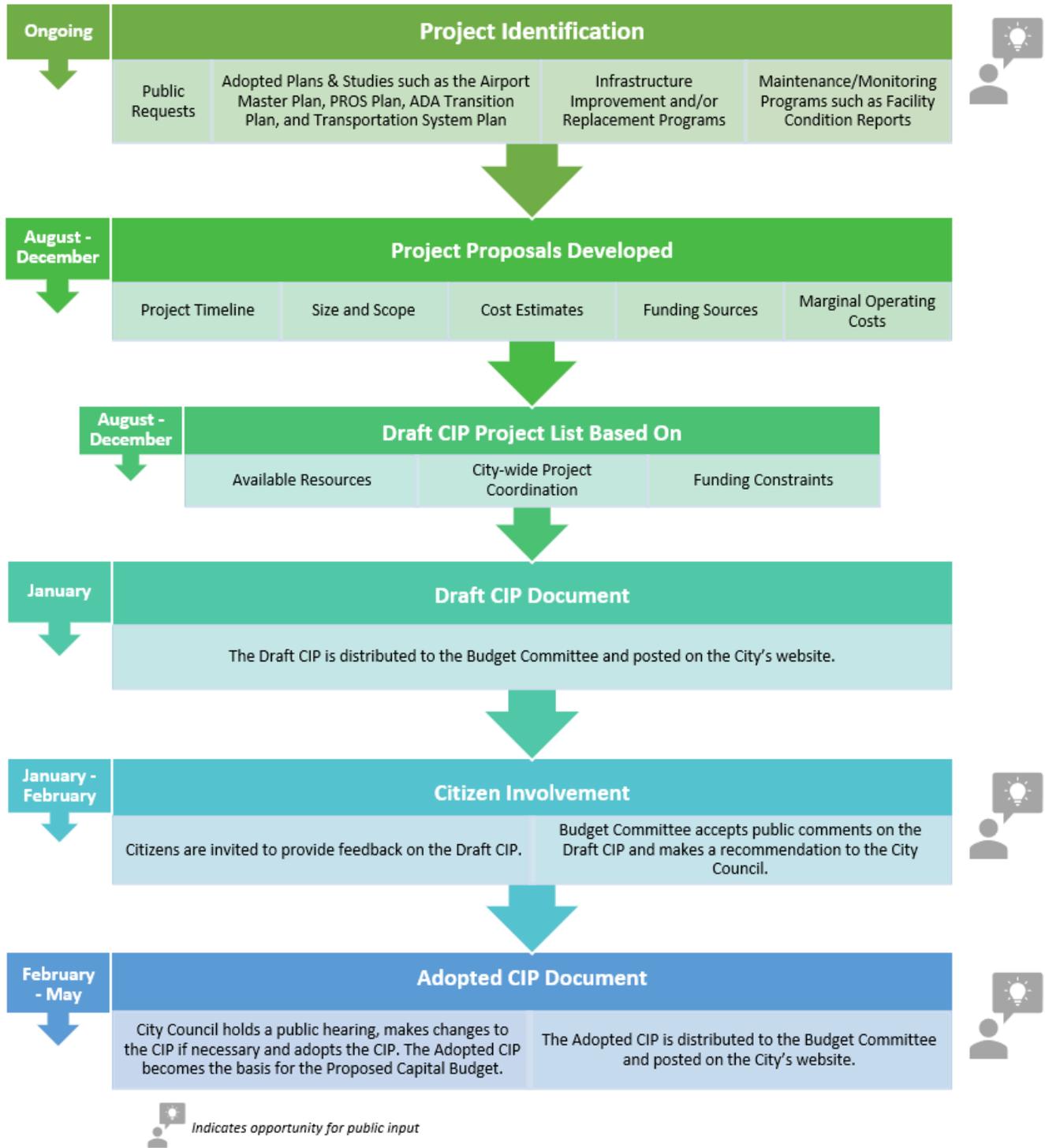
The CIP document serves as a listing of all capital projects the City plans to begin constructing over the next six years. For many of the proposed capital projects, the CIP represents ongoing capital programs, extensive planning efforts, and decisions that have occurred prior to the compilation of the CIP. Other projects represent newly proposed capital spending on specific projects or changes to ongoing capital programs, such as general site and facility improvements in the Public Buildings and Facilities section. The draft CIP is used to gather additional public input and reach decisions on how the City should plan to allocate its capital dollars in the coming biennial budgets.

**CIP Development and Review**

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

Capital Improvement Program (CIP) Planning Process

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



**Capital Projects Definition**

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

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

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

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

**Qualifying Criteria**

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

1. Contribute to the development or implementation of Council-adopted plans and policies, including the Financial Management Goals and Policies, Envision Eugene, the Parks and Recreation System Plan, the 2035 Transportation System Plan, and the Eugene Water & Electric Board Riverfront Master Plan;
2. Address health and safety needs, reduce City liability, or improve access to City facilities by those with disabilities (address Federal Section 504 requirements);
3. Maintain existing assets or improve the efficiency of City operations;
4. Improve revenue potential or enhance existing programs;
5. Respond to a request from a neighborhood group, citizen, government entity, or City advisory group; and/or
6. Be funded from within current and/or projected revenue streams (including additional operating requirements). Placeholder projects and projects without identified funding are not included in the CIP.

## CIP Document Structure and Organization

The CIP document includes information about the overall CIP process, funding sources, and capital planning. It also includes information about projects by functional program areas and details about individual projects. The CIP document is structured using the following hierarchical groups. Greater explanation and details regarding each of the groups is provided below.

⇒ Functional Program Areas

⇒ Subcategory

⇒ Funding Status (funding identified, funding secured)

⇒ Capital project or ongoing capital program

*Functional Program Areas:* Eugene's CIP is organized by functional program areas. At the beginning of each functional program area section is a summary overview with financial tables, funding summary, project categories, project prioritization criteria, and a project status update. The CIP functional program areas are:

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

*Subcategory:* Capital projects and ongoing capital programs are assigned to a specific subcategory that represents a distinct area of capital improvement such as a preservation and maintenance activity or construction of a new capital facility. Projects are grouped within each of the following subcategories:

- Functional and Safety Improvements
- Land Acquisition
- New Capital Facilities
- Preservation and Maintenance
- Upgrades and Capacity Enhancement

*Funding Status:* Capital projects and ongoing capital programs are grouped into two different funding status levels: funding secured or funding identified. At the beginning of each funding status section is a table listing the capital projects included in that section.

- Funding Secured: Projects with secured/dedicated funding such as system development charges (SDCs).
- Funding Identified: Projects with a high likelihood of receiving available funding such as state monies or ongoing grants.

*Capital Projects and Ongoing Capital Programs:* Each project or ongoing capital program has its own page with detailed information about the project. The project pages are arranged by functional program area in alphabetical order and include a project name, description, funding source, costs, related plans, a location map or photo, and if applicable/available, estimated operations, maintenance, programming costs, GHG estimates and GHG information. Projects that are ongoing capital programs are noted in the description.

**CIP on the Website**

The 2023-2029 CIP can be accessed on the City's web site: [www.eugene-or.gov/371/Capital-Improvement-Program](http://www.eugene-or.gov/371/Capital-Improvement-Program). The website contains the entire CIP document and identifies location-specific projects by neighborhood. Prior CIP documents, Budget Committee materials, and the annual operating and capital budgets are also available on the website.

**Greenhouse Gas Emissions Reporting**

The 2023-2029 CIP continues to include greenhouse gas (GHG) emissions reporting. In 2018, this was a new initiative to integrate the City's Climate Recovery Ordinance (CRO) with CIP projects by estimating GHG emissions when feasible. The CRO includes climate action goals that focus on reducing GHG emissions and fossil fuel use in City operations and in the broader community. More information on the CRO can be accessed online at [www.eugene-or.gov/3210/Climate-Recovery-Ordinance](http://www.eugene-or.gov/3210/Climate-Recovery-Ordinance). For more information on GHG emissions in the CIP, see the *Greenhouse Gas Emissions Summary* section.

**Project Specific Reporting**

For the first two years of the 2023-2029 CIP, the individual capital projects within ongoing capital programs have been provided where feasible. Staff do not always know with certainty which projects within a capital program will be funded as some projects depend on additional unsecured funding sources or incomplete planning processes, but where possible those projects and related financial and planning information have been provided for the biennium.

**Reader's Guide****CIP Public Review Process**

Development of the CIP is a multi-step process, which begins in the summer of even-numbered years and ends the following spring with the public review and approval process. Below is the schedule for review and approval of the 2023-2029 CIP.

<b>Date</b>	<b>CIP Public Process Phase</b>
January 2023	Draft CIP is published and made available for public review through notification of the Budget Committee meeting, shared electronically with interested parties, published on the City's website, and made available at several locations throughout the City.
February 2023	Budget Committee reviews the draft CIP with primary focus on the financial and budget issues and receives public comment on the draft CIP. Budget Committee's recommendations and comments are forwarded to the City Council.
March 2023	City Council conducts a public hearing on the draft CIP. City Council finalizes and adopts the CIP. Funding secured or identified in the first two years of the CIP is used as the basis for the 2023-2025 Capital Budget.
Spring 2023	Adopted 2023-2029 CIP document is published, distributed, and posted to the City's website.
Summer 2023	After July 1, work begins on some of the capital projects.

Following adoption of the CIP by the City Council, the projects scheduled for the next two years will become the basis for preparation of the 2023-2025 Capital Budget. The capital budget is submitted as part of the Proposed Budget to the Budget Committee in the spring of odd numbered years and adopted by the City Council in June of the same year.

When the biennial budget is adopted, any changes to project timing or funding are reconciled in the capital budget process or by supplemental budget action and are automatically considered to be amendments to the CIP.

### Preservation and Maintenance of Existing Assets

Capital projects are developed to plan for the purchase of physical assets, which are very different from the current service needs that comprise the operating budget. Capital projects have many distinguishing features, requiring separate financial planning processes for monitoring and replacement as well as the procurement of new capital assets.

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

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

- Athletic fields (softball, baseball, and soccer fields),
- Shared-use paths, jogging trails, and bridges (pedestrian and bike),
- Community and senior centers,
- Cuthbert Amphitheater,
- Fire stations,
- Hult Center for the Performing Arts,
- Main library,
- Neighborhood recreational facilities,
- Park equipment, furnishings, picnic shelters, storage buildings, and restrooms,
- Parkland and Ridgeline open space,
- Park office and maintenance complexes,
- Police/Fire training facilities,
- Police Headquarters,
- Swimming pools, and
- Tennis courts.

In addition, a large majority of the City's capital assets are preserved and maintained with support from dedicated funds, including the following examples:

- Airport,
- Atrium Building,
- Bike lanes and on-street bicycle routes,
- City offices used by non-general fund staff,
- Park Projects within the Parks and Recreation Bond,
- Parking garages,
- Roosevelt Yard,
- Stormwater system,
- Streets, bridges, alleys, and sidewalks,
- Traffic signals, signs, pavement markings, and streetlights, and
- Wastewater system.

Inadequate funding for preservation programs in both the General Fund and areas such as Transportation has resulted in a backlog of rehabilitation projects.

### **New Capital Facilities and Capacity Enhancements**

As the community's population expands, the need to provide safe and efficient capital facilities increases. New streets are necessary to provide access and the delivery of goods and services to developing areas. In addition, wastewater and stormwater system expansions are necessary for the health, welfare, and safety of the community. The increased need for additional capacity is reflected not only in the City's wastewater, stormwater, and road systems, but in other areas as well, such as facilities for parks, recreational services, and emergency services.

### **Other Costs Associated with CIP Projects**

Generally, projects that create new capital facilities or increase capacity will have associated long-term operating, preservation, and maintenance costs. The CIP reports these costs associated with certain projects when available. The operating costs to maintain a facility and to provide service to the community have been included in the description of projects where the amount is significant and can reasonably be estimated at this time. Operating costs associated with capital projects can also be found in the City of Eugene's Biennial Budget.

Long-term preservation and maintenance costs are also reported in the CIP where the amount is significant and can be reasonably estimated. These costs are reported as an annualized amount to show the impact of major preservation and maintenance costs related to specific CIP projects. In many cases, the design of projects included in the CIP is at a conceptual stage and may change significantly over time. Projects with significant unfunded operating, preservation, and maintenance costs may be postponed if the operating funds are not available to cover increased ongoing costs.

**Processes for Developing Capital Projects**

A capital project can be realized in a variety of ways, whether through more detailed master planning processes, staff reports, or through neighborhood association requests. The following graphic illustrates some of the potential steps that often occur in the capital project development process.



**Project Priorities**

The project prioritization and selection for the CIP depends on the type of project and funding source, as well as the many plans that shape the project decision-making process. Potential projects to address new capital needs or expand and enhance existing capital assets are derived through a number of processes and sources, including:

- Functional plans, such as transportation, airport, parks, or wastewater and stormwater system plans and studies. A list of plans and policies that help shape capital project prioritization can be found at the end of the Readers Guide;
- Neighborhood and other refinement plans;
- Requests from citizens, neighborhood associations, and community organizations;
- Requests from other governmental units, such as school districts, federal, and state agencies;
- City departments; and
- City committees and commission.

In addition to these resources to identify projects, project prioritization criteria such as funding source and availability, project type, planning documents, geographic location, neighborhood involvement, function and safety, asset condition, equity considerations such as whether the project is located in a traditionally underserved area, and the project's ability to address climate resiliency and reduce greenhouse gas emissions are considered.

**Policy Guidelines**

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

1. The City will plan for capital improvements over a multi-year period of time. The Capital Improvement Program will directly relate to the long-range plans and policies of the City. Operating funds to maintain capital improvements and to fund additional staff and service needs must be estimated and identified prior to making the decision to undertake specific capital improvements.
2. Whenever a service is an enterprise or utility-based operation and where the ratepayer directly benefits, the City will work to finance capital improvements by using self-supporting revenue bonds, which could be General Obligation-backed.
3. Use of General Obligation bonds will be limited to major capital construction or improvements in support of general municipal services.
4. Financing of infrastructure improvements through use of Assessment bonds will be limited to those projects where the required assessed value-to-assessment ratio is met and to the extent the City's financial position permits the use of this financing device.
5. To maintain the City's physical assets, a current inventory of all of the City's physical assets and their condition and maintenance costs will be maintained.
6. Council will make a specific determination whether to establish a replacement reserve sinking fund when creating an asset with a value in excess of \$1 million and a useful life in excess of ten years.

Amendments to the CIP made by Council in 2006 also include the following Capital Improvement Policies:

7. Funding sources that have been identified for a specific project and approved with the adoption of the Capital Improvement Program shall remain the funding source for that project unless a specific exception is directed by Council.
8. Flexible transportation funding available to the City from federal, state, county, and local sources, that is eligible, will be used to fund operations, maintenance and preservation of existing capital transportation infrastructure, unless a specific exception is directed by Council.
9. New transportation capital projects, including transit projects that are located within the Eugene City limits will be reviewed by the Eugene City Council before inclusion into any regional or multi-jurisdictional project list or plan.

**Funding Sources and Restrictions***Airport (Fund 510)*

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

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

*General Capital Projects (Fund 310)*

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

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

*Community Development (Fund 170)*

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

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

*Library, Parks, and Recreation (Fund 180)*

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

Restrictions: Designation upon receipt of donation.

*Stormwater Utility (Fund 539)*

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

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

## Reader's Guide

## Funding Sources and Restrictions

### *Systems Development Capital Projects (Fund 330)*

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

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

### *Transportation Capital Projects (Fund 340)*

Purpose: To account for funding used for transportation-related projects, usually expended within the public right-of-way or on projects that directly benefit the City's transportation system, e.g. the pavement preservation program. The majority of funds are from the General Obligation Bonds approved in 2017, and the local motor vehicle fuel tax.

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

### *Wastewater Utility (Fund 530)*

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

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

### *Urban Renewal Agency Downtown Capital Projects (Fund 813)*

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

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

### *Urban Renewal Agency (URA) Riverfront Capital Projects (Fund 823)*

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

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

The following plans and policies support the projects identified in the 2023-2029 CIP:

## Airport

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

## Parks and Open Space

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Council Goal - Accessible and Thriving Culture and Recreation
- Cuthbert Amphitheater Feasibility Study
- East Alton Baker Park Plan
- Envision Eugene
- Eugene 2035 Transportation System Plan
- Eugene Downtown Plan
- Eugene Trails Plan
- EWEB Riverfront Master Plan
- Parks and Recreation System Plan (Picture. Plan. Play.)
- Rivers to Ridges Metropolitan Regional Parks & Open Space Study
- Urban Forest Management Plan
- West Alton Baker Park Development Plan

## Public Buildings and Facilities

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Facility Condition Report
- Public Works Facility Master Plan Update

## Stormwater

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- City of Eugene Underground Injection Controls Water Pollution Control Facility (WPCF) Permit
- City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan
- East Alton Baker Park Plan
- Envision Eugene
- Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP)
- Metro Waterways Study
- Parks and Recreation System Plan (Picture. Plan. Play.)
- SDC City Code and Methodologies
- Stormwater Basin Master Plan
- West Alton Baker Park Development Plan

## Transportation

- 2020 Wastewater Master Plan
- Americans with Disabilities Act (ADA) Transition Plan
- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan
- Envision Eugene
- Eugene 2035 Transportation System Plan
- Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP)
- Master Traffic Communications Plan
- Pavement Management Program
- Regional Transportation Plan
- Vision Zero Action Plan

## Wastewater

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Envision Eugene
- Housing Implementation Pipeline (HIP)

# Reader's Guide

## Summary of Prior Planning Processes and Reports

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

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

**Plan:** 2020 Wastewater Master Plan

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

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review</b>
2020	2020	N/A

**Plan:** Airport Advisory Committee Recommendation

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

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
N/A	N/A	Monthly meetings

**Plan:** Airport Master Plan Update

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

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2018	2020	2023

**Plan:** Americans with Disabilities Act (ADA) Transition Plan

**Description:** A report that identifies prioritized recommendations for correcting the deficiencies to bring facilities in compliance with ADA.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2015	2015	Not scheduled

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

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

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2021	2022	2023

**Reader's Guide**

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

**Description:** This permit is expected to be reissued in 2023. It regulates the discharges from underground injection controls (UICs), or drywells, into groundwater.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2013	2013	2033

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

**Description:** The TMDL Implementation Plan identifies strategies that the City will undertake to minimize its contributions of certain pollutants to water quality impaired water bodies including Amazon Creek and the Willamette River.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2022	2019	2023

**Plan:** Climate Action Plan 2.0

**Description:** Eugene's Community Climate Action Plan 2.0 (CAP2.0) continues the momentum created by Eugene's CRO by identifying research-based actions that will help the community reach its climate goals most quickly.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2022		

**Plan:** Climate Recovery Ordinance

**Description:** A City of Eugene Ordinance that established scientifically based climate action goals, reductions in greenhouse gas (GHG) emissions and fossil fuel use benchmarks, GHG reduction timelines and reporting requirements for both the City's internal operations and the entire Eugene community.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2016	2016	N/A

**Plan:** Comprehensive Stormwater Management Plan

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

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
1993	1993	2024

**Plan:** Council Goal - Accessible and Thriving Culture and Recreation

**Description:** Building a community where arts and outdoors are integral to our social and economic well-being and are available to all.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2010	N/A	N/A

**Plan:** Council Specific Direction

**Description:** Specific policy direction provided by the Eugene City Council.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
N/A	N/A	N/A

## Reader's Guide

**Plan:** Cuthbert Amphitheater Feasibility Study

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

<b>Last Update:</b> 2014	<b>Last Public Review:</b> 2014	<b>Next Public Review:</b> N/A
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**Plan:** East Alton Baker Park Plan

**Description:** The East Alton Baker Park Plan adopted in 1996 by the City of Eugene City Council and the Willamalane Board of Directors, presents key concepts and ideas to shape the park. The plan provides a way to evaluate decisions affecting the park and progress made to achieve the vision in the plan. The plan encompasses 237 acres of the relatively less developed natural areas in the eastern portion of Alton Baker Park. East Alton Baker Park was renamed the Whilamut Natural Area in 2002.

<b>Last Update:</b> 1996	<b>Last Public Review:</b> 1996	<b>Next Public Review:</b> 2023
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**Plan:** Envision Eugene

**Description:** Adoption of a comprehensive strategy which will guide how Eugene grows over the next 20 years, including subsequent implementation actions necessary to implement this strategy.

<b>Last Update:</b> 2012	<b>Last Public Review:</b> 2012	<b>Next Public Review:</b> On-going 2013
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**Plan:** Eugene 2035 Transportation System Plan (formerly Transplan)

**Description:** Provides long range policy and implementation strategies to address the city's transportation issues, as required by the state. Serves as the transportation element of Envision Eugene, the city's comprehensive plan. Adopted by the City Council.

<b>Last Update:</b> 2017	<b>Last Public Review:</b> 2017	<b>Next Public Review:</b> 2023
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**Plan:** Eugene Downtown Plan

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

<b>Last Update:</b> 2004	<b>Last Public Review:</b> 2004	<b>Next Public Review:</b> Not Scheduled
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**Plan:** Eugene Trails Plan

**Description:** A vision and recommendations to guide the build out of trail resources throughout Eugene's Park System.

<b>Last Update:</b> 2018	<b>Last Public Review:</b> 2018	<b>Next Public Review:</b> N/A
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## Reader's Guide

**Plan:** Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP)

**Description:** Provides a set of goals, action items, and resources designed to reduce or alleviate the losses of life, property, and injuries resulting from natural hazards. This plan focuses on the primary natural hazards that could affect the Cities of Eugene and Springfield.

<b>Last Update:</b> 2020	<b>Last Public Review:</b> 2020	<b>Next Public Review:</b> Not Scheduled
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**Plan:** EWEB Riverfront Master Plan

**Description:** The master plan for the development of the EWEB riverfront property acquired by the City of Eugene.

<b>Last Update:</b> 2018	<b>Last Public Review:</b> 2018	<b>Next Public Review:</b> N/A
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**Plan:** Facility Condition Report

**Description:** A staff report detailing the status of city facilities in order to prioritize building reinvestment. This report focuses primarily on General Fund-supported facilities.

<b>Last Update:</b> 2017	<b>Last Public Review:</b> N/A – Administrative Function	<b>Next Public Review:</b> N/A – Administrative Function
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**Plan:** Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

**Description:** Provides a five-year financial plan for capital improvements to the Eugene Airport utilizing FAA funds. Updated annually. Projects reviewed by the Airport Advisory Committee.

<b>Last Update:</b> 2018	<b>Last Public Review:</b> 2017	<b>Next Public Review:</b> Not Scheduled
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**Plan:** Housing Implementation Pipeline (HIP)

**Description:** The Housing Implementation Pipeline (HIP) is an internal, cross-departmental, 5-year work plan for the City organization.

<b>Last Update:</b> 2022	<b>Last Public Review:</b> N/A	<b>Next Public Review:</b> N/A
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**Plan:** Master Traffic Communications Plan

**Description:** A report that identifies the communications needs of the City's traffic network.

<b>Last Update:</b> 2008	<b>Last Public Review:</b> N/A	<b>Next Public Review:</b> N/A
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**Plan:** Metro Waterways Study

**Description:** Cooperative Partnership with the U.S. Army Corps of Engineers and others that provides an evaluation of existing conditions and implementation plans to enhance local waterways to meet multiple objectives within the basins on a reach-by-reach basis.

<b>Last Update:</b> N/A	<b>Last Public Review:</b> N/A	<b>Next Public Review:</b> N/A
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## Reader's Guide

**Plan:** Parks and Recreation System Plan (Picture, Plan, Play)

**Description:** A 30-year vision for parks and recreation in Eugene, offering detailed recommendations and a 10-year implementation plan. Recommended projects are identified by geographic planning districts. (Replaced the 2006 PROS Plan)

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2018	2018	2023

**Plan:** Pavement Management Program

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

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2006	N/A – Administrative Function	N/A – Administrative Function

**Plan:** Public Works Facility Master Plan Update

**Description:** Provides a framework for managing the current use and planning for future use of the buildings and grounds which serve as the base of operations for the Public Works Maintenance and Parks and Open Space Divisions.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2004	N/A – Administrative Function	N/A – Administrative Function

**Plan:** Regional Transportation Plan

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

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2022	2021	Not Scheduled

**Plan:** Rivers to Ridges Metropolitan Regional Parks & Open Space Study

**Description:** The Rivers to Ridges Vision (2003) was developed using extensive input received between December 2001 and May 2003 from citizens, appointed and elected officials, and staff from local, state, and federal agencies. This study was endorsed as a vision for future regional parks and open space efforts and projects to create a connected system of habitats and trails serving the Eugene-Springfield metro area and surrounding communities.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2003	N/A	2022

**Plan:** SDC City Code and Methodologies

**Description:** Provides the regulatory framework consistent with Oregon Revised statutes for the collection and expenditure of system development charges for transportation, parks, stormwater and wastewater systems. Adopted by the City Council.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2020	2020	2023

## Reader's Guide

**Plan:** Stormwater Basin Master Plan

**Description:** Provide long-term stormwater management strategies for each of Eugene's seven stormwater basins including capital improvement projects to prevent flooding, protect and improve water quality, and enhance natural resources. Approved by the Executive Manager of Public Works.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2012	2012	2023

**Plan:** Urban Forest Management Plan

**Description:** Provides direction to manage trees within city limits.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
1992	N/A	2022

**Plan:** Vision Zero Action Plan

**Description:** Based on a 2016 Council-adopted resolution which set a goal of zero fatalities or serious injuries on Eugene's transportation system. This Plan was created by a task force formed by the City Manager as directed by the resolution, which included community stakeholders and staff.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2018	N/A	2023

**Plan:** West Alton Baker Park Development Plan

**Description:** This plan guides development of the western portion of Alton Baker Park.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
1997	2001	2023

**Plan:** Wildlife Hazard Management Plan

**Description:** In accordance with FAR Part 139, Eugene Airport (EUG) recognizes the threat wildlife pose to aircraft operations and takes measures to minimize this threat. The Wildlife Hazard Management Plan purpose is to present recommendations and procedures to reduce threats posed by wildlife.

<b>Last Update:</b>	<b>Last Public Review:</b>	<b>Next Public Review:</b>
2018	N/A – Administrative Function	N/A – Administrative Function

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# Greenhouse Gas Emissions Summary

## Overview

### Overview

The City's capital infrastructure, as well as materials, standards, and needs vary across program areas. The City is responsible for building and maintaining diverse capital assets including streets, parks, buildings, pools, wastewater and stormwater systems, runways, bike paths, and more while balancing impacts on the environment. When planning for future capital maintenance or new infrastructure, reducing emissions is one of many priorities that can impact project implementation.

The FY20-25 CIP incorporated estimated Greenhouse Gas (GHG) metrics for CIP projects, where feasible, in accordance with a motion from the Budget Committee and the City's overall commitment to reduce GHGs. Not every project in the CIP has a GHG estimate, and metrics currently do not account for indirect impacts, such as behavioral changes, that may occur as a result of a project. If no direct GHG impact estimate is included, an explanation has been provided.

Eugene City Council approved Eugene's Community Climate Action Plan 2.0 (CAP2.0) in July 2020. The CAP2.0 formalized the practice of including GHG emissions into the CIP through Action C2<sup>1</sup>. The CIP also implements programs and projects prioritized by the CAP2.0 including capital projects from the Transportation System Plan and facilities upgrades that improve energy efficiency and/or reduce energy use.

As stated in the CAP2.0, emissions from transportation fuels make up 53% of Eugene's local emissions. Transportation emissions are primarily from the local combustion of gasoline and diesel fuels used in vehicles. The Climate Recovery Ordinance and the 2035 Transportation System Plan (TSP) both include a goal to reduce fossil fuel use by 50% by 2030. Also related to the commitment to climate recovery and reduced fossil fuel consumption, the 2035 TSP includes a goal to triple the number of trips made by transit, bicycling, or walking by 2035. With these goals in mind, the 2023-2029 CIP includes a range of transportation projects that support and enhance infrastructure used by people who walk, ride bikes, and use transit through a combination of City, state, and federal funds.

### GHG Metrics

The GHG reporting unit for all projects is metric tons of CO<sub>2</sub>e, or carbon dioxide equivalent. CO<sub>2</sub>e is a unit for expressing different GHGs as a common unit, and it signifies the amount of CO<sub>2</sub> that would have an equivalent global warming impact. The estimates, where applicable, reflect GHG emissions from embodied energy, or the energy used to extract materials and manufacture goods. An example of embodied energy includes the energy used to produce and transport construction materials such as asphalt, steel, and concrete. The GHG metrics, where applicable, also provide information on operational GHGs, or GHG emissions from City-owned facilities and City operations, such as from heating buildings. As mentioned, the GHG estimates focus on direct impacts of CIP projects and do not attempt to measure the indirect impacts.

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<sup>1</sup> CAP2.0 Action C2: The City of Eugene will continue to develop and improve GHG tracking and reporting in the Capital Improvement Program (CIP), which was first incorporated in 2019. The goal of this action is to provide decision-makers quality information about the GHG impact of materials and design choices so that they can better incorporate considerations about the impact of climate change into the decision-making process. The CIP is updated every two years.

# Greenhouse Gas Emissions Summary

## Overview

Most projects in the 2023-2029 CIP are rehabilitation, replacement, and/or improvements to the City's existing capital infrastructure. The marginal change to GHG emissions from operating and maintaining upgraded capital assets over their useful life is anticipated to be minimal compared to similar unimproved assets. For example, GHG emissions related to the operations and maintenance of a newly paved street are similar to a street that is in need of repair – both need sweeping and cleaning and result in comparable emissions. As a result, GHG estimates related to the operations and maintenance of a capital asset over its useful life have not been calculated.

### GHG Reporting and Calculations

GHG information by project refers to either operational GHGs – emissions from ongoing operations – or the GHGs due to project construction activity – but not both. GHG reporting differentiated between operational emissions and emissions from construction to focus on the most meaningful GHG impacts that could be estimated across a variety of infrastructure projects. For example, many paving projects are GHG intensive due to materials and construction but have little to no impact on emissions from City operations. Conversely, building system projects may have very little construction GHGs, but can impact operational emissions on an ongoing basis. Staff have taken into account the different sources of GHG emissions and reported the most meaningful GHG metrics based on the type of project and tools available to produce estimates. These GHG metrics are reported in the *GHG Summary Table*.

Column two of the *GHG Summary Table* shows the calculated GHG emissions from construction. To produce GHG estimates from project construction, staff used a tool previously developed by a third-party contractor, as well as existing organizational knowledge of projects and operations.

Column three of the *GHG Summary Table* shows the net change to operational GHGs for those Facilities projects that have estimates. To calculate operational GHGs, a baseline estimate of GHG emissions prior to the project was produced, followed by an estimate of the annual operational GHGs as a result of the project. The net change is shown in column three of the *GHG Summary Table*, which shows the difference between the baseline estimate and the estimate after project completion.

There are three primary reasons why GHGs have not been calculated for a number of projects, shown in columns four through six of the *GHG Summary Table*. First, for CIP projects that are a capital program or category of projects, such as General Site and Facility Improvements, the sources of GHG emissions are not readily identifiable and estimates have not been included. For some capital programs that represent similar projects, such as the Drywell Elimination Program or Community Sewers Rehabilitation, GHG emissions estimates are provided where feasible.

Second, in the category shown in column five, staff were not able to calculate GHG emissions in some instances because not enough information was known about the project to produce reliable estimates. Some projects have not been fully scoped, have insufficient details, or may be in an early planning stage. Thus, the information needed to calculate a GHG estimate is unknown. Marked in column six are a number of smaller buildings and facilities projects that were deemed to have minimal GHG impacts, leading staff to focus efforts on projects with the most significant changes to GHGs. Finally, a variety of other reasons limited the ability to calculate GHG emissions for some projects. For example, the Affordable Housing Program project involves the purchase of land, which

# Greenhouse Gas Emissions Summary

doesn't entail construction or operations. These projects are indicated in the far-right column of the *GHG Summary Table*.

## Greenhouse Gas Emissions by Program Area

The section following the *GHG Summary Table* provides a brief update on important initiatives, construction principles, planning techniques, materials utilized, efficiency standards, and other efforts to reduce emissions by program area. These additional GHG analyses are intended to provide more context on emissions across diverse services and summarize how staff are working to reduce emissions in various ways. These narratives are not intended to be comprehensive descriptions of all past or future actions to reduce emissions. The GHG analysis for each CIP program area includes:

- A description of the primary sources of emissions;
- Actions being taken to reduce emissions;
- Additional information on 2023-2029 CIP projects that exemplify emissions reduction efforts; and
- Opportunities to reduce emissions with future program efforts, projects or changes in construction techniques, technology, or planning initiatives.

The Council-approved Climate Action Plan 2.0 provides a roadmap to Eugene's climate action for the next 5-10 years. The integration of the CAP2.0 and Climate Recovery Ordinance into the CIP builds on Eugene's legacy of climate action and commitment to reduce GHGs and fossil fuel use. To learn more about Eugene's climate work visit our website at <https://www.eugene-or.gov/4284/Climate-Action-Plan-20>.



# Greenhouse Gas Emissions Summary

Project Title	Est. GHGs from Project Construction	Operational GHG Change	Reason for GHGs Not Calculated			
			Ongoing Capital Program	Project Details Not Available	Minimal GHGs	Other (Planning or Land Acq. Project)
<b>Airport</b>						
Taxiway Charlie/Mike Rehabilitation	3,459.8	0.0				
Reconstruct Concourse C Apron	2,238.0	0.0				
Existing Airport Power Supply Relocation	1,908.5	0.0				
Terminal Apron Concourse A Rehabilitation	1,400.0	0.0				
Public Access Road Improvements and Signage	1,240.5	0.0				
Widening Taxiways Juliet & Lima to Air Cargo Apron	746.4	0.0				
Wetland Mitigation 16L/34R	291.6	0.0				
Airport Improvement Projects	0.0	0.0	x			
Snow Removal Equipment (SRE) Sand Storage Facility	0.0	0.3				
Land Acquisition-Runway Protection Zone (RPZ)	0.0	0.0				x
Terminal Building: Concourse C Addition	0.0	0.0		x		
Terminal Seismic Upgrade	0.0	0.0				x
Demolition of Old Car Wash & Reclaim Parking Lot	0.0	0.0		x		
<b>Airport Subtotals:</b>	<b>11,284.8</b>	<b>0.3</b>				
<b>Parks and Open Space</b>						
Downtown Riverfront Plaza	510.0	0.0				
Santa Clara Community Park Phase 1	350.0	0.0				
Mattie Reynolds Park Development	160.0	0.0				
Delta Ponds Loop Trail Construction	106.0	0.0				
Martin Luther King, Jr. Park Renovation	80.0	0.0				
Lincoln School Park Renovation	80.0	0.0				
Site Renovations and Rehabilitation	0.0	0.0	x			
Neighborhood and Community Park Development	0.0	0.0				x
Street Tree Stocking and Planting Program	0.0	0.0	x			
Ferndale Park Development	0.0	0.0		x		
Parks Donation Projects	0.0	0.0	x			
Alton Baker Park Master Plan	0.0	0.0		x		
University Park Renovation	0.0	0.0		x		

\*All units in Metric tons of CO<sub>2</sub> equivalent (MtCO<sub>2</sub>e)

# Greenhouse Gas Emissions Summary

Project Title	Est. GHGs from Project Construction	Operational GHG Change	Reason for GHGs Not Calculated			
			Ongoing Capital Program	Project Details Not Available	Minimal GHGs	Other (Planning or Land Acq. Project)
<b>Parks and Open Space (continued)</b>						
Golden Garden Park and Sports Complex Phase 1	0.0	0.0		x		
Parkland Acquisition	0.0	0.0	x			
Tugman Park Renovation	0.0	0.0		x		
Trainsong Park Renovation	0.0	0.0		x		
West Bank Park	0.0	0.0		x		
Eugene Parks Foundation Capital Campaign	0.0	0.0	x			
Washington Jefferson Park Master Plan	0.0	0.0				x
Scobert Gardens Renovation	0.0	0.0		x		
<b>Parks and Open Space Subtotals:</b>	<b>1,360.0</b>	<b>0.0</b>				
<b>Public Buildings and Facilities</b>						
Fire and Police Training Building Roof and First Floor HVAC	0.0	(4.5)				
Fire Station 10 Roof and HVAC	0.0	(2.3)				
Petersen Barn Repairs and HVAC	0.0	(1.9)				
Eugene Police Department Headquarters Window Replacement	0.0	(0.6)				
Library Lighting Controls Study and Upgrade	0.0	(0.4)				
Atrium Building Improvements	0.0	0.0	x			
Roosevelt Yard Site Renovation and Rehab	0.0	0.0	x			
Facility Management Building 1 and 4 Roof Replacement	0.0	0.0			x	
Eugene Police Department Headquarters Siding Repairs	0.0	0.0			x	
Eugene Police Department Headquarters Parking	0.0	0.0			x	
Eugene Fire Department Paving Repairs	0.0	0.0			x	
Amazon Pool 50 M Hydrazzo Study	0.0	0.0			x	
Amazon Pool GHG Study and Upgrades	0.0	0.0				x
<b>Public Buildings and Facilities Subtotals:</b>	<b>0.0</b>	<b>(9.8)</b>				
<b>Stormwater</b>						
North Gilham Capacity and Water Quality Improvements	373.0	0.0				
East Santa Clara Waterway Restoration	243.0	0.0				

\*All units in Metric tons of CO<sub>2</sub> equivalent (MtCO<sub>2</sub>e)

# Greenhouse Gas Emissions Summary

Project Title	Est. GHGs from Project Construction	Operational GHG Change	Reason for GHGs Not Calculated			
			Ongoing Capital Program	Project Details Not Available	Minimal GHGs	Other (Planning or Land Acq. Project)
<b>Stormwater (continued)</b>						
Splash Pad Retrofits	200.0	0.0				
Trainsong Park Stormwater Retrofit	186.0	0.0				
Tugman Creek Stormwater Restoration	177.0	0.0				
Amazon Creek Restoration	168.0	0.0				
Roosevelt Yard Water Quality Retrofit	149.0	0.0				
North Delta Highway Stormwater Rehabilitation	142.0	0.0				
Chad Drive Stormwater Retrofit	98.0	0.0				
Mill Street Water Quality Improvement	81.0	0.0				
Amazon Prairie Mitigation Bank	74.0	0.0				
Tip Up Replacement	72.0	0.0				
Drywell Elimination Program Exeter Area Phase 2	61.0	0.0				
Emerald St and Onyx St (22nd-24th Ave) Stormwater Replacement	60.0	0.0				
East Ridge Village Stormwater Retrofit	54.0	0.0				
North Terry Street Drainage Improvements	41.0	0.0				
Willow Corner Adaptive Management	37.0	0.0				
Atlantic Street and Pacific Avenue Repair	37.0	0.0				
6th Avenue Stormwater Retrofit	35.0	0.0				
Adams Street 12th Avenue to 13th Avenue Stormwater Replacement	35.0	0.0				
Drywell Elimination Program Autumn Area Phase 2	30.0	0.0				
Willamette Street (13th to 14th Avenue) Stormwater Rehabilitation	27.0	0.0				
Safety Enhancement for Water Quality and Flow Monitoring	19.0	0.0				
Stormwater System Rehabilitation	0.0	0.0	x			
Stream Restoration and Stabilization	0.0	0.0	x			
Water Quality Facilities	0.0	0.0	x			
Stormwater Services for New Development	0.0	0.0	x			

\*All units in Metric tons of CO<sub>2</sub> equivalent (MtCO<sub>2</sub>e)

# Greenhouse Gas Emissions Summary

Project Title	Est. GHGs from Project Construction	Operational GHG Change	Reason for GHGs Not Calculated			
			Ongoing Capital Program	Project Details Not Available	Minimal GHGs	Other (Planning or Land Acq. Project)
<b>Stormwater (continued)</b>						
Stormwater Basin Master Plan Update	0.0	0.0				x
Alton Baker Canoe Canal Enhancement Planning	0.0	0.0				x
Checkermallow Weir Retrofit Planning	0.0	0.0				x
Golden Gardens A2 Channel Restoration Planning	0.0	0.0				x
<b>Stormwater Subtotals:</b>	<b>2,325.0</b>	<b>0.0</b>				
<b>Transportation</b>						
Pavement Preservation Program	9,935.0	0.0				
11th Avenue: Charnelton Street to Grant Street Paving	2,276.0	0.0				
Franklin Boulevard: 11th Avenue to Walnut Street Paving	1,829.0	0.0				
Franklin Boulevard: A Partnership to Rebuild and Revive a Corridor	1,829.0	0.0				
24th Avenue, Hilyard Street, and Alder Street Paving	1,780.0	0.0				
Carmel, Brewer, Linnea, Monterey, Tarpon, Lemming, and Norwood Paving	1,228.8	0.0				
Bailey Lane: Bogart Ln to Luella St Paving	788.0	0.0				
Coburg Road Viaduct Load Strengthening	640.0	0.0				
West Bank Path Extension, Beaver Street to Admiral Street	530.0	0.0				
Goodpasture Island Road Bridge Seismic Retrofit	493.0	0.0				
East Broadway Street Paving	320.0	0.0				
Goodpasture Island Road Bridge Repairs	296.0	0.0				
Traffic Signal Strain Pole Replacement	275.0	0.0				
Safe Routes to School Program: Howard Elementary School - Pedestrian Path	224.0	0.0				
18th Ave. and Hilyard Street Intersection Safety	200.0	0.0				
Bailey Hill Road at Bertelsen Road Roundabout	190.0	0.0				
Oak Street Paving	180.0	0.0				
Oakway Road Protected Bike Lanes	170.0	0.0				
Sidewalk Access Ramp Upgrades	156.0	0.0				

\*All units in Metric tons of CO<sub>2</sub> equivalent (MtCO<sub>2e</sub>)

# Greenhouse Gas Emissions Summary

Project Title	Est. GHGs from Project Construction	Operational GHG Change	Reason for GHGs Not Calculated			
			Ongoing Capital Program	Project Details Not Available	Minimal GHGs	Other (Planning or Land Acq. Project)
<b>Transportation (continued)</b>						
Martin Luther King Jr. Blvd. Transit & Safety Improvements	150.0	0.0				
Chambers St. Safety Improvements, 2nd Ave. to 28th Ave.	140.0	0.0				
Regional Bicycle Enhancements (CLMPO)	91.0	0.0				
Traffic Signal Controller Replacement	40.0	0.0				
2024 Slurry Seals and Local Street Repairs	10.0	0.0				
2025 Slurry Seals and Local Street Repairs	10.0	0.0				
Annual Slurry Seals and Local Street Repairs	10.0	0.0				
Traffic Calming / Neighborhood Livability	0.0	0.0	x			
Traffic Operations Improvement Program	0.0	0.0	x			
Projects Supporting the Transportation System Plan	0.0	0.0	x			
Active Transportation Projects Funded by Street Bond	0.0	0.0	x			
River Road - Santa Clara Pedestrian & Bicycle Bridge	0.0	0.0				x
Climate Action Planning and Tree Planting	0.0	0.0				x
<b>Transportation Subtotals:</b>	<b>23,790.7</b>	<b>0.0</b>				
<b>Wastewater</b>						
West 11th Avenue and Crow Road Wastewater Extension	922.0	0.0				
S. Bertelsen Road Wastewater Rehabilitation	143.0	0.0				
Stewart Road Wastewater Rehabilitation	124.0	0.0				
West 11th Alley Wastewater Rehabilitation	90.0	0.0				
Lone Oak & Division Wastewater Capacity Enhancements	89.0	0.0				
Irving Wastewater Capacity Enhancements	53.0	0.0				
West Enid Wastewater Capacity Enhancements	40.0	0.0				
Van Ness Wastewater Capacity Enhancements	40.0	0.0				
Park Avenue Wastewater Improvements	31.0	0.0				

# Greenhouse Gas Emissions Summary

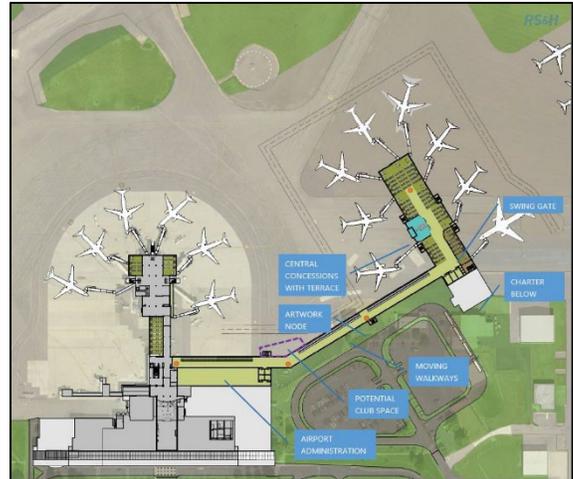
Project Title	Est. GHGs from Project Construction	Operational GHG Change	Reason for GHGs Not Calculated			
			Ongoing Capital Program	Project Details Not Available	Minimal GHGs	Other (Planning or Land Acq. Project)
<b>Wastewater (continued)</b>						
Longview Wastewater Rehabilitation	27.0	0.0				
100+ Year Pipe Rehabilitation and Replacement	23.0	0.0				
Franklin Boulevard Wastewater Rehabilitation	23.0	0.0				
Flexible Wastewater Pipe Connections for Seismic Resiliency	17.0	0.0				
Wastewater Lateral Replacement	16.0	0.0				
Wastewater System Rehabilitation	0.0	0.0	x			
Wastewater Services for New Development	0.0	0.0	x			
Pump Station Rehabilitation	0.0	0.0	x			
500 Year Flood Wastewater Retrofit	0.0	0.0				x
<b>Wastewater Subtotals:</b>	<b>1,638.0</b>	<b>0.0</b>				

\*All units in Metric tons of CO<sub>2</sub> equivalent (MtCO<sub>2</sub>e)

## Greenhouse Gas Emissions Summary

The 2018 Airport Master Plan update is a 20-year forward-looking comprehensive study of multiple data points relating to the Eugene Airport (EUG) and surrounding area. The plan aligns the Eugene-Springfield Metropolitan Area General Plan, the Envision Eugene Comprehensive Plan, and the Eugene 2035 Transportation System Plan. Several environmental resource categories were studied as part of the Airport Master Plan, including the climate.

The Eugene Airport Master Plan includes a section on existing environmental conditions and the following statement on aviation activities related to emissions and the climate:



*Preliminary terminal expansion plan*

*Activities that require fuel or power are the primary stationary sources of greenhouse gases (GHGs) at airports. Aircraft and ground access vehicles that are not under the control of an airport typically generate more GHG emissions than airport-controlled sources. The majority of GHG emissions at airports are generated by aircraft and ground service vehicles (GSE). For aircraft and ground access vehicles (GAV), three key pollutants (CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O) are released as emissions.*

### Implementing Emissions Reductions

As described above, the Airport is limited in its ability to control the major sources of emissions from air travel. However, the airport management team is committed to implementing sustainability initiatives for both operations and capital projects, with specific initiatives in the areas of energy conservation, air and water quality, and waste management and recycling.

In a competitive process, Airport staff applied for and was selected as one of two airports in the nation for the pilot project for Airport Cooperative Research Program (ACRP) Guidebook for Developing a Zero or Low Emission Roadmap. This pilot project began in June 2020 and finalized in November 2020. The roadmap is a living document guiding Airport staff on achieving emission goals.

Highlights of the current draft Roadmap:

- A baseline GHG emissions inventory for Scope 1 and 2 emissions at EUG was performed in house using the Airport Carbon and Emission Report Tool (ACERT).
  - o Airport GHG inventory as of 2019 equaled 543.8 metric tons of carbon dioxide equivalent (CO<sub>2</sub>e)
  - o Source of emissions was 62% natural gas, 21% vehicles and equipment, 11% electricity, and 6% other. Other sources less significant include fire training, glycol, and emergency generator use.
- Participating in the nationwide Good Traveler program, the airport contributes to the current carbon neutrality for City operations that was first achieved with offsets in 2020.
  - o As of fall 2022, the program had offset over 116,000 metric tons of carbon, the equivalent of neutralizing over 690 million passenger flight miles.

## Greenhouse Gas Emissions Summary

- The airport has set a goal of net-zero carbon by 2035.
- The airport has set a long-term goal to be carbon free by 2050.
- Current Strategies for achieving goals include:
  - o Continue energy efficient lighting upgrades indoors and outdoors
  - o Solar panels onsite to offset grid electricity
  - o Upgrade building insulation and expand current Building Automation System
  - o Conduct ASHRAE Level 2 or 3 energy audits
  - o Electrify airport fleet vehicles
  - o Install public EV chargers

This roadmap process has allowed the Airport to better define future goals for reducing emissions. The Eugene Airport Master Plan identifies the short-term and long-term future planning projects at EUG, all of which undergo an environmental review process. Incorporating this low-zero emission roadmap into that review process will support the reduction of GHG emissions related to our goals.

Energy efficiency measures have been a long standing and an ongoing process at the Airport to reduce waste in electricity, natural gas, and water resources. As capital projects are implemented, energy efficient lighting, HVAC upgrades, building automation system upgrades, and low flow faucets are also installed simultaneously to improve efficiencies in a cost-effective manner. Additionally, the Airport Master Plan includes an environmental analysis to advise the Airport of potential environmental impacts from activities and future infrastructure developments. The environmental analysis identifies the key and applicable environmental impact categories as described by the Federal Aviation Administration (FAA).

### Making Progress

To meet federal grant requirements, paving projects must adhere to FAA standards, including those that require fuel-resistant hot mix asphalt (HMA) pavement, which is more GHG-intensive than the warm-mix asphalt that is used for many streets throughout the City. Landside improvements at the Airport, including roads, parking lots, and rental car facilities, allow the use of warm mix asphalt and 30% recycled asphalt.

In an effort to reduce the Airport's consumption from the local power grid, and to reduce GHG impact of airport activity, the new Quick Turn Around (QTA) rental car wash facility, currently under construction, will incorporate the use of roof-mounted solar panels.

The 2023-2029 CIP includes six Airport pavement preservation and maintenance projects and two construction projects. The Public Access Road Improvements and Signage, Terminal Apron Concourse A Rehabilitation, Concourse C Apron Reconstruction, Taxiway Charlie/Mike Rehabilitation, Existing Airport Power Supply Relocation, and Widening of Taxiways Juliet and Lima projects note GHG estimates for construction only; no changes to operational GHGs are expected, as these projects rehabilitate existing paved surfaces. The GHG estimates for the new Snow Removal Equipment/Sand Storage Facility assume that it will be an electrically heated facility.

## Greenhouse Gas Emissions Summary

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GHG estimates for several other projects, including Terminal Building: Concourse C Addition, Demolition of Old Car Wash & Reclaim Parking Lot, and Misc. Airport Improvement Projects have not been calculated as it is too early in the lifecycle of these projects to determine reliable estimates.

### Future Opportunities to Reduce Emissions

The Airport Terminal Planning Study and the Terminal Building: Concourse C Addition projects offer significant opportunities for green building. The Terminal Planning Study affords the opportunity to plan, design, construct, and commission a new Concourse C, utilizing best practices in energy and water use, indoor environmental quality, and materials selection. While it is too early in the planning phase to estimate GHGs for a new concourse, there will likely be opportunities to lessen GHG emissions as a result of construction-related activities as well.

As part of the Airport Master Plan process several additional environmental and sustainability studies were commissioned. Energy audits were conducted at buildings on the airfield including the Airport Administration Building, Air Cargo Building, Snow Removal Equipment Building, and Terminal Building. Several low-cost utility conservation opportunities were identified, encouraging a potentially short timeline for improvements and a precedent for long-term capital planning efforts.

A solar feasibility study was also conducted, identifying opportunities to develop a solar project that is compatible with existing and long-term growth of aviation activities at the Eugene Airport. Currently, solar power is comparatively expensive to existing power sources in Oregon, with solar investments carrying a 30 to 40-year payback period. However, a public-private partnership or grant funding will make such a project more feasible in the future.

## Greenhouse Gas Emissions Summary

## Parks and Open Space

### Overview

Parks and Open Space owns and stewards over 5,200 acres of land, approximately 4,300 acres of which are in natural area parks. These parks are managed to maximize ecosystem benefits while supporting public use, habitat, and other needs. This connected system of parks, vegetated stormwater facilities, and urban forest support natural processes that improve air and water quality, sequester carbon, and help the City and residents mitigate and adapt to climate change impacts.

With approximately 80% of Parks and Open Space land designated as natural area parks, the majority of the system's greenhouse gas impacts, and commensurate efforts to reduce emissions, are attributable to the remaining 900 acres of developed park areas. Emissions related to developed park areas are largely the result of park construction materials, and construction and maintenance activities.

The need for accessibility for users of all abilities, and the provision of pedestrian and bicycle connections to and through parks, necessitates the use of concrete or asphalt surfacing - both of which produce high GHG emissions in their manufacture. In addition, most park amenities, such as benches, tables, lighting, and playground equipment, are often made of steel or other GHG-intensive materials. Construction equipment and methods also have additional GHG impacts, adding to the environmental footprints of new construction in the City's parks.



*Concrete path through Skinner Butte Park*

### Implementing Emissions Reductions

As stewards of thousands of acres of highly valued public open space, and hundreds of thousands of trees, Parks and Open Space staff prioritize the current and future health of the environment in their work, culture, and values. Staff regularly look for more efficient, innovative, and environmentally friendly equipment, tools, processes, and construction methods. Additionally, the integration of walking, biking, and jogging paths in the City's parks is an important ingredient for reducing emissions community-wide by increasing the connectivity of spaces for bicyclists and pedestrians.

### Making Progress

The 2023-2029 CIP has several Parks and Open Space projects that will help the City reduce GHG emissions over the long-term by identifying more sustainable park maintenance practices and resources for capital infrastructure. These projects include:

*Park Irrigation Improvements:* With funding from the 2019 Bond, Parks and Open Space has embarked on a system-wide irrigation water use assessment and subsequent strategic upgrade of irrigation systems. Concurrently, Parks and Open Space is developing a water conservation and drought management plan as part of our Salmon-Safe certification conditions. Transforming

## Greenhouse Gas Emissions Summary

## Parks and Open Space

identified turf areas to lower maintenance, higher habitat value parcels with reduced irrigation and staff site visits is a key goal of this effort.

*Park Lighting Improvements:* The 2019 Parks and Recreation Bond identified \$4.8 million in park lighting projects to improve night-time safety along bike and pedestrian paths in both community and neighborhood parks. While the installation of these systems is relatively carbon intensive (involving steel fixtures and concrete bases), all the renovated or new light fixtures are fitted with light-emitting diode (LED) bulbs. These bulbs use 75% less energy to light the same area as incandescent bulbs, last much longer, and require significantly less frequent maintenance. These lighting projects will construct new systems where there is no lighting and replace out-of-date, high-energy use, and failing lighting systems with more durable and energy-efficient fixtures; a standard for the City. Solar-powered lighting is also being considered in some locations. Increased use of alternate modes of transportation will also likely be realized by lighting previously unlit sections of Eugene's bicycle and pedestrian path system.

*Green Infrastructure Section:* The Green Infrastructure Section of Parks and Open Space is focused on ecosystem services located primarily within the right-of-way, including vegetated stormwater facilities, medians, and public street trees. These vital elements of green streets increase livability, promote clean air and water, and serve as corridor connections for people utilizing alternative modes of transportation and wildlife. Since the formation of this section in FY19, staff has created a full inventory of the Green Infrastructure System using mobile technology, which has significantly improved maintenance efficiencies. Design and maintenance standards, as well as conditions ratings, have been established for medians and stormwater treatment swales to assure functionality over time. With additional funding, new street trees are being planted every year with a goal of 30% canopy cover by 2030. Street tree maintenance is now on a 10- to 14-year cycle, assuring long-term health of Eugene's over 100,000 street trees that are critical to pollution reduction and shade in urban environments. The combination of these programs into a focused system of assets has reduced GHG's generated by maintenance activities and increased the overall health of the public Urban Forest.

*Park Renovations and New Park Development:* All new and renovated parks are designed using durable construction techniques and materials for maximum life span and to minimize operational costs over time. Green infrastructure is included in all projects to improve water quality and stormwater management within and through Eugene's parks and open spaces. Eugene's Salmon-Safe certification now requires that park construction projects meet a specific set of standards and requirements, many of which are consistent with reductions in GHG emissions. All new park projects work to meet or exceed the design goals within the Salmon-Safe standards. As part of this framework, sharing and re-use of construction materials and resources is also emphasized to minimize costs and waste.

## Greenhouse Gas Emissions Summary

## Parks and Open Space

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### Future Opportunities to Reduce Emissions

*Picture. Plan. Play.:* The Council adoption of the Parks and Recreation System Plan in 2018 charted a new path forward in identifying and prioritizing renovation, expansion, and stewardship of Eugene’s cherished parks and open spaces. Specific policies within the plan continue to guide staff’s approach to project prioritization and innovative design. Policy #3 states, “Parks and Recreation facilities shall be planned, constructed, and maintained to meet the highest standards of accessibility, environmental outcomes, and natural disaster resiliency as is practical. Utilize Salmon-Safe Standards, the City’s Integrated Pest Management policy, and the City’s Climate and Energy Action Plan, among others, as resources.”

*Tree Planting Program:* Eugene’s Urban Forest and tree canopy cover has been reduced over the last several years due to environmental changes, large storm events, and select development pressures. Parks and Open Space manages the planting of over 1,500 trees every year through a variety of programs dedicated to clean water, clean air, habitat restoration, and carbon sequestration. The programs involved in this work include the Volunteer in Parks Program, the Friends of Trees Street Tree program, Urban Forestry, Ecological Services, and Natural Areas Operations. In addition, starting this year all City Capital Improvement Projects will include funding to assure that at least one tree is planted for every tree removed out of necessity or poor health across the capital projects program.

## Greenhouse Gas Emissions Summary

## Public Buildings and Facilities

### Overview

The primary source of the City's operational GHG emissions are related to heating air and water with natural gas for use in public buildings and pools. Heating, ventilation, air, and conditioning (HVAC) systems require a significant investment to replace or upgrade and often have a useful life between 15 and 30 years. As a result, replacement of these systems is generally infrequent.

The overall GHG reduction strategy for public buildings and facilities is to target systems for replacement that are due, or coming due in the near future, and to upgrade with more efficient systems that have significantly lower, or zero, GHG emissions.



*Renovated Echo Hollow outdoor pool*

### Implementing Emissions Reductions

Public Buildings and Facilities GHG reduction strategies are outlined in the 2017 Greenhouse Gas Reduction Analysis provided by SOLARC Energy Group. Strategies include retro commissioning of existing buildings, implementation of more efficient systems and technology, and fuel switching from natural gas to electricity – which is often derived from renewable sources in Oregon such as hydro power.

The City has recently completed HVAC upgrades at Echo Hollow Pool, Sheldon Pool, and Campbell Community Center, along with several other projects, that have significantly reduced GHG emissions through the reduction of natural gas use and implementation of more efficient electric systems. All three of the recent Recreation projects are expected to meet LEED Silver accreditation as well.

Consistent with the building and facility GHG reduction strategies, the City will continue to conduct additional studies to determine the feasibility of converting more natural gas-powered heating systems to electric. The 2017 Greenhouse Gas Reduction Analysis also recommends continuing with energy efficiency measures by evaluating smaller heating systems for conversion to electric when due for replacement, implementation, and optimization of direct digital controls (where feasible), installation of solar panels to pre-heat water, conversion to more efficient on-demand water heaters, and development of operational strategies such as using pool covers to reduce heat loss and evaporation.

### Making Progress

The 2023-2029 CIP has several facilities projects that will help the City reduce GHG emissions by implementing more energy efficient equipment and materials, including:

*HVAC Replacement (R-22 Refrigerant):* This project will replace R-22 HVAC refrigerant, a chemical with high global warming level potential, in multiple City buildings. The City's HVAC equipment

## Greenhouse Gas Emissions Summary      Public Buildings and Facilities

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that still uses this type of refrigerant is beyond the industry standard with an expected service life of 15 years. Prioritizing equipment replacement with this project presents multiple opportunities to reduce the City's operational GHG emissions. New equipment is more efficient, leading to an estimated 28% reduction of annual operational GHGs across the buildings targeted with this project. Additionally, elimination of the R-22 refrigerant further reduces the potential for future GHG emissions.

*Amazon Pool GHG Study and Upgrades:* This project will study the feasibility of converting Amazon Pool's primary heating source from natural gas to an electric system, similar to the recent upgrades at Echo Hollow Pool and Sheldon Pool. Since pools are the City's highest energy use facilities and one of our key areas of focus for GHG reductions, the project could result in significant GHG savings.

*Fire and Police Training Building Roof and First Floor HVAC, Fire Station 10 Roof and HVAC, Petersen Barn Repairs and HVAC:* All three projects will include energy efficiency upgrades to HVAC systems and reduce or eliminate the use of natural gas, which will help further reduce building GHG emissions.

### **Future Opportunities to Reduce Emissions**

Continuation of HVAC equipment replacement and conversion to electric air and water heating will continue to be a focus for Public Buildings and Facilities projects. Additionally, energy efficiency measures, such as the use of on-demand water heating units, building envelop and roofing improvements, solar technology, automated building system controls, and retro-active commission work, will continue to be a priority where fuel switching from natural gas to electricity is not currently financially feasible.

# Greenhouse Gas Emissions Summary

## Stormwater

### Overview

The City's Stormwater capital improvement projects reflect the "Vision for Green Infrastructure" described in the program's adopted policies and in the Stormwater Basin Master Plans. Green infrastructure uses the beneficial flood control and water quality treatment characteristics of the natural landscapes to help meet stormwater management objectives. When the natural system is linked with the constructed system, the two form a coordinated drainage system of streams, ponds, streets, and pipes.



*Stormwater planter on Hilyard Street*

The primary sources of greenhouse gas (GHG) emissions associated with stormwater capital projects are construction-related activities and materials, such as trench paving, construction of concrete structures (e.g., planter walls, curb, and gutter), manufacturing of storm drainpipe, and manufacturing of manholes and inlets. When stormwater projects are coordinated with other programs' projects, typically transportation projects, overall GHG impacts are minimized. Certain stormwater capital projects such as stream restoration and curb-side rain gardens will reduce GHGs primarily through the planting of vegetation which effectively acts as a carbon sink.

### Implementing Emissions Reductions

Capital projects are prioritized for implementation using a set of weighted criteria, including attention to actions that would reduce GHG impacts or result in a net reduction; projects that protect and restore natural watershed functions through infiltration, natural filtration, and habitat improvements; and projects that improve the efficiency of maintenance activities which reduces GHGs associated with fuel use by maintenance equipment. The resulting activities are summarized as:

- Combining stormwater pipe replacements and system retrofits with transportation projects, thereby reducing overall GHGs by limiting overlapping or repetitive impacts from separate projects;
- Increasing use of low-impact development (LID) designs that emphasize watershed restoration, including stabilizing and vegetating stream banks, managing runoff with rain gardens and swales, and planting trees in order to provide many ecosystem services. As they grow, the vegetation also helps mitigate the impacts of climate change from greenhouse gas emissions through carbon sequestration, removes carbon dioxide from the air, stores carbon in the soil, and releases oxygen back into the atmosphere; and
- Improving the resiliency of the public stormwater system to the effects of climate change through LID facilities, which are intended to mimic the pre-development hydrologic regime.

# Greenhouse Gas Emissions Summary

# Stormwater

## Making Progress

The 2023-2029 CIP includes stormwater projects that will reduce GHGs and increase the stormwater system's resiliency in response to climate change:

*Drywell elimination program projects:* Most of the drywell elimination projects construct low-impact development facilities for stormwater management which act as a carbon sink and improves the resiliency of the system in large storm events.

*Stream restoration projects:* Such projects include the Amazon Creek Restoration, and the East Santa Clara Waterway Restoration. Though this type of project emits GHGs through the use of construction equipment, the reestablishment of natural creek function, soil, and plants have an ongoing long-term reduction in GHGs. Restored channels also should slow the flow of the waterway, reducing the impacts from impermeable surface runoff and increasing the system resilience to better respond to the more intense storm events associated with climate change.

*Stormwater system rehabilitation, retrofits, and repairs:* Rehabilitation projects will continue to be selected to reduce ongoing maintenance and will be coordinated with transportation (paving) projects, thereby reducing overall GHG impacts. More efficient maintenance improves system resiliency, reduces fuel use by fleet vehicles, and lowers greenhouse gas emissions.

## Future Opportunities to Reduce Emissions

Tools and data for estimating GHG impacts of stormwater capital projects and GHG reductions associated with green infrastructure will continue to improve, enabling the City to incorporate climate change criteria into its project planning, prioritization, scoping, and construction. Currently, to the degree stormwater projects are coordinated with transportation projects, GHG impacts are minimized, and to the degree stormwater projects incorporate LID concepts and vegetation enhancements, a net reduction in GHG emissions will result. Specific opportunities to further reduce emissions include:

- Elevating project selection criteria related to meeting Climate Recovery Ordinance goals. Stormwater capital project prioritization criteria is evaluated every two years for potential updates;
- Tracking the location and extent of stormwater green infrastructure projects in a way that allows information to be centralized and easily accessible so that planners, managers, policymakers, and the public can utilize it in setting future targets, planning future actions, and measuring success among a variety of natural resource goals, including reducing GHGs;
- Continuing to seek opportunities to implement green streets concepts - alternatives to the more traditional curb/gutter/piped approach to managing roadway runoff;
- Continuing to seek opportunities to coordinate stormwater projects with transportation and other projects for lower overall GHG impacts, greater efficiencies, and lower costs; and
- Continuing collaboration with the Urban Forestry section to identify potential tree planting sites along capital projects to align with the urban forestry goals in the Climate Action Plan 2.0.

# Greenhouse Gas Emissions Summary

# Transportation

## Overview

The City looks to reduce emissions in its transportation programs through multimodal planning and project implementation, innovative construction techniques, and updating traffic signal system technology and timing.

## Implementing Emissions Reductions

The City continues to implement transportation projects that promote safe and efficient multimodal travel options for people while reducing greenhouse gas (GHG) emissions from construction through innovative construction methods.

A large percentage of the overall community's GHG emissions are related to gasoline and diesel fuels used for transportation. As a result, constructing a transportation system that facilitates multimodal travel options, supports safe and efficient travel, and provides a strong flow of goods and services through the City can have a large impact on the community's overall GHG emissions.



*A multimodal street*

The 2035 Transportation System Plan includes a “Complete Streets Policy” that calls for integrated transportation networks throughout the City that connect people walking, biking, and taking transit to work, as well as serve cars and the movement of freight. The City integrates this policy by including multimodal transportation improvements into CIP projects, by analyzing transportation needs, and where opportunities exist, by improving the safety and connectivity of low GHG forms of transportation (walking, biking, and transit). Additionally, traffic operations and signal projects are being implemented to update legacy technology with equipment that provides monitoring of real-time conditions and options to improve safety, coordination, and traffic flow.

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes. These processes include the use of reclaimed asphalt pavement and warm mix asphalt concrete, which is significantly less GHG-intensive than hot mix asphalt due to lower energy required to heat the asphalt to its production temperature. Additional efforts to reduce GHG emissions from paving projects include preserving streets before they need to be reconstructed, reusing existing materials on-site to the maximum extent feasible, and replacing Portland cement in concrete with less carbon-intensive materials to the extent feasible for the facility being constructed.

## Making Progress

The 2023-2029 CIP has several Transportation projects that demonstrate Eugene's innovative pavement construction practices as well as the City's multimodal leadership. These include:

## Greenhouse Gas Emissions Summary

## Transportation

*Lincoln Street Protected Bike Lanes and the Oakway Road Protected Bike Lanes projects:* these projects propose to expand the safe and connected network of bicycle facilities for people of all ages and abilities.

*Projects funded by the All Roads Transportation Safety Grant Program:* these projects focus on improving safety for all roadway users using a data-driven approach to achieve the greatest benefits to reducing crashes. For example, the Bailey Hill at Bertelsen Road Roundabout project and the Martin Luther King, Jr. Boulevard Transit and Safety Improvements project will construct facilities aimed at addressing safety for all street users, including transit use.

*Paving Projects:* The City monitors the condition of street pavements and enters information into a pavement management system that predicts how streets will degrade over time and when projects should be scheduled. In combination with testing the streets identified for treatment, this rating system helps the City maintain its streets in the most cost-effective and least resource-intensive way. Asphalt paving projects use the warm mix process and up to 35% recycled materials, which reduces emissions by approximately 35%. Concrete paving projects use Portland cement substitutes which reduce emissions up to 24%.

*Traffic Operations and Traffic Signal Projects:* these projects modernize signal equipment, improving system communication and adding features that increase safety and traffic flow. They also fund changes to the street system to promote connectivity and efficiency.

### Future Opportunities to Reduce Emissions

Greenhouse gas analysis work and estimating tools will continue to evolve, giving the City more certainty as to how projects and programs affect the transportation choices people make each day. Currently, tools allow for estimation of greenhouse gases from construction and energy use. More complicated tools, such as the Oregon Department of Transportation's Regional Strategic Planning Model, can analyze the impact of transportation outcomes, such as tripling the number of trips by bike. However, even complicated models are not yet able to estimate how projects individually or as a whole influence community transportation choice to reach this goal. The City will continue to explore GHG estimation and analysis tools as they develop, to help improve decision-making and outcome tracking.

As technology advances, real-time, intelligent transportation systems and traffic signal systems will improve, allowing for increased safety, coordination, and traffic flow. The costs for acquiring this technology will also decrease, allowing the City to implement more options to reduce delay and handle peak demands within the existing street system.

The transportation program has expanded the collaboration with the Urban Forestry section to identify potential tree planting sites along capital projects to align with the urban forestry goals in the Climate Action Plan 2.0. The intent is to plant street trees within the City's right-of-way and on City-owned properties as part of public infrastructure projects to help offset heavy, carbon intensive projects such as paving. Trees also provide societal and environmental value; the expanded canopy shade makes bike and pedestrian travel more appealing.

## Greenhouse Gas Emissions Summary

## Wastewater

### Overview

Capital wastewater projects focus on rehabilitating the existing pipe system in order to restore the water-tightness and structural integrity of the collection system. These projects focus on reducing the amount of groundwater and stormwater that flow into the wastewater collection system, increasing the carrying capacity of pipes, and reducing the quantity of flow to be treated at the regional treatment plant.

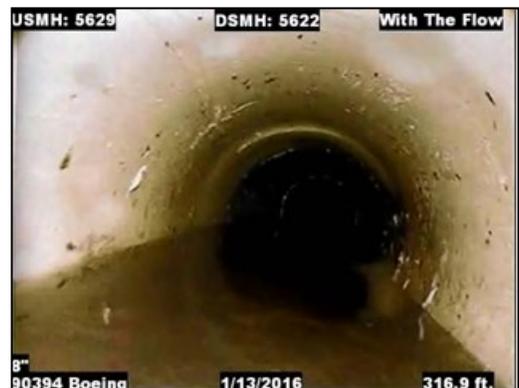
A large percentage of the community's GHG emissions associated with wastewater infrastructure are related to energy usage by pump stations and the treatment plant. As a result, projects that reduce the quantity of wastewater flow, and in turn reduce the run time of pump stations and the flows to be treated at the plant, can have a large impact on the City's overall GHG emissions.



*Concrete pipe with excessive groundwater flowing in through open pipe joints.*

### Implementing Emissions Reductions

The City looks to reduce emissions associated with wastewater infrastructure by rehabilitating existing aged and deteriorated collection system infrastructure to reduce excessive inflow from groundwater and stormwater. The primary method of rehabilitation consists of sealing the existing pipes, manholes, and public portion of adjacent services by in-place lining and chemical grouting. These methods are less expensive, have fewer impacts on the public, and have less associated GHG emissions than removing or abandoning existing infrastructure and constructing new facilities.



*Lined concrete pipe with sealed joints.*

Combining wastewater pipe replacements and system retrofits with transportation projects also provides opportunities to reduce GHG emissions by limiting overlapping or repetitive impacts from separate projects.

### Making Progress

The 2023-2029 CIP includes several Wastewater projects that demonstrate Eugene's rehabilitation practices. These include:

*Pump Station Rehabilitation:* These projects include upgrading pump stations to replace inefficient and outdated equipment with more energy efficient choices.

*Wastewater Rehabilitation Projects in the West Eugene and Churchill Neighborhoods:* These projects were identified based on a high level of inflow and infiltration into the respective wastewater collection systems during wet weather. All non-plastic pipes will be lined in-place, manholes will be sealed, and service laterals will be sealed to decrease the stormwater and groundwater inflows.

## Greenhouse Gas Emissions Summary

## Wastewater

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### Future Opportunities to Reduce Emissions

The City continues to update the wastewater hydraulic model to better identify capital project investments to reduce areas of high inflow and infiltration. Staff continue to add data to the model for further refinement in order to better target the locations with the most excessive wet weather flows that impact the wastewater system and prioritize rehabilitation to those locations. Additionally, through continued data collection, the City will be able to better correlate the reduction of inflow and infiltration with reduced energy usage and system capacity.

Projects that reduce ongoing maintenance and coordinate with transportation (paving) projects will also be prioritized, thereby reducing overall GHG impacts. More efficient maintenance improves system resiliency, reduces fuel use by fleet vehicles, and lowers greenhouse gas emissions.

The program has also begun to collaborate with the Urban Forestry section to identify potential tree planting sites along capital projects to align with the urban forestry goals in the Climate Action Plan 2.0.

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## Project Summaries

## CIP Total by Funding Status and Funding Source

		Biennium			
Funding	Fund Description	2023-2025	2025-2027	2027-2029	Total
<b>Airport</b>					
Identified	Airport Construction	\$8,570	\$71,900	\$500	\$80,970
Identified	Connect Oregon Grant	1,400	-	-	1,400
Identified	Customer Facility Charges	-	3,250	-	3,250
Identified	Federal Aviation Admin.	47,809	13,500	-	61,309
<b>Airport Total</b>		<b>57,779</b>	<b>88,650</b>	<b>500</b>	<b>146,929</b>
<b>Parks and Open Space</b>					
Identified	Eugene Parks Foundation	1,000	500	-	1,500
Identified	Hayes Trust	30	30	30	90
Identified	Oregon State Lottery Bonds	4,500	-	-	4,500
Identified	Oregon State Parks Local Govt Grant	879	-	-	879
Identified	Parks Maintenance	80	80	80	240
Identified	Parks SDC	5,840	7,874	4,250	17,964
Secured	General Capital Projects	1,041	1,085	1,129	3,255
Secured	Stormwater Utility - Capital	60	60	60	180
<b>Parks and Open Space Total</b>		<b>13,430</b>	<b>9,629</b>	<b>5,549</b>	<b>28,608</b>
<b>Public Buildings and Facilities</b>					
Secured	Atrium Fund	400	200	-	600
Secured	General Capital Projects	2,330	-	-	2,330
Secured	Road General Capital	870	470	470	1,810
Secured	Stormwater Utility - Capital	970	570	570	2,110
Secured	Wastewater Utility - Capital	370	370	370	1,110
<b>Public Buildings and Facilities Total</b>		<b>4,940</b>	<b>1,610</b>	<b>1,410</b>	<b>7,960</b>
<b>Stormwater</b>					
Identified	Stormwater SDC	1,400	1,100	1,100	3,600
Secured	Stormwater Utility - Capital	2,675	2,750	2,800	8,225
Secured	Wetlands Mitigation Bank	850	-	-	850
<b>Stormwater Total</b>		<b>4,925</b>	<b>3,850</b>	<b>3,900</b>	<b>12,675</b>
<b>Transportation</b>					
Identified	2017 Street Bond	135	-	-	135
Identified	City of Springfield	2,500	-	-	2,500
Identified	Federal Funds	30,800	1,653	-	32,453
Identified	LTD	5,000	-	-	5,000
Identified	Pavement Preserv. Capital	2,000	-	-	2,000
Identified	State of Oregon	448	-	-	448
Identified	Transportation SDC	8,404	2,816	5,366	16,586
Secured	2017 Street Bond	8,256	-	-	8,256
Secured	Pavement Preserv. Capital	4,200	6,200	6,200	16,600
Secured	Road General Capital	1,300	1,300	1,300	3,900
Secured	State of Oregon	1,057	-	-	1,057
Secured	Stormwater Utility - Capital	1,500	1,500	1,500	4,500
Secured	Wastewater Utility - Capital	300	300	300	900
<b>Transportation Total</b>		<b>65,900</b>	<b>13,769</b>	<b>14,666</b>	<b>94,335</b>
<b>Wastewater</b>					
Identified	Special Assessments Cap.	2,100	-	-	2,100
Identified	Wastewater SDC	2,200	2,100	2,100	6,400
Secured	Wastewater Utility - Capital	3,910	3,910	3,910	11,730
<b>Wastewater Total</b>		<b>8,210</b>	<b>6,010</b>	<b>6,010</b>	<b>20,230</b>
<b>CIP Total</b>		<b>\$155,184</b>	<b>\$123,518</b>	<b>\$32,035</b>	<b>\$310,737</b>

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

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## Project Summaries

## Project Listing (alphabetical by category)

Project Title	Biennium			Total
	2023-2025	2025-2027	2027-2029	
<b>Airport</b>				
Airport Improvement Projects	\$ 500	\$ 500	\$ 500	\$ 1,500
Demolition of Old Car Wash & Reclaim Parking Lot	-	3,250	-	3,250
Existing Airport Power Supply Relocation	7,758	-	-	7,758
Land Acquisition-Runway Protection Zone (RPZ)	-	500	-	500
Public Access Road Improvements and Signage	8,621	-	-	8,621
Reconstruct Concourse C Apron	11,200	-	-	11,200
Snow Removal Equipment (SRE) Sand Storage Facility	2,000	-	-	2,000
Taxiway Charlie/Mike Rehabilitation	16,000	-	-	16,000
Terminal Apron Concourse A Rehabilitation	-	14,400	-	14,400
Terminal Building: Concourse C Addition	5,000	70,000	-	75,000
Terminal Seismic Upgrade	3,000	-	-	3,000
Wetland Mitigation 16L/34R	600	-	-	600
Widening Taxiways Juliet & Lima to Air Cargo Apron	3,100	-	-	3,100
<b>Total Airport Projects</b>	<b>57,779</b>	<b>88,650</b>	<b>500</b>	<b>146,929</b>
<b>Parks and Open Space</b>				
Alton Baker Park Master Plan	200	-	-	200
Delta Ponds Loop Trail Construction	550	-	-	550
Downtown Riverfront Plaza	5,500	1,500	-	7,000
Eugene Parks Foundation Capital Campaign	1,000	500	-	1,500
Ferndale Park Development	-	700	700	1,400
Golden Garden Park and Sports Complex Phase 1	525	1,674	-	2,199
Lincoln School Park Renovation	50	-	-	50
Martin Luther King, Jr. Park Renovation	200	-	-	200
Mattie Reynolds Park Development	1,400	-	-	1,400
Neighborhood and Community Park Development	-	-	1,250	1,250
Parkland Acquisition	500	500	500	1,500
Parks Donation Projects	110	110	110	330
Santa Clara Community Park Phase 1	679	-	-	679
Scobert Gardens Renovation	50	-	-	50
Site Renovations and Rehabilitation	2,506	2,335	2,929	7,770
Street Tree Stocking and Planting Program	60	60	60	180
Trainsong Park Renovation	-	200	-	200
Tugman Park Renovation	-	250	-	250
University Park Renovation	100	-	-	100
Washington Jefferson Park Master Plan	-	100	-	100
West Bank Park	-	1,700	-	1,700
<b>Total Parks and Open Space Projects</b>	<b>13,430</b>	<b>9,629</b>	<b>5,549</b>	<b>28,608</b>
<b>Public Buildings and Facilities</b>				
Amazon Pool 50 M Hydrazzo Study	190	-	-	190
Amazon Pool GHG Study and Upgrades	60	-	-	60
Atrium Building Improvements	400	200	-	600
Eugene Fire Department Paving Repairs	160	-	-	160
Eugene Police Department Headquarters Parking	290	-	-	290
Eugene Police Department Headquarters Siding Repairs	300	-	-	300
Eugene Police Department Headquarters Window Replacement	200	-	-	200
Facility Management Building 1 and 4 Roof Replacement	250	-	-	250
Fire and Police Training Building Roof and First Floor HVAC	130	-	-	130
Fire Station 10 Roof and HVAC	75	-	-	75
Library Lighting Controls Study and Upgrade	250	-	-	250
Petersen Barn Repairs and HVAC	425	-	-	425
Roosevelt Yard Site Renovation and Rehab	2,210	1,410	1,410	5,030
<b>Total Buildings and Facilities Projects</b>	<b>4,940</b>	<b>1,610</b>	<b>1,410</b>	<b>7,960</b>
<b>Stormwater</b>				
6th Avenue Stormwater Retrofit	-	50	250	300
Adams St. (12th Ave. to 13th Ave.) Stormwater Replacement	-	200	-	200
Alton Baker Canoe Canal Enhancement Planning	50	50	-	100
Amazon Creek Restoration	50	400	-	450
Amazon Prairie Mitigation Bank	850	-	-	850
Atlantic Street and Pacific Avenue Repair	50	-	-	50
Chad Drive Stormwater Retrofit	220	580	-	800
Checkermallow Weir Retrofit Planning	-	-	25	25
Drywell Elimination Program Autumn Area Phase 2	-	160	-	160

\*in thousands of dollars (e.g. 1,000 = 1,000,000) 55

## Project Summaries

## Project Listing (alphabetical by category)

Project Title	Biennium			Total
	2023-2025	2025-2027	2027-2029	
<b>Stormwater (continued)</b>				
Drywell Elimination Program Exeter Area Phase 2	-	-	320	320
East Ridge Village Stormwater Retrofit	-	-	300	300
East Santa Clara Waterway Restoration	600	-	-	600
Emerald St. and Onyx St. (22nd-24th Ave) Stormwtr Replacement	300	-	-	300
Golden Gardens A2 Channel Restoration Planning	60	-	-	60
Mill Street Water Quality Improvement	300	-	-	300
North Delta Highway Stormwater Rehabilitation	450	-	-	450
North Gilham Capacity and Water Quality Improvements	250	750	-	1,000
North Terry Street Drainage Improvements	-	300	-	300
Roosevelt Yard Water Quality Retrofit	-	350	-	350
Safety Enhancement for Water Quality and Flow Monitoring	50	-	-	50
Splash Pad Retrofits	-	-	500	500
Stormwater Basin Master Plan Update	500	-	-	500
Stormwater Services for New Development	250	-	450	700
Stormwater System Rehabilitation	145	260	1,055	1,460
Stream Restoration and Stabilization	-	-	500	500
Tip Up Replacement	-	100	300	400
Trainsong Park Stormwater Retrofit	450	-	-	450
Tugman Creek Stormwater Restoration	100	300	-	400
Water Quality Facilities	200	150	200	550
Willamette Street (13th to 14th Avenue) Stormwater Rehab	-	200	-	200
Willow Corner Adaptive Management	50	-	-	50
<b>Total Stormwater Projects</b>	<b>4,925</b>	<b>3,850</b>	<b>3,900</b>	<b>12,675</b>
<b>Transportation</b>				
11th Avenue: Charnelton Street to Grant Street Paving	1,321	-	-	1,321
18th Ave. and Hilyard Street Intersection Safety	780	-	-	780
2024 Slurry Seals and Local Street Repairs	300	-	-	300
2025 Slurry Seals and Local Street Repairs	300	-	-	300
24th Avenue, Hilyard Street, and Alder Street Paving	1,566	-	-	1,566
Active Transportation Projects Funded by Street Bond	865	-	-	865
Annual Slurry Seals and Local Street Repairs	-	600	600	1,200
Bailey Hill Road at Bertelsen Road Roundabout	2,087	-	-	2,087
Bailey Lane: Bogart Ln to Luella St Paving	433	-	-	433
Carmel, Brewer, Linnea, Monterey, Tarpon, Lemming, etc. Paving	1,746	-	-	1,746
Chambers Street Safety Improvements, 2nd Ave. to 28th Ave.	504	-	-	504
Climate Action Planning and Tree Planting	150	150	150	450
Coburg Road Viaduct Load Strengthening	150	1,703	-	1,853
East Broadway Street Paving	1,883	-	-	1,883
Franklin Boulevard: 11th Avenue to Walnut Street Paving	2,667	-	-	2,667
Franklin Blvd: A Partnership to Rebuild and Revive a Corridor	35,464	-	-	35,464
Goodpasture Island Road Bridge Repairs	500	-	-	500
Goodpasture Island Road Bridge Seismic Retrofit	2,889	-	-	2,889
Martin Luther King Jr. Blvd. Transit & Safety Improvements	553	-	-	553
Oak Street Paving	300	-	-	300
Oakway Road Protected Bike Lanes	1,175	-	-	1,175
Pavement Preservation Program	4,158	7,416	7,416	18,990
Projects Supporting the Transportation System Plan	1,572	2,300	4,900	8,772
Regional Bicycle Enhancements (CLMPO)	220	-	-	220
River Road - Santa Clara Pedestrian & Bicycle Bridge	200	-	-	200
Safe Routes to School Program: Howard Elementary - Ped. Path	560	-	-	560
Sidewalk Access Ramp Upgrades	300	300	300	900
Traffic Calming / Neighborhood Livability	200	200	200	600
Traffic Operations Improvement Program	420	500	500	1,420
Traffic Signal Controller Replacement	100	100	100	300
Traffic Signal Strain Pole Replacement	500	500	500	1,500
West Bank Path Extension, Beaver Street to Admiral Street	2,037	-	-	2,037
<b>Total Transportation Projects</b>	<b>65,900</b>	<b>13,769</b>	<b>14,666</b>	<b>94,335</b>

\*in thousands of dollars (e.g. 1,000 = 1,000,000) 56

## Project Summaries

## Project Listing (alphabetical by category)

Project Title	Biennium			Total
	2023-2025	2025-2027	2027-2029	
<b>Wastewater</b>				
100+ Year Pipe Rehabilitation and Replacement	250	-	-	250
500 Year Flood Wastewater Retrofit	100	400	-	500
Flexible Wastewater Pipe Connections for Seismic Resiliency	100	400	-	500
Franklin Boulevard Wastewater Rehabilitation	500	-	-	500
Irving Wastewater Capacity Enhancements	400	-	-	400
Lone Oak & Division Wastewater Capacity Enhancements	400	-	-	400
Longview Wastewater Rehabilitation	-	300	-	300
Park Avenue Wastewater Improvements	500	-	-	500
Pump Station Rehabilitation	420	420	420	1,260
S Bertelsen Road Wastewater Rehabilitation	-	-	1,700	1,700
Stewart Road Wastewater Rehabilitation	-	1,700	-	1,700
Van Ness Wastewater Capacity Enhancements	-	400	-	400
Wastewater Lateral Replacement	250	-	-	250
Wastewater Services for New Development	200	200	200	600
Wastewater System Rehabilitation	1,190	1,790	3,690	6,670
West 11th Alley Wastewater Rehabilitation	1,700	-	-	1,700
West 11th Avenue and Crow Road Wastewater Extension	2,200	-	-	2,200
West Enid Wastewater Capacity Enhancements	-	400	-	400
<b>Total Wastewater Projects</b>	<b>8,210</b>	<b>6,010</b>	<b>6,010</b>	<b>20,230</b>
<b>Total FY24-29 CIP Projects</b>	<b>\$ 155,184</b>	<b>\$ 123,518</b>	<b>\$ 32,035</b>	<b>\$ 310,737</b>

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

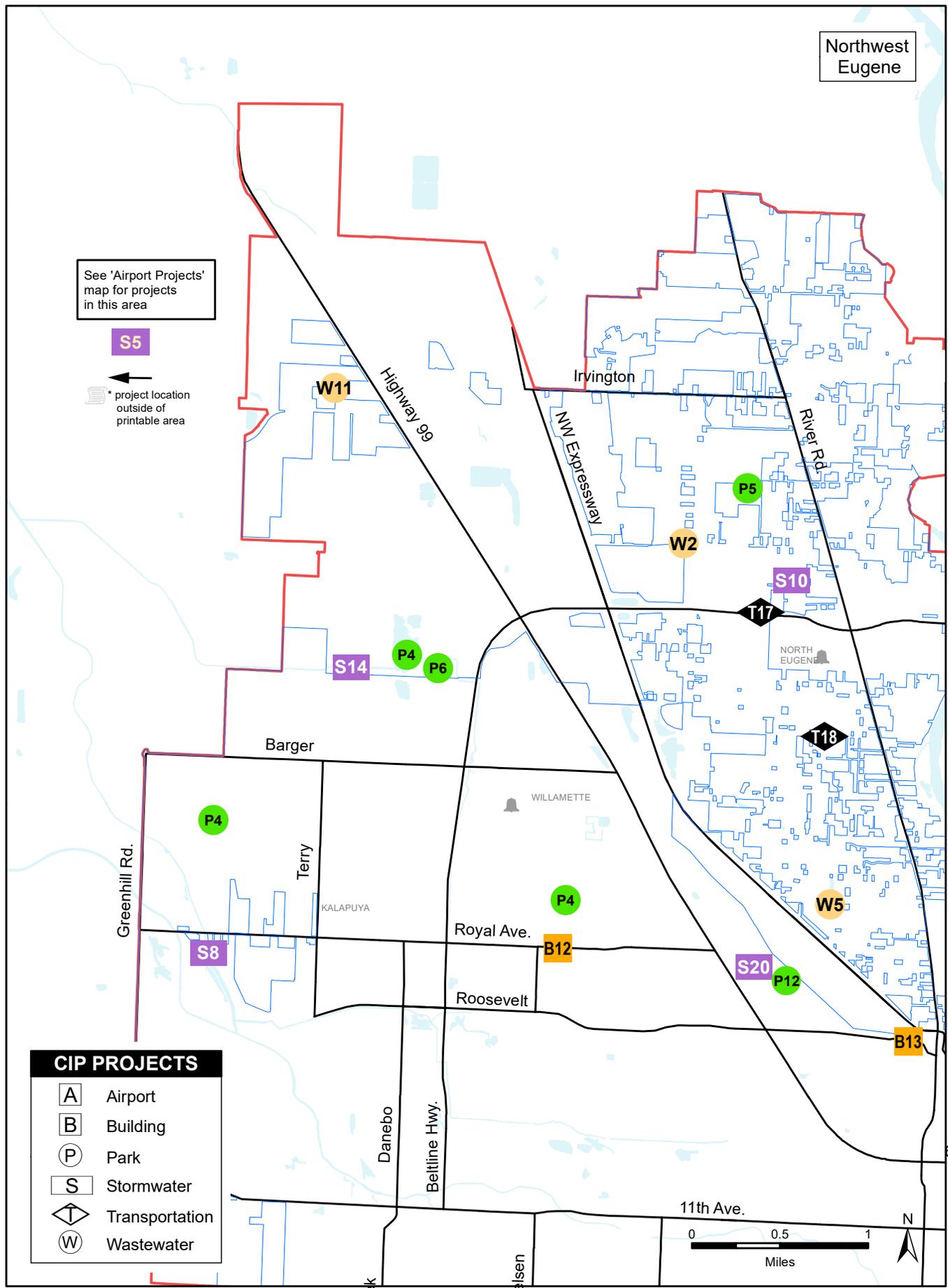
Northwest Eugene

See 'Airport Projects' map for projects in this area

S5

\* project location outside of printable area

CIP PROJECTS	
	Airport
	Building
	Park
	Stormwater
	Transportation
	Wastewater



# CIP PROJECTS - NORTHWEST EUGENE

## Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- B12** Petersen Barn Repair & HVAC
- B13** Roosevelt Yard Site Renovation & Rehab

## Parks and Open Space

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- P4** Eugene Parks Foundation Capital Campaign
- P5** Ferndale Park Development
- P6** Golden Gardens Park and Sports Complex Phase 1
- P12** Trainsong Park Renovation

## Stormwater

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- S5** Amazon Prairie Mitigation Bank
- S8** Checkermallow Weir Retrofit Planning
- S10** Drywell Elimination Program Exeter Area Phase 2
- S14** Golden Gardens A2 Channel Restoration Planning
- S20** Trainsong Park Stormwater Retrofit

## Transportation

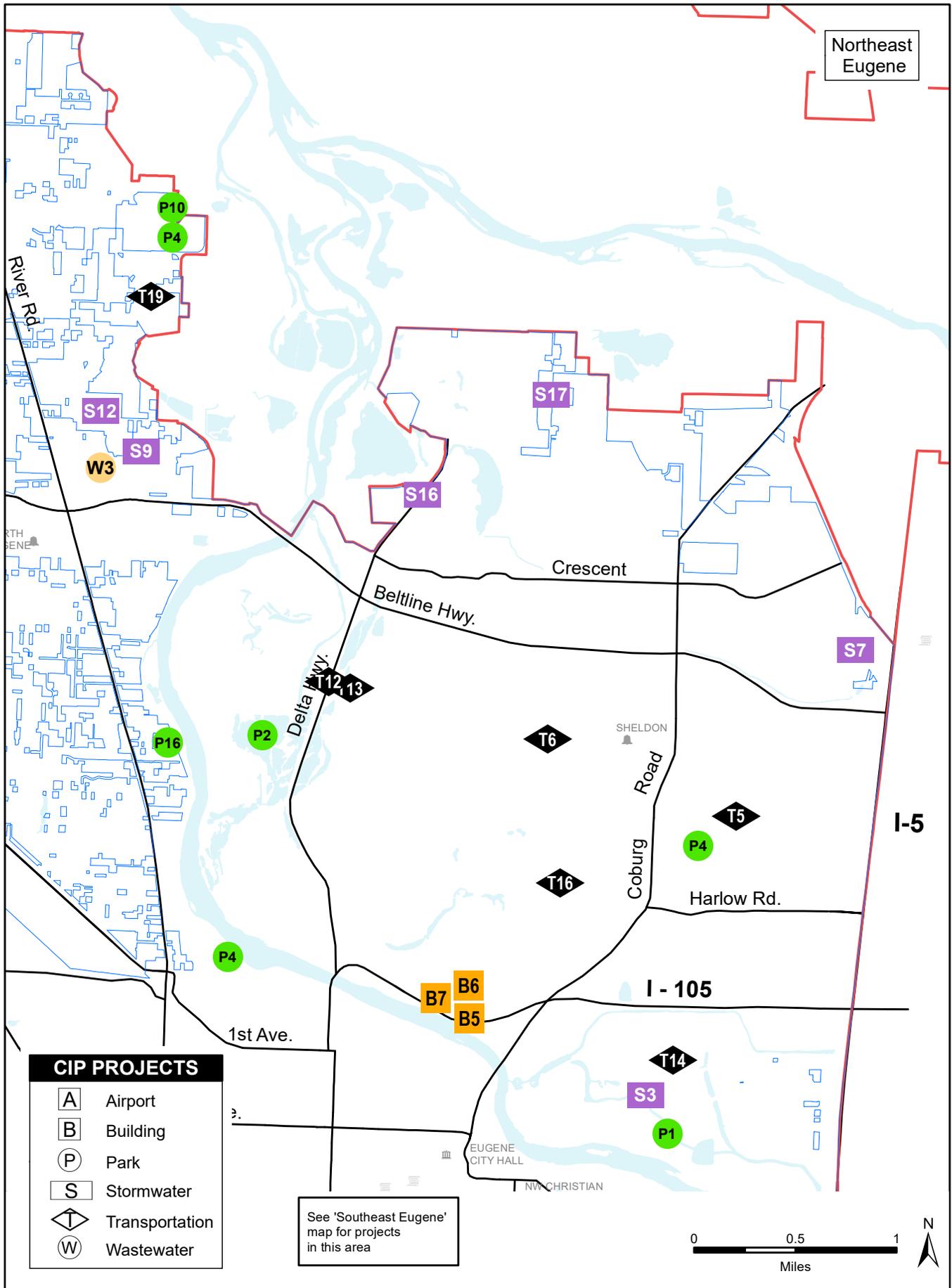
Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- T17** River Road - Santa Clara Pedestrian & Bicycle Bridge
- T18** Safe Routes to School Program: Howard Elementary School - Pedestrian Path

## Wastewater

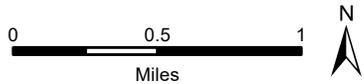
Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- W2** Irving Wastewater Capacity Enhancements
- W5** Park Avenue Wastewater Improvements
- W11** West Enid Wastewater Capacity Enhancements



CIP PROJECTS	
<b>A</b>	Airport
<b>B</b>	Building
<b>P</b>	Park
<b>S</b>	Stormwater
<b>T</b>	Transportation
<b>W</b>	Wastewater

See 'Southeast Eugene' map for projects in this area



# CIP PROJECTS - NORTHEAST EUGENE

## Public Buildings and Facilities

### Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- B5** Eugene Police Department Headquarters Parking
- B6** Eugene Police Department Headquarters Siding Repairs
- B7** Eugene Police Department Headquarters Window Replacement

## Parks and Open Space

### Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- P1** Alton Baker Park Masterplan
- P2** Delta Ponds Loop Trail Construction
- P4** Eugene Parks Foundation Capital Campaign
- P10** Santa Clara Community Park Phase 1
- P16** West Bank Park

## Stormwater

### Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- S3** Alton Baker Canoe Canal Enhancement Planning
- S7** Chad Drive Stormwater Retrofit
- S9** Drywell Elimination Program Autumn Area Phase 2
- S12** East Santa Clara Waterway Restoration
- S16** North Delta Highway Stormwater Rehabilitation
- S17** North Gilham Capacity and Water Quality Improvements

## Transportation

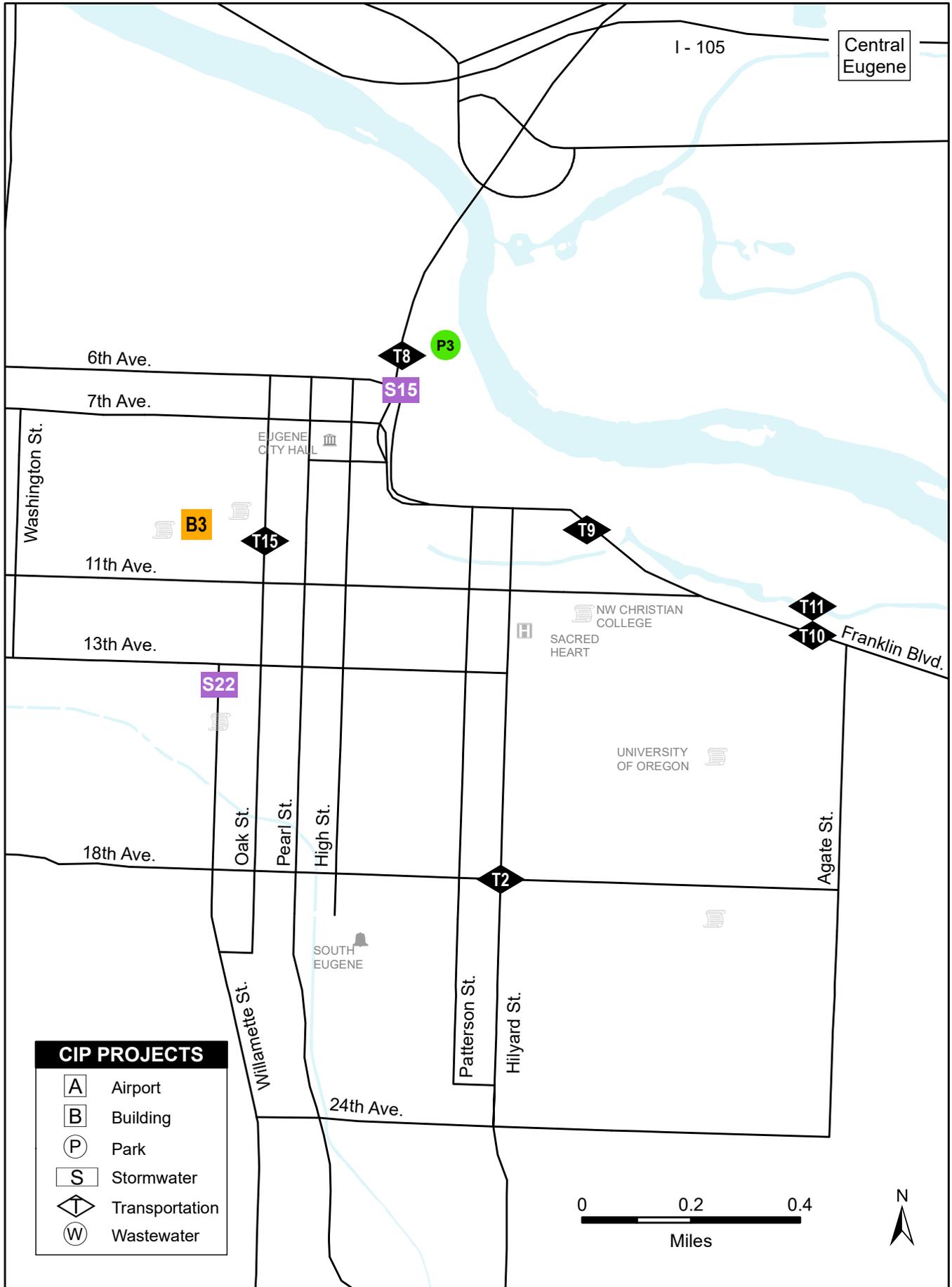
### Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- T5** Bailey Lane: Bogart Lane to Luella Street Paving
- T6** Carmel, Brewer, Linnea, Tarpon, Lemming, and Norwood Paving
- T12** Goodpasture Isand Road Bridge Repairs
- T13** Goodpasture Isand Road Bridge Seismic Retrofit
- T14** Martin Luther King Jr. Blvd Transit & Safety Improvements
- T16** Oakway Road Protected Bike Lanes
- T19** West Bank Path Extension, Beaver St to Admiral St

## Wastewater

### Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- W3** Lone Oak & Division Wastewater Capacity Enhancements



# CIP PROJECTS - CENTRAL EUGENE

## Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

**B3** Atrium Building Improvements

## Parks and Open Space

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

**P3** Downtown Riverfront Plaza

## Stormwater

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

**S15** Mill Street Water Quality Improvement

**S22** Willamette Street (13th Ave - 14th Ave) Stormwater Rehabilitation

## Transportation

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

**T2** 18th Ave and Hilyard Street Intersection Safety

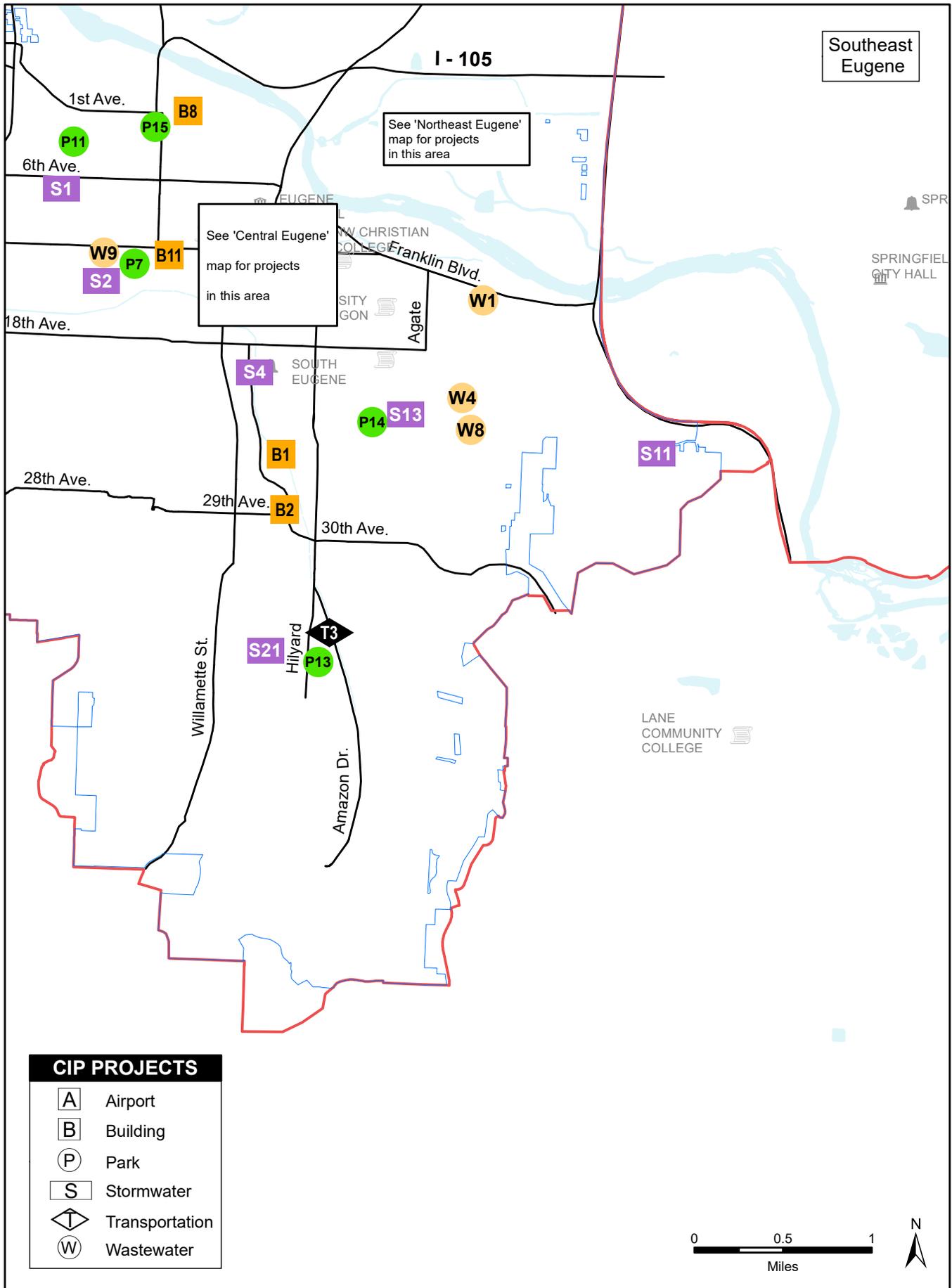
**T8** Coburg Road Viaduct Load Strengthening

**T9** East Broadway Street Paving

**T10** Franklin Blvd: 11th Ave to Walnut Street Paving

**T11** Franklin Blvd: A Partnership to Rebuild and Revive a Corridor

**T15** Oak Street Paving



# CIP PROJECTS - SOUTHEAST EUGENE

## Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- B1 Amazon Pool 50 M Hydrazzo Study
- B2 Amazon Pool GHG Study and Upgrades
- B8 Facility Management Building 1 and 4 Roof Replacement
- B11 Library Lighting Controls Study and Upgrade

## Parks and Open Space

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- P7 Lincoln School Park Renovation
- P11 Scobert Gardens Renovation
- P13 Tugman Park Renovation
- P14 University Park Renovation
- P15 Washington Jefferson Park Masterplan

## Stormwater

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- S1 6th Avenue Stormwater Retrofit
- S2 Adams Street (12th Ave to 13th Ave) Stormwater Replacement
- S4 Amazon Creek Restoration
- S11 East Ridge Village Stormwater Retrofit
- S13 Emerald Street and Onyx Street (22nd Ave - 24th Ave) Stormwater Replacement
- S21 Tugman Creek Stormwater Restoration

## Transportation

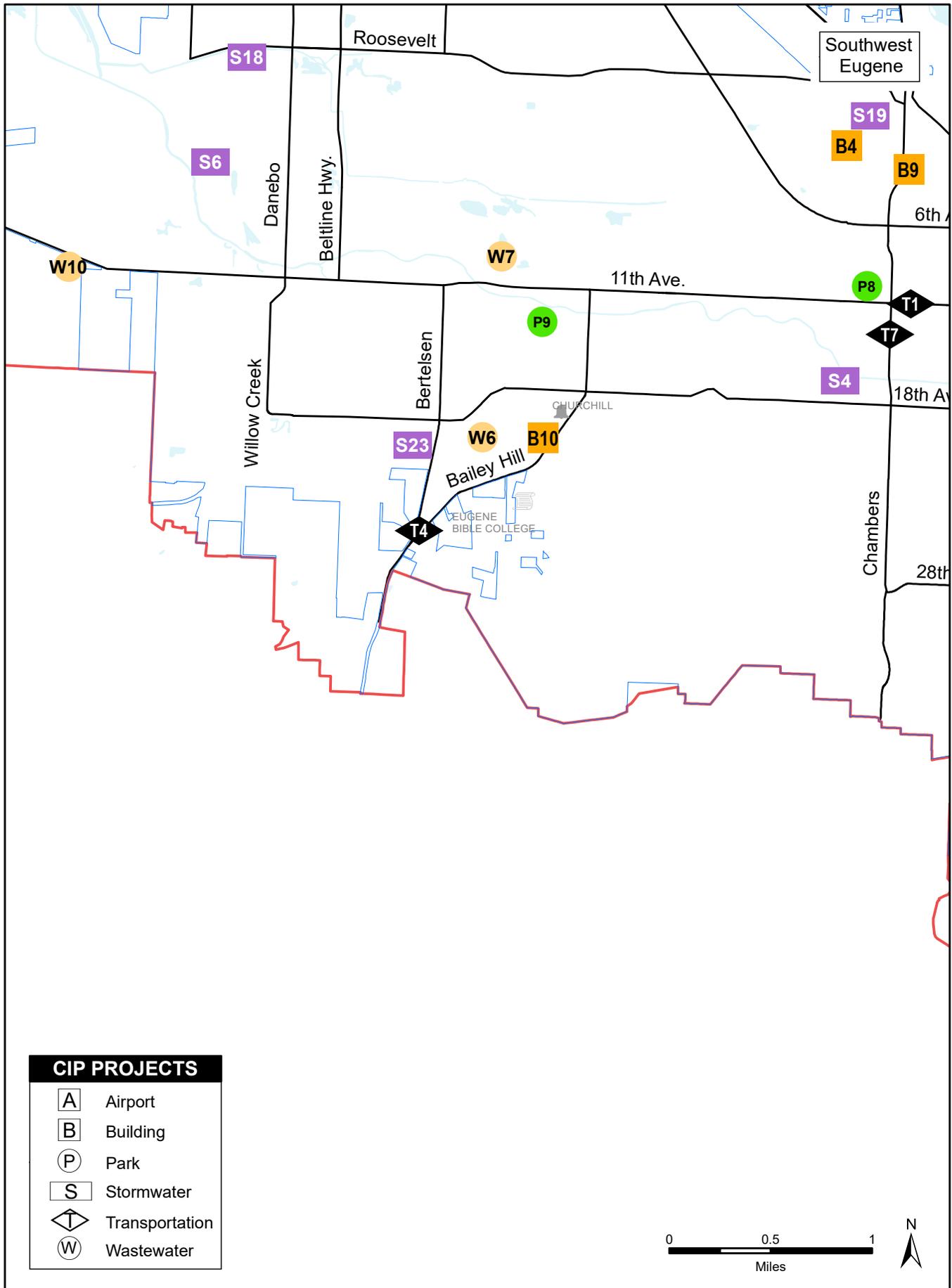
Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- T3 24th Avenue, Hilyard Street, and Alder Street Paving

## Wastewater

Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- W1 Franklin Boulevard Wastewater Rehabilitation
- W4 Irving Wastewater Capacity Enhancements
- W8 Van Ness Wastewater Capacity Enhancements
- W9 West 11th Alley Wastewater Rehabilitation



# CIP PROJECTS - SOUTHWEST EUGENE

## Public Buildings and Facilities

**Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more**

- B4** Eugene Fire Department Paving Repairs
- B9** Fire and Police Training Building Roof and First Floor HVAC
- B10** Fire Station 10 Roof and HVAC

## Parks and Open Space

**Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more**

- P8** Martin Luther King Jr. Park Renovation
- P9** Mattie Reynolds Park Development

## Stormwater

**Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more**

- S4** Amazon Creek Restoration
- S6** Atlantic Street and Pacific Avenue Repair
- S18** North Terry Street Drainage Improvements
- S19** Roosevelt Yard Water Quality Retrofit
- S23** Willow Corner Adaptive Management

## Transportation

**Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more**

- T1** 11th Avenue: Charnelton Street to Grant Street Paving
- T4** Bailey Hill Road at Bertelsen Road Roundabout
- T7** Chambers Street Safety Improvements, 2nd Ave to 28th Ave

## Wastewater

**Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more**

- W6** South Bertelsen Road Wastewater Rehabilitation
- W7** Stewart Road Wastewater Rehabilitation
- W10** West 11th Avenue and Crow Road Wastewater Extension

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Figure 1a

# AIRPORT PROJECTS

## Site-specific CIP projects shown in funding tables for 2023-2029 Capital Budgets as \$50,000 or more

- A1 Demolition of Old Car Wash & Reclaim Parking Lot
- A2 Existing Airport Power Supply Relocation
- A3 Land Acquisition-Runway Protection Zone (RPZ)
- A4 Public Access Road Improvements and Signage
- A5 Reconstruct Concourse C
- A6 Snow Removal Equipment (SRE) Sand Storage Facility
- A7 Taxiway C/M Rehabilitation
- A8 Terminal Apron Concourse A Rehabilitation
- A9 Terminal Building: Concourse C Addition
- A10 Terminal Seismic Upgrade
- A11 Wetland Mitigation 16L/34R
- A12 Widening Taxiways Juliet & Lima to Air Cargo Apron

Figure 1b

Project Title	Funding Status	Funding by Biennium*			Total
		2023-2025	2025-2027	2027-2029	
<b>Functional and Safety Improvements</b>					
Airport Improvement Projects	Identified	\$ 500	\$ 500	\$ 500	\$ 1,500
Public Access Road Improvements and Signage	Identified	8,621	-	-	8,621
Wetland Mitigation 16L/34R	Identified	600	-	-	600
Existing Airport Power Supply Relocation	Identified	7,758	-	-	7,758
Terminal Seismic Upgrade	Identified	3,000	-	-	3,000
Demolition of Old Car Wash & Reclaim Parking Lot	Identified	-	3,250	-	3,250
<b>Functional and Safety Improvements Total</b>		<b>20,479</b>	<b>3,750</b>	<b>500</b>	<b>24,729</b>
<b>Land Acquisition</b>					
Land Acquisition-Runway Protection Zone (RPZ)	Identified	-	500	-	500
<b>Land Acquisition Total</b>		<b>-</b>	<b>500</b>	<b>-</b>	<b>500</b>
<b>New Capital Facilities</b>					
Terminal Building: Concourse C Addition	Identified	5,000	70,000	-	75,000
Snow Removal Equipment Sand Storage Facility	Identified	2,000	-	-	2,000
<b>New Capital Facilities Total</b>		<b>7,000</b>	<b>70,000</b>	<b>-</b>	<b>77,000</b>
<b>Preservation and Maintenance</b>					
Terminal Apron Concourse A Rehabilitation	Identified	-	14,400	-	14,400
Taxiway Charlie/Mike Rehabilitation	Identified	16,000	-	-	16,000
<b>Preservation and Maintenance Total</b>		<b>16,000</b>	<b>14,400</b>	<b>-</b>	<b>30,400</b>
<b>Upgrades and Capacity Enhancement</b>					
Reconstruct Concourse C Apron	Identified	11,200	-	-	11,200
Widening Taxiways Juliet & Lima to Air Cargo Apron	Identified	3,100	-	-	3,100
<b>Upgrades and Capacity Enhancement Total</b>		<b>14,300</b>	<b>-</b>	<b>-</b>	<b>14,300</b>
<b>Airport CIP Total</b>		<b>\$ 57,779</b>	<b>\$ 88,650</b>	<b>\$ 500</b>	<b>\$ 146,929</b>

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

# Airport

Capital projects for the Eugene Airport are outlined in, and structured by, the Eugene Airport Master Plan 2018 Update, and the five-year Federal Aviation Administration (FAA) Capital Improvement Plan. These documents provide for planned development of Airport property and facilities to accommodate future aviation demand while remaining compatible with the environment and community development. Project priorities are determined through a process based on the adopted Master Plan Update and FAA approval. An Advanced Terminal Planning Study was completed in FY23 to direct development of Concourse C, identified in the above referenced documents as necessary due to projected increased passenger demand.

## Project Categories

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

*Preservation and Maintenance:* Projects that preserve, maintain, and repair the investment in existing airport facilities. They help ensure the airport improvements achieve their useful life span and are maintained at a level required for effective service delivery to the public.

*Land Acquisition.* Acquisition of acreage to complete airport ownership and control of all land in the runway protection zone for the protection of people and property.

*Functional and Safety Improvements:* Projects that include modifications and/or additions to existing facilities to meet cost-efficiency goals and safety requirements.

*New Capital Facilities:* Projects in this category typically provide for new and/or replacement facilities, expansion of existing facilities or services, or the purchase of new assets.

The focus of the Eugene Airport for the immediate future will be economic development, passenger and airline customer service improvements, and the preservation and maintenance of existing assets – primarily airfield pavements.

The 2023-2029 CIP includes pavement improvements as identified in the Airport Master Plan and includes Rehabilitation of Taxiways Charlie/Mike, widening of Taxiways Juliet & Lima to Air Cargo, construction of Concourse C Apron and Concourse, and Terminal Apron Concourse A Rehabilitation. The 2023-2029 CIP also includes Public Roadway Entrance Realignment and Signage, Existing Airport Power Supply relocation, demolition of Old Car Wash and Reclaim Parking Lot, construction of a new Snow Removal Equipment/Sand Storage Facility, and various other capital improvements.

The projects included in the 2023-2029 CIP all are consistent with the Eugene Airport Master Plan 2018 Update. The Master Plan serves as a development guide for the Airport over both the short-term (five to 10 years) and long-term (20 years). The Master Plan strives to present a 20-year development plan that is technically correct, environmentally sound, financially viable, and implementable; and identifies the overall land requirements that will ensure the Airport's long-term operational viability.

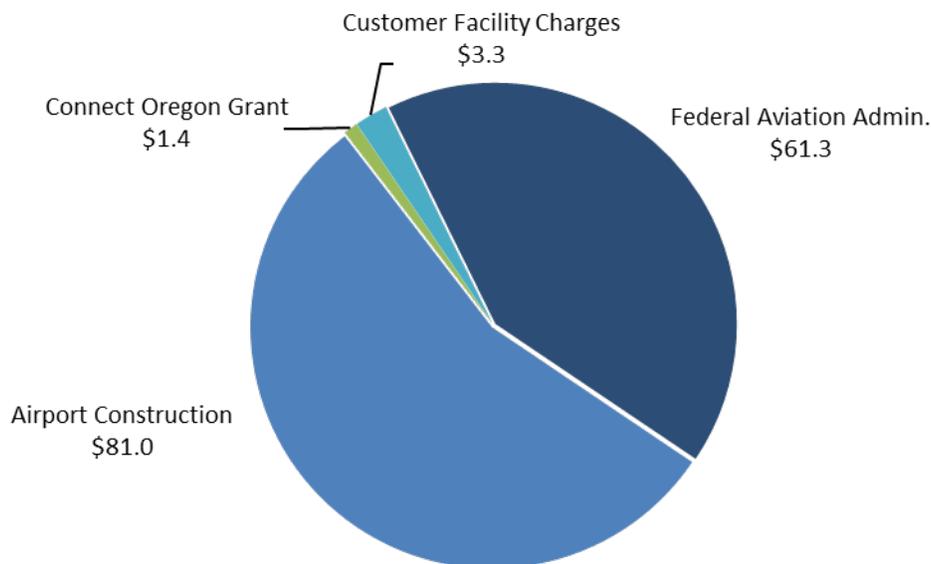
# Airport

## Funding

Eugene Airport’s capital projects are funded primarily from Federal Aviation Administration (FAA) grants, Passenger Facility Charges (PFC), and Customer Facility Charges (CFC). FAA grants include allocations from both an Entitlement Fund and a Discretionary Fund. Levels of available discretionary funds are subject to congressional appropriations and are subject to the FAA’s priority system. Occasionally, Airport will apply for other competitive grants to fund capital projects. The balance of funding comes from the Municipal Airport Fund, which is derived from airport parking fees, terminal rents, and fees from other operations. Although Airport CIP projects are considered fully funded, some projects will be segregated into smaller projects and spread out over a longer period to reflect the annual funding limitations and planning needs. Additionally, the estimate for the construction of Concourse C is based on the Eugene Airport Master Plan 2018 Update and project costs are expected to be higher given the current economic conditions. A refined estimate and proposed financing plan will be forthcoming.

The COVID-19 pandemic had far-reaching implications, with severe reductions in passenger numbers and flight schedules. The Federal relief grants provided 100% funding for two years and allowed continuation of locally funded capital projects by providing operational support when revenue plummeted. In Summer 2021, passenger numbers began a swift recovery. Eugene Airport has now fully recovered and is well above FY19 passenger numbers. The Airport has seen a 10% retention rate in the past two years of local passengers who had previously been utilizing Portland International Airport.

**Airport Funding Sources**  
**2023-2029 CIP Totals \$146.9 Million**



# Airport

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## Project Prioritization

The Master Plan develops short, medium, and long-term capital planning targets with milestone data. The Master Plan is developed in coordination with technical and community input to clarify which projects to prioritize. The Master Plan sets the long-term vision of the Airport for the next 20 years. Annually, the Eugene Airport reviews the Master Plan milestones and submits a new five-year plan to the FAA based on current data to obtain FAA concurrence and project approval.

## Specific Plans/Policies Related to Airport Projects

Airport Advisory Committee Recommendations

[Airport Master Plan Update](#) (also titled *Comprehensive Airport Development Plan*)

[Federal Aviation Administration \(FAA\) Capital Improvement Plan – 5 Year](#)

[Pavement Management Program Report](#)

[Wildlife Hazard Management Plan](#)

## FY22 – FY23 Capital Project Status Update

Project Title	In Previous CIP	Project Status
<b>Completed</b>		
Airport Taxiway B/R Relocation	x	This project has been completed as part of the Runway 34R Rehab & Taxiway B Relocate.
Runway 34R Rehab & Taxiway B Relocate	x	This project is complete.
Terminal Planning Study	x	Project completed in 2022.
Terminal Ramp Rehabilitation	x	Project completed in 2021.
<b>In Progress</b>		
Airport Improvement Projects	x	This is an ongoing program. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Smaller locally funded capital projects remain within this capital project number.
Automated Car Wash Facility	x	Construction currently underway, to be completed in FY23.
Snow Removal Equipment (SRE) Sand Storage Facility	x	Local matching funds will be used for the planning phase, which is starting in FY23, and construction is planned to begin in FY24.
Taxiway Charlie/Mike Rehabilitation	x	This project was delayed due to the 2020 COVID-19 pandemic. Local matching funds will be used for the planning phase, which is starting in FY23, and construction is planned to begin in FY24.
Wetland Mitigation 16L/34R	x	This is a long-term capital project with multiple phases that have occurred over the years. Phase 3 work has been moved to FY23/FY24. Local matching funds will be used in FY23.
<b>Not Started</b>		
Demolition of Old Air Traffic Control Tower & Friendly Hangar	x	Friendly Hangar is primarily used to store runway sand and equipment used for sanding on the airfield. The building is dilapidated and needs to be demolished, thereby creating the need for a new airside facility. New facility must be constructed prior to demolition of Friendly Hangar.
Land Acquisition-Runway Protection Zone (RPZ)	x	This project is currently scheduled to be completed in 2027.
Public Access Road Improvements and Signage	x	Design will begin in FY23 using local match funding, with construction to follow in FY24.
Reconstruct Concourse C Apron	x	The Terminal Planning Study identifies the full scope of the project, with work projected to begin in FY26.
Terminal Apron Concourse A Rehabilitation	x	This item has appeared in previous CIPs. The project area was finalized in the 2018 Master Plan Update. Design of project is expected to begin in FY26.
Terminal Building: Concourse C Addition	x	This project appeared in previous CIP's and has been identified in the Airport Master Plan. Advanced terminal planning study will be completed in fall 2022, followed by identifying the full scope of the project with work projected to begin in FY26.
Heavy Pad – CARES/AIP		Project is currently in the planning phase; Construction will begin summer 2023. Project funded by CARES and AIP grants.

Project Title	In Previous CIP	Project Status
<b>Not Started</b>		
Pavement Management Plan		This is an on-going capital project that is updated every five years. Current plan will be completed as part of the Charlie/Mike Taxiway Project in summer 2023.
Landside Parking Lot Expansion		Construction currently underway, to be completed in FY23. This project was included in the FY23 capital budget.
<b>Cancelled</b>		
Airport Landside Improvements	x	This project was divided to different projects: Public Access Road Improvements and Signage, Landside Parking Lot Expansion, and Automated Car Wash Facility.

**Airport** **Functional and Safety Improvements**

### Airport Improvement Projects

**Project Description:**

This project provides funding for small (less than \$50,000) airport improvement, preservation and maintenance projects. Projects that are identified and developed from this program could have some additional operational/maintenance costs; these added costs will be evaluated and reported during individual project scoping.

**Project Status: *In Progress***

This is an ongoing program. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Smaller locally funded capital projects remain within this capital project number.

**Specific Plans/Policies Related to this Project:**

Airport Advisory Committee Recommendation

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Airport Construction	Identified	\$250	\$250	\$250	\$250	\$250	\$250	\$1,500
<b>Total</b>		\$250	\$250	\$250	\$250	\$250	\$250	\$1,500

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see GHG Emissions Summary.



*Airport Improvement Projects*

**Airport** **Functional and Safety Improvements**

### Demolition of Old Car Wash & Reclaim Parking Lot

**Project Description:**

The construction of a new efficient, ecologically friendly, automated rental car wash began in 2022 moving rental car operations from valuable space close to the terminal to a location next to the rental car overflow lot. This project funds the demolition of the old car wash and reclamation and conversion of the area into parking. No additional operational costs are anticipated from this project.

**Project Status: *Not Started***

Customer Facility Charges (CFC) paid by rental car companies will fund the project. Demolition will not start until enough CFC's have been collected to fund the project. The estimated timeframe for demolition is 2026.

**Specific Plans/Policies Related to this Project:**

Airport Master Plan Update

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Customer Facility Charges	Identified	\$0	\$0	\$3,250	\$0	\$0	\$0	\$3,250
<b>Total</b>		\$0	\$0	\$3,250	\$0	\$0	\$0	\$3,250

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



*Current Car Wash Building to be Demolished*

<b>Airport</b>	<b>Functional and Safety Improvements</b>
----------------	---

### Existing Airport Power Supply Relocation

**Project Description:**

The current electrical service at Eugene Airport was constructed in 1989. Over time, development forced the expansion of the utilities leading to a patchwork infrastructure. In most cases, the utility corridors were constructed in less-than-optimal locations. To proceed with the development of currently approved FAA and future Airport Improvement Project (AIP) Grant eligible projects, the primary electrical service to the airport and FAA facilities will need to be relocated. The project will coordinate with the existing utility provider to construct a new underground utility corridor, new electrical vaults, and new electrical service to Eugene Airport and FAA facilities. No additional operational costs are anticipated from this project.

**Project Status: *Not Started***

Planning and construction to occur in FY24.

**Specific Plans/Policies Related to this Project:**

Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Airport Construction	Identified	\$520	\$0	\$0	\$0	\$0	\$0	\$520
Federal Aviation Admin.	Identified	\$7,238	\$0	\$0	\$0	\$0	\$0	\$7,238
<b>Total</b>		<b>\$7,758</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,758</b>

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

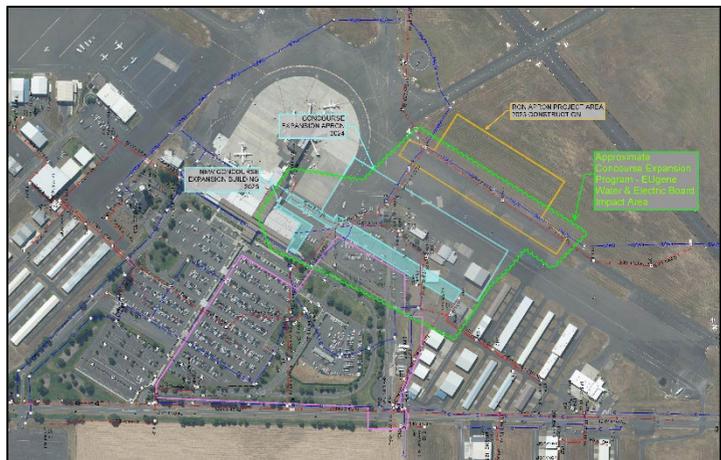
Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 1908.47

**GHG Information**

N/A



Existing Airport Power Supply Relocation Site

<b>Airport</b>	<b>Land Acquisition</b>
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### Land Acquisition-Runway Protection Zone (RPZ)

**Project Description:**

Airports have Runway Protection Zones (RPZ) that include a trapezoidal area off the end of the runway. This area serves to enhance the protection of people and property on the ground in the event an aircraft lands or crashes beyond the end of the runway. Runway Protection Zones underlie a portion of the approach closest to the airport. The Eugene Airport owns the land for Runway 16R’s RPZ with the exception of 4.1 acres along the north end. Acquiring land within this area will ensure protection of people and property. No additional operational costs are anticipated from this project.

**Project Status: *Not Started***

It is not known when this project will begin.

**Specific Plans/Policies Related to this Project:**

Airport Master Plan Update

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Airport Construction	Identified	\$0	\$0	\$0	\$500	\$0	\$0	\$500
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

This is a land purchase, there will be no GHG.



*Land Acquisition 16R RPZ*

Airport

Functional and Safety Improvements

**Public Access Road Improvements and Signage**

**Project Description:**

Relocate and realign existing entrance roadway that accesses the passenger terminal. New roadway location will allow for more efficient access to the passenger terminal area and allow for roadway widening to improve capacity and safety. Project anticipated to include demolition of existing roadway pavements, construction of new full-strength roadway, drainage improvements, lighting improvements, electrical improvements, utility improvements, landscaping, and pavement markings. No additional operational costs are anticipated from this project.

**Project Status: *Not Started***

Design will begin in FY23 using local match funding, with construction to follow in FY24.

**Specific Plans/Policies Related to this Project:**

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

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Aviation Admin.	Identified	\$8,621	\$0	\$0	\$0	\$0	\$0	\$8,621
<b>Total</b>		<b>\$8,621</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,621</b>

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 1240.53

**GHG Information**

N/A



*Public Access Road Improvement Site*

<b>Airport</b>	<b>Upgrades and Capacity Enhancement</b>
----------------	--

## Reconstruct Concourse C Apron

**Project Description:**

This project will remove and replace existing asphalt pavement that is understrength and unable to support the aircraft that operate at Eugene Airport. The critical aircraft operating at the airport are large commercial service jet aircraft. The existing pavement is not designed to accommodate the present fleet mix. The pavement needs to be reconstructed using a stronger pavement section. This project is a predecessor project that is required to develop Concourse C, which is described in the Master Plan approved by the FAA. No additional operational costs are anticipated from this project.

**Project Status: *Not Started***

This project appeared in previous CIPs and has been identified in the Airport Master Plan. A Terminal Planning Study will identify the full scope of the project, with work projected to begin in FY26.

**Specific Plans/Policies Related to this Project:**

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

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Airport Construction	Identified	\$0	\$700	\$0	\$0	\$0	\$0	\$700
Federal Aviation Admin.	Identified	\$0	\$10,500	\$0	\$0	\$0	\$0	\$10,500
<b>Total</b>		\$0	\$11,200	\$0	\$0	\$0	\$0	\$11,200

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 2238.00

**GHG Information**

GHG estimate based on 5,000 psi commercial grade concrete. Does not account for actual site conditions that would determine the correct concrete mix design.



*Reconstruct Concourse C Apron*

<b>Airport</b>	<b>New Capital Facilities</b>
----------------	-------------------------------

## Snow Removal Equipment (SRE) Sand Storage Facility

**Project Description:**

Construct new airside facility to store runway sand and equipment. The Federal Aviation Administration recommends that airports have sand storage areas that allow for the ability to heat sand which will improve its adhesion to ice/snow-covered pavements when applied. The new runway sand facility will be built to accommodate the FAA’s recommendation and will replace the current facility that is beyond its useful life. No increased operating costs are expected as this building is a replacement of older facilities that had higher operating costs than a new efficient facility.

**Project Status: *In Progress***

Local matching funds will be used for the planning phase, which is starting in FY23 and construction is planned to begin in FY24.

**Specific Plans/Policies Related to this Project:**

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

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Aviation Admin.	Identified	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
<b>Total</b>		<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: 0.27

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have been calculated on the assumption that it would be electrically heated facility.



*SRE Sand Storage Facility Site*

**Airport** **Preservation and Maintenance**

### Taxiway Charlie/Mike Rehabilitation

**Project Description:**

Taxiways Charlie (C) and Mike (M) are constructed of asphalt pavement that is rapidly deteriorating and has reached the end of its usable life. The project will rehabilitate a combined 6,000 linear feet of both Taxiway C and M to meet FAA design standards for Airplane Design Group (ADG) III / Taxiway Design Group (TDG) 5 aircraft. New ADG III taxiway shoulders will be constructed as part of this project. The pavement condition index (PCI) completed in September 2018 indicated that Taxiway C is rated at 49 and Taxiway M is rated at 42 to 67, which is considered poor to fair condition. No additional operational costs are anticipated from this project.

**Project Status: *In Progress***

This project was delayed due to the 2020 COVID-19 pandemic. Local matching funds will be used for the planning phase, which is starting in FY23 and construction is planned to begin in FY24.

**Specific Plans/Policies Related to this Project:**

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

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Aviation Admin.	Identified	\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000
<b>Total</b>		<b>\$16,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 3459.83

**GHG Information**

The GHG estimate is for construction only and assumes a hot asphalt mix for rehabilitation of existing paved surfaces, as required by the Federal Aviation Administration.



*Taxiway C/M Rehabilitation*

**Airport** **Preservation and Maintenance**

### Terminal Apron Concourse A Rehabilitation

**Project Description:**

The terminal ramp area on Concourse A is constructed of asphalt pavement that is rapidly deteriorating and has reached the end of its usable life. The project will rehabilitate the terminal ramp to meet current FAA design standards and enhance operational efficiency. The pavement condition index (PCI) completed in September 2018 indicates that terminal ramp has a PCI rating of 47, which is considered poor. No additional operational costs are anticipated from this project.

**Project Status: *Not Started***

This item has appeared in previous CIPs. The project area was finalized in the 2018 Master Plan Update. Design of project is expected to begin in FY26.

**Specific Plans/Policies Related to this Project:**

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

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Airport Construction	Identified	\$0	\$0	\$900	\$0	\$0	\$0	\$900
Federal Aviation Admin.	Identified	\$0	\$0	\$13,500	\$0	\$0	\$0	\$13,500
<b>Total</b>		\$0	\$0	\$14,400	\$0	\$0	\$0	\$14,400

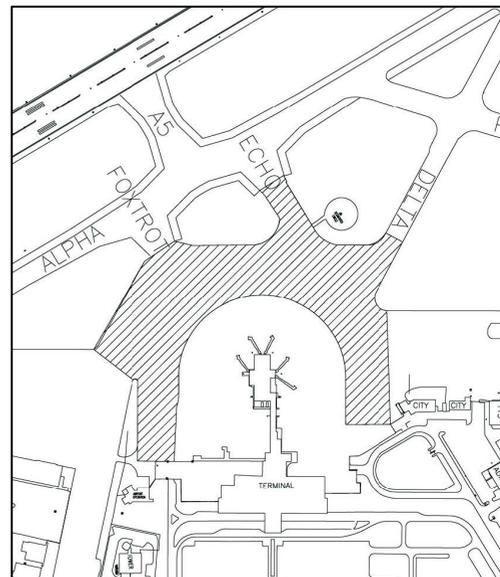
**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 1400.00

**GHG Information**

The GHG estimate is for construction only and assumes a hot asphalt mix for rehabilitation of existing paved surfaces, as required by the Federal Aviation Administration.



*Terminal Apron Concourse A Rehabilitation*

<b>Airport</b>	<b>New Capital Facilities</b>
----------------	-------------------------------

### Terminal Building: Concourse C Addition

**Project Description:**

The project entails the addition of a third concourse to serve increased demand levels at the Airport as previously identified in the 2018 Master Plan update. This project includes the following activities that must be completed prior to construction: construct new landside shop; relocation of employee parking lot; and additional airline ticket counters and outbound baggage area expansion. The size and design of the concourse, as well as preliminary cost estimate, were identified in the Advanced Terminal Planning Study completed fall 2022. Final design and cost of this project have not been determined. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *Not Started***

This project appeared in previous CIP's and has been identified in the Airport Master Plan. Advanced terminal planning study was completed fall 2022 and will be followed by identifying the full scope of the project with work projected to begin in FY26.

**Specific Plans/Policies Related to this Project:**

- Airport Advisory Committee Recommendation
- Airport Master Plan Update

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Airport Construction	Identified	\$5,000	\$0	\$70,000	\$0	\$0	\$0	\$75,000
<b>Total</b>		\$5,000	\$0	\$70,000	\$0	\$0	\$0	\$75,000

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



*Terminal Building Concourse C Addition Site*

**Airport****Functional and Safety Improvements****Terminal Seismic Upgrade****Project Description:**

A 2019 Seismic Evaluation Report found multiple structural deficiencies in the Eugene Airport terminal. Additionally, the 2021 Advanced Terminal Study found negative impacts of the main terminal such as aging infrastructure, resource and capacity issues, lack of resiliency, and inability to keep up with changing climate demands. To ensure the Eugene Airport can continue to operate in the case of any natural disaster, structural seismic retrofit measures will need to be taken. The project will include these retrofit measures in the main terminal, west terminal, and walkway bridge. No additional operational costs are anticipated from this project.

**Project Status: *Not Started***

No planning or design has started on this project.

**Specific Plans/Policies Related to this Project:**

Airport Master Plan Update

Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

**Capital Costs** (\$ in thousands)

<b>Fund</b>	<b>Status</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
Airport Construction	Identified	\$150	\$0	\$0	\$0	\$0	\$0	\$150
Federal Aviation Admin.	Identified	\$2,850	\$0	\$0	\$0	\$0	\$0	\$2,850
<b>Total</b>		<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>

**Neighborhoods:** Outside City Limits**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

This project does not have GHG impact.

*No Image Available*

<b>Airport</b>	<b>Functional and Safety Improvements</b>
----------------	---

### Wetland Mitigation 16L/34R

**Project Description:**

The Eugene Airport has identified wetlands that are potential bird attractants through a wetland delineation report. Birds are a serious hazard to aviation; a bird or a flock of birds that suddenly rises from a runway or surrounding area may collide with aircraft. The mitigation of nearby wetlands is a safety enhancement project. Phase 1, which was completed in 2010, was for mitigation and drainage for Runway 16L. Phases 2 and 3 of this project are for mitigation/drainage for Runway 34R. No additional operational costs are anticipated from this project.

**Project Status: In Progress**

This is a long-term capital project with multiple phases that have occurred over the years. Phase 3 work has been moved to FY23/FY24. Local matching funds will be used in FY23.

**Specific Plans/Policies Related to this Project:**

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

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Aviation Admin.	Identified	\$600	\$0	\$0	\$0	\$0	\$0	\$600
<b>Total</b>		\$600	\$0	\$0	\$0	\$0	\$0	\$600

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 291.55

**GHG Information**

Used average GHG Multiplier to estimate GHG for this project based on budget estimate.



*End of Runway 16L/34R*

<b>Airport</b>	<b>Upgrades and Capacity Enhancement</b>
----------------	--

### Widening Taxiways Juliet & Lima to Air Cargo Apron

**Project Description:**

This project will widen taxiways Lima (L) and Juliet (J) to 75 feet and construct four new full-strength pavement files at the intersections of Taxiways A, L, and J. The project will also construct 30-foot wide paved shoulders, runway lighting, and will upgrade the runway signage. No additional operational costs are anticipated from this project.

**Project Status: *Not Started***

Design is expected to occur in FY23 and construction in FY24.

**Specific Plans/Policies Related to this Project:**

Airport Master Plan Update

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Airport Construction	Identified	\$1,700	\$0	\$0	\$0	\$0	\$0	\$1,700
Connect Oregon Grant	Identified	\$1,400	\$0	\$0	\$0	\$0	\$0	\$1,400
<b>Total</b>		<b>\$3,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100</b>

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

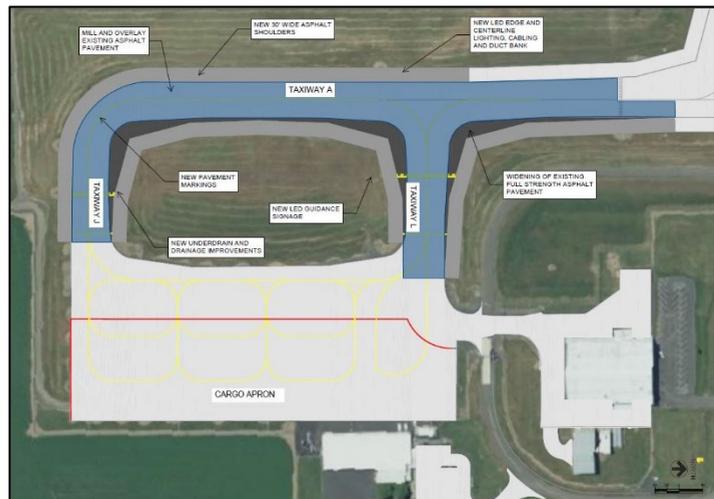
Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 746.41

**GHG Information**

N/A



*Taxiways Juliet & Lima Air Cargo Apron to be Widened*

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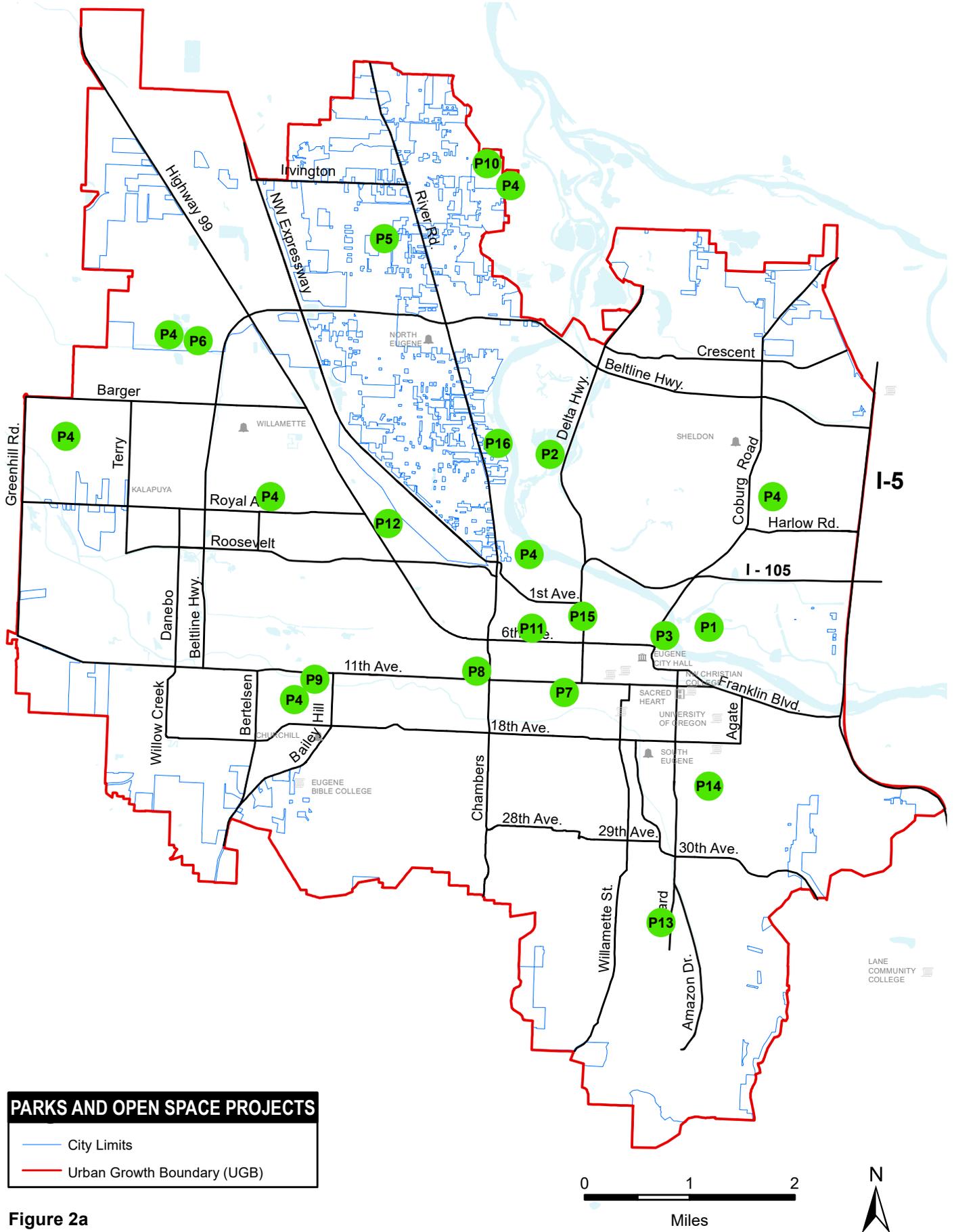


Figure 2a

## PARKS AND OPEN SPACE PROJECTS

### Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- P1 Alton Baker Park Masterplan
- P2 Delta Ponds Loop Trail Construction
- P3 Downtown Riverfront Plaza
- P4 Eugene Parks Foundation Capital Campaign
- P5 Ferndale Park Development
- P6 Golden Gardens Park and Sports Complex Phase 1
- P7 Lincoln School Park Renovation
- P8 Martin Luther King Jr. Park Renovation
- P9 Mattie Reynolds Park Development
- P10 Santa Clara Community Park Phase 1
- P11 Scobert Gardens Renovation
- P12 Trainsong Park Renovation
- P13 Tugman Park Renovation
- P14 University Park Renovation
- P15 Washington Jefferson Park Masterplan
- P16 West Bank Park

Figure 2b

# Parks and Open Space

## Attachment B Funding Summary

Project Title	Funding Status	Funding by Biennium*			Total
		2023-2025	2025-2027	2027-2029	
<b>Functional and Safety Improvements</b>					
Scobert Gardens Renovation	Identified	\$ 50	\$ -	\$ -	\$ 50
<b>Functional and Safety Improvements Total</b>		<b>50</b>	<b>-</b>	<b>-</b>	<b>50</b>
<b>Land Acquisition</b>					
Parkland Acquisition	Identified	500	500	500	1,500
<b>Land Acquisition Total</b>		<b>500</b>	<b>500</b>	<b>500</b>	<b>1,500</b>
<b>New Capital Facilities</b>					
Delta Ponds Loop Trail Construction	Identified	550	-	-	550
Downtown Riverfront Plaza	Identified	5,500	1,500	-	7,000
Ferndale Park Development	Identified	-	700	700	1,400
Golden Garden Park and Sports Complex Phase 1	Identified	525	1,674	-	2,199
Mattie Reynolds Park Development	Identified	1,400	-	-	1,400
Santa Clara Community Park Phase 1	Identified	679	-	-	679
West Bank Park	Identified	-	1,700	-	1,700
<b>New Capital Facilities Total</b>		<b>8,654</b>	<b>5,574</b>	<b>700</b>	<b>14,928</b>
<b>Preservation and Maintenance</b>					
Parks Donation Projects	Identified	110	110	110	330
Site Renovations and Rehabilitation	Identified	1,465	1,250	1,800	4,515
Site Renovations and Rehabilitation	Secured	1,041	1,085	1,129	3,255
Trainsong Park Renovation	Identified	-	200	-	200
Tugman Park Renovation	Identified	-	250	-	250
<b>Preservation and Maintenance Total</b>		<b>2,616</b>	<b>2,895</b>	<b>3,039</b>	<b>8,550</b>
<b>Upgrades and Capacity Enhancement</b>					
Alton Baker Park Master Plan	Identified	200	-	-	200
Eugene Parks Foundation Capital Campaign	Identified	1,000	500	-	1,500
Lincoln School Park Renovation	Identified	50	-	-	50
Martin Luther King, Jr. Park Renovation	Identified	200	-	-	200
Neighborhood and Community Park Development	Identified	-	-	1,250	1,250
Street Tree Stocking and Planting Program	Secured	60	60	60	180
University Park Renovation	Identified	100	-	-	100
Washington Jefferson Park Master Plan	Identified	-	100	-	100
<b>Upgrades and Capacity Enhancement Total</b>		<b>1,610</b>	<b>660</b>	<b>1,310</b>	<b>3,580</b>
<b>Parks and Open Space CIP Total</b>		<b>\$ 13,430</b>	<b>\$ 9,629</b>	<b>\$ 5,549</b>	<b>\$ 28,608</b>

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

## Parks and Open Space

## Overview

The City owns, manages, and maintains a large network of parks, recreation facilities, and open space areas. Currently, the City owns over 5,200 acres of parks and open spaces. The City's goals for the parks and open space system include providing opportunities for active and passive recreation, conserving open space and natural resources, and contributing to water quality and wildlife habitat, while maintaining the system in a socially, ecologically, and financially sustainable manner.

As the community continues to grow, the City strives to balance providing new and/or expanded facilities to meet the increased demands for parks and open space, while maintaining the safety and functionality of existing infrastructure in older parts of the park and open space system. The City Council adopted [Picture. Plan. Play. A Vision and Implementation Plan for Eugene's Parks and Recreation System](#) in July of 2018, which lists specific park development projects and identifies relative priorities among the listed projects over a 30-year planning period.

The first phase of implementation of this plan is underway with a [Parks and Recreation Bond and Operating Levy](#) that voters authorized in May of 2018. The \$39.35 million General Obligation Bond includes renovation of parks that are outdated, development of new parks in underserved areas of town, construction of new trails and renovation of existing trails, habitat enhancement projects, lighting projects, renovation of fields and sports facilities shared with local school districts, and renovation and expansion of two pools and a community center. When matched with Systems Development Charge (SDC) funds and partnership dollars, the capital investment resulting from the bond will total approximately \$90 million. million.

The five-year Parks and Recreation levy raised approximately \$3.15 million annually, to increase the public safety presence in parks, expand general maintenance activities in developed parks and natural areas, and to fund operations and maintenance activities of new parks and recreation facilities that were developed over this five-year period with bond and/or SDC funds. Although not a long-term solution due to the five-year limitation on operating levies, this levy has served as a stopgap measure while a more sustainable solution is identified and implemented.

Parks capital projects listed in the 2023-2029 CIP are consistent with the projects and priorities identified in the 2018 System Plan and the accompanying Parks and Recreation Bond and Levy.

### Project Categories

Parks and Open Space capital projects fall into one of the following six categories:

*Preservation and Maintenance:* These projects preserve, maintain, and repair systems associated with existing parks and open space facilities. They help to ensure that park improvements achieve their useful life span and are maintained at a level required for effective service delivery to the public. These projects also address habitat restoration activities.

*Land Acquisition:* These projects acquire land for new neighborhood and community parks and natural areas.

## Parks and Open Space

## Overview

*Site or Facility Upgrades and Capacity Enhancement:* These projects increase service levels and expand the functionality of existing park features or facilities and expand recreational opportunities.

*New Capital Facilities:* Projects in this category typically provide for either new and/or replacement facilities or are projects that expand existing facilities or services.

*Functional and Safety Improvements:* These projects improve accessibility and safety of existing parks and include renovation of facilities that no longer meet safety standards and regulations.

### Funding Outlook

The 30-year vision (ending in 2050) for Parks and Recreation in Eugene represents a total investment of approximately \$380 million (in 2018 dollars). The 2019 bond will accomplish about 17% of this vision for the future. It is anticipated that future bond measures will be considered as a primary funding source to achieve the remaining components of this vision. Bonds have historically been a major funding mechanism for park development and renovation projects with bonds successfully passed in 1998, 2006, and 2018.

Identifying a sustainable, ongoing funding mechanism for operations and maintenance of parks and open space continues to be a high priority. FY23 is the final year of the existing five-year levy. There are several funding options being considered to continue funding once the levy expires to ensure that parks and open space infrastructure and assets are maintained, and safety and security measures remain intact. These options are targeted to be put to City Council in early 2023, and the “best-fit” option will be put to the voters in the calendar year 2023 election process.

A limited amount of capital funding from the City’s General Fund is available for rehabilitation and renovation of existing assets. The focus for these funds is on park operations - specifically repair and renovation projects that address public safety and health - compliance with regulatory requirements, programming needs, and resource and cost efficiencies over the long-term.

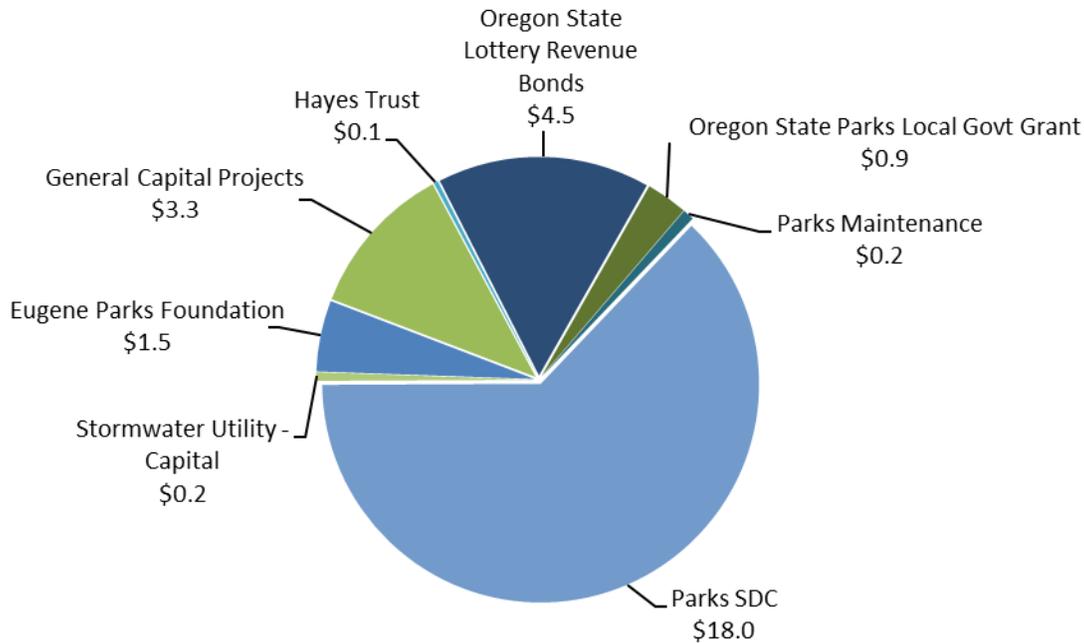
Park systems development charges (SDCs) on new development are the primary ongoing capital funding source for park improvements. Under state law, the “improvement component” (approximately 75% of total Parks SDC revenue) of the SDC is restricted to fund projects that help accommodate new growth, and the “reimbursement component” (25% of Parks SDC revenue) is not restricted and can be used for the rehabilitation of existing infrastructure. In July 2020, City Council adopted a revised SDC Methodology that is based on the project list of the 2018 approved System Plan. Fee increases associated with the revised methodology are being phased in and will go into full effect in 2024.

Other funds, such as Stormwater and Wastewater funds, along with grants, donations, and the volunteer program are used on a limited basis, when appropriate, to accomplish projects that have goals compatible with these dedicated funds.

## Parks and Open Space

## Overview

### Parks and Open Space Funding Sources 2023-2029 CIP Totals \$28.6 Million



### Project Prioritization

Parks and Open Space projects are generally prioritized to address immediate safety concerns, long-term maintenance considerations, equity across the community, and operational efficiencies. The 2018 System Plan identifies broad priorities within 10-year increments. For example, priority one projects are identified for implementation within the first 10 years of the plan, priority two projects are identified for years 11-20, and priority three projects for years 21-30. Project priorities are further refined through project selection criteria that are designed to address a broad range of issues. The criteria include “triple bottom line” considerations such as safety, climate, and energy considerations, natural resource and habitat values, accessibility, programmability, and social equity. This project ranking system serves as the foundation for determining Parks and Open Space projects and assists with overall system evaluation by balancing renovation, maintenance, and expansion needs with the availability of capital and operating funds.

### Specific Plans/Policies Related to Parks and Open Spaces Projects

[Climate Action Plan 2.0](#)

[Climate Recovery Ordinance](#)

[Council Goal – Accessible and Thriving Culture and Recreation](#)

Cuthbert Amphitheater Feasibility Study

[East Alton Baker Park Plan](#)

[Envision Eugene](#)

[Eugene 2035 Transportation System Plan](#)

[Eugene Downtown Plan](#)

[Eugene Trails Plan](#)

## Parks and Open Space

## Overview

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[EWEB Riverfront Master Plan](#)

[Parks and Recreation System Plan \(Picture. Plan. Play.\)](#)

[Rivers to Ridges Metropolitan Regional Parks & Open Space Study](#)

[Urban Forest Management Plan](#)

[West Alton Baker Park Development Plan](#)

## FY22 – FY23 Capital Project Status Update

Project Title	In Previous CIP	Project Status
<b>Completed</b>		
Berkeley Park Renovation	x	A broad community engagement process in 2019 resulted in a well-supported concept design. Construction was completed in early 2022 and a grand opening celebration was held in February 2022.
Sheldon Pool Renovation		Project completed in fall 2022.
<b>In Progress</b>		
Churchill Tennis Court Renovation	x	Construction documents were completed and construction started in 2022; completion scheduled for 2023.
Delta Ponds Loop Trail Construction	x	Project planning and engineering are nearing completion. The project was temporarily delayed as an easement issue was resolved and is now anticipated to move into construction in 2023.
Downtown Riverfront Plaza	x	Concept design and community engagement completed in summer of 2022. Construction is expected in 2024.
Fern Ridge Path Lighting		Construction scheduled for early 2023.
General Site and Facility Improvements		This is an ongoing capital program. Funds are allocated to individual projects as plans are determined.
Golden Gardens Park and Sports Complex Phase 1	x	Formerly titled "Sports Complex Phase 1", this project was revised in August 2022 to match the current project scope. An initial feasibility study is complete. Community engagement and master planning will begin in 2022 and Phase 1 construction is anticipated for 2026. Project schedules reflect current staff and resource capacity to implement projects.
Habitat Restoration	x	2018 Parks and Recreation Bond funded habitat restoration efforts have been underway in the Ridgeline Park System and Skinner Butte Park. Work will continue in other parts of the Parks system including portions of the West Eugene Wetlands and the Whilamut Natural Area of Alton Baker Park.
Martin Luther King, Jr. Park Renovation	x	Community engagement is underway with construction anticipated in 2024. Project schedules reflect current staff and resource capacity.
Mattie Reynolds Park Development	x	Community engagement is underway with construction anticipated in 2025. Project schedules reflect current staff and resource capacity.
Park and Path Lighting	x	Priority path lighting projects were started in 2021 and several have been completed. The program is ongoing with additional priority path lighting projects scheduled through 2025.
Park Restroom Improvements	x	Evaluation of existing restrooms is underway to determine priority improvements. Temporary restroom enclosure designs are complete and installed at trailheads. Developed park enclosures will be installed in 2023.
Parkland Acquisition	x	This is an ongoing capital program to acquire park land for the City's Parks and Open Space System.
Parks Donation Projects	x	This is an ongoing capital program. Funds are budgeted under this general program and later transferred to specific capital projects as they are identified and developed.
Santa Clara Community Park Phase 1	x	A community engagement process began in 2020 for a park-wide master plan. Construction is expected to begin on Phase 1 in 2023 and be completed by 2024.
Site Renovations and Rehabilitation	x	This is an ongoing program. SDC reimbursement funds and General Capital funds are budgeted under this program and subsequently transferred to specific capital projects as they are identified and developed.

## Parks and Open Space

## Project Status Update

Project Title	In Previous CIP	Project Status
<b>In Progress</b>		
Street Tree Stocking and Planting Program	x	This is an ongoing program. Funds are budgeted under this program and are subsequently transferred to specific capital projects as they are identified and developed. Titled "City Trees" in the FY23 budget.
Striker Field Development		Following a community engagement process in 2019, construction on Phase 1 was started in the summer of 2022. ARPA funds were committed to the project for FY23 to complete Phase 2. This work will continue under the existing contract and is expected to be complete in spring of 2023.
Suzanne Arlie Park Development, Phase 1	x	Formerly titled "Suzanne Arlie Park Ridgeline Trail Extension" this project was revised in August of 2022 to match current project scope. Preliminary planning for the trail was completed with the Suzanne Arlie Park Master Plan process. Community engagement will continue in the next phase of trail planning and design. Construction is anticipated in 2024. Project schedules reflect current staff and resource capacity.
Tugman Park Renovation	x	The first phase of this project was completed in 2019. The second phase is anticipated for construction in 2027.
<b>Not Started</b>		
Alton Baker Park Master Plan	x	Community engagement and master planning originally expected to begin in 2023, now expected to begin in 2024. Project schedules reflect current staff and resource capacity to implement projects.
Scobert Gardens Renovation		Community engagement and design to begin in 2023, with construction expected for 2025.
Ferndale Park Development	x	A community engagement process is planned for 2026 with construction anticipated in 2028. Project schedules reflect current staff and resource capacity to implement projects.
Park Irrigation Improvements	x	A consultant will be hired in 2023 to evaluate existing irrigation system and make recommendations for overall system efficiencies and upgrades. Construction projects will follow.
Trainsong Park Renovation	x	Community engagement to begin in 2024 and construction in 2026.
University Park Renovation	x	Community engagement is expected to begin in early 2023 with construction tentatively scheduled for 2025. Project schedules reflect current staff and resource capacity to implement projects.
West Bank Park Development	x	Community Engagement expected to begin in 2025, with construction in 2027. Project schedules reflect current staff and resource capacity to implement projects.

<h2 style="margin: 0;">Parks and Open Space</h2>	<h2 style="margin: 0;">Upgrades and Capacity Enhancement</h2>
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### Alton Baker Park Master Plan

**Project Description:**

This Ward 4 project will revise the master plan for the west and east portions (Whilamut Natural Area) of Alton Baker Park and identify priority improvements. The current master plans are outdated and much of the park infrastructure is in need of renovation. Once the master plan is completed, options for funding priority improvements will be identified and likely include Park SDCs, grants, and general obligation bonds. Funding for the master plan is a combination of Parks and Recreation bonds and Park SDC improvement and reimbursement funds. Project work will be conducted by a consultant and existing staff; consultant fees and staff time will be funded through capital project dollars. No additional operational costs are anticipated from this project.

**Project Status: *Not Started***

Community engagement and master planning originally expected to begin in 2023, now expected to begin in 2024. Project schedules reflect current staff and resource capacity to implement projects.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Council Goal - Accessible and Thriving Culture and Recreation
- Cuthbert Amphitheater Feasibility Study
- East Alton Baker Park Plan
- Parks and Recreation System Plan (Picture. Plan. Play.)
- West Alton Baker Park Development Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$100	\$100	\$0	\$0	\$0	\$0	\$200
<b>Total</b>		\$100	\$100	\$0	\$0	\$0	\$0	\$200

**Neighborhoods:** Harlow

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



*Eugene River Festival 2017. Canoes and kayaks race on the Canoe Canal and the Willamette River.*

## Parks and Open Space

## New Capital Facilities

### Delta Ponds Loop Trail Construction

#### Project Description:

This Ward 5 project entails the construction of a bridge over Dedrick Slough to complete a barrier-free, one-mile loop trail. The project is funded with a combination of Park SDC improvement funds, Parks and Recreation bonds, and a grant from Oregon State Parks. Minimal additional operating costs are expected and will be absorbed into the ongoing parks maintenance budget.

#### Project Status: *In Progress*

Project planning and engineering are nearing completion. The project was temporarily delayed as an easement issue was resolved and is now anticipated to move into construction in 2023.

#### Specific Plans/Policies Related to this Project:

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene Trails Plan
- Parks and Recreation System Plan (Picture. Plan. Play.)

#### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Oregon State Parks Local Govt Grant	Identified	\$350	\$0	\$0	\$0	\$0	\$0	\$350
Parks SDC	Identified	\$200	\$0	\$0	\$0	\$0	\$0	\$200
<b>Total</b>		\$550	\$0	\$0	\$0	\$0	\$0	\$550

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

	2024	2025	2026	2027	2028	2029
Parks Maintenance	\$1	\$2	\$2	\$2	\$2	\$2

#### Neighborhoods: Goodpasture Island

#### Greenhouse Gas Emissions (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 106.00

#### GHG Information

GHG Calculations have been carried over from the previous CIP.



*Bridge construction over Dedrick Slough will complete the one-mile loop path at Delta Ponds*

<b>Parks and Open Space</b>	<b>New Capital Facilities</b>
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## Downtown Riverfront Plaza

**Project Description:**

The Downtown Riverfront Plaza project in Ward 3 will develop the one-acre upland portion of the Downtown Riverfront open space into an urban riverfront amenity. Proposed park features could include an interactive fountain, playground, art, and open plaza space for events. Historical and ecological history will be interpreted and integrated into the design that will include rain gardens, trees, and views of Eugene’s beautiful Willamette River. Project funding is a combination of Riverfront Urban Renewal, Parks SDC improvement funds, and grant funding from the State. \$1,500,000 in Park SDC improvement funds are slated to go towards construction of overlooks associated with Steam Plant Development in FY26. During the original property transfer, EWEB committed to paying \$750,000 to assist with operational expenses. Additional operational costs associated with this project (beyond EWEB’s assistance) are expected to be \$150,000 per year, but not enough data is currently known to estimate operational impact with greater accuracy.

**Project Status: *In Progress***

Concept design and community engagement were completed in the summer of 2022. Construction is expected in 2024.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Envision Eugene
- Eugene Downtown Plan
- EWEB Riverfront Master Plan
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Oregon State Lottery Revenue Bonds	Identified	\$4,500	\$0	\$0	\$0	\$0	\$0	\$4,500
Parks SDC	Identified	\$1,000	\$0	\$1,500	\$0	\$0	\$0	\$2,500
<b>Total</b>		\$5,500	\$0	\$1,500	\$0	\$0	\$0	\$7,000

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

	2024	2025	2026	2027	2028	2029
General	\$0	\$150	\$150	\$150	\$150	\$150

**Neighborhoods:** Downtown

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 510.00

**GHG Information**

GHG Estimates are based upon best available design information at the time of calculation.



*Artist rendition of future Riverfront Plaza*

## Parks and Open Space

## Upgrades and Capacity Enhancement

### Eugene Parks Foundation Capital Campaign

#### Project Description:

The Eugene Parks Foundation is initiating a capital fundraising campaign to support health and active recreation in underserved areas across Eugene. The campaign will fund a nature play playground at Peterson Park, three water spray play features at Santa Clara Community Park, Mattie Reynolds Park, and Bethel Community Park, and four exercise stations at Ascot Park, Maurie Jacobs Park, the Fern Ridge path, and Golden Gardens Park. Project staff time and resources dedicated to the campaign will be funded through capital dollars or the existing operating budget. Once all facilities are constructed, additional operational costs are expected to be \$25,000 annually, but not enough data is currently known to estimate operational impact with greater accuracy.

#### Project Status: *Not Started*

Capital fund raising campaign by Eugene Parks Foundation kicking off in 2022. Projects will occur as funding becomes available.

#### Specific Plans/Policies Related to this Project:

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

#### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Eugene Parks Foundation	Identified	\$500	\$500	\$500	\$0	\$0	\$0	\$1,500
<b>Total</b>		\$500	\$500	\$500	\$0	\$0	\$0	\$1,500

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

	2024	2025	2026	2027	2028	2029
General	\$25	\$25	\$25	\$25	\$25	\$25

**Neighborhoods:** Multiple Neighborhoods

#### Greenhouse Gas Emissions (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

#### GHG Information

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



EUGENE  
PARKS  
FOUNDATION

*Eugene Parks Foundation*

<b>Parks and Open Space</b>	<b>New Capital Facilities</b>
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## Ferndale Park Development

**Project Description:**

Development of a new 4.5-acre neighborhood park site in Ward 7. Improvements may include walkways, children's play area, habitat enhancement, turf, and landscaping. Project funding is a combination of Parks and Recreation bonds and Parks SDCs. Additional operational costs associated with this project are expected to be \$100,000 per year, but not enough data is currently known to estimate operational impact with greater accuracy.

**Project Status: *Not Started***

A community engagement process is planned for 2026 with construction anticipated in 2028. Project schedules reflect current staff and resource capacity to implement projects.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$0	\$0	\$0	\$700	\$700	\$0	\$1,400
<b>Total</b>		\$0	\$0	\$0	\$700	\$700	\$0	\$1,400

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

	2024	2025	2026	2027	2028	2029
General	\$0	\$0	\$0	\$0	\$0	\$100

**Neighborhoods:** Santa Clara

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



*Ferndale Park stormwater swale*

## Parks and Open Space

## New Capital Facilities

### Golden Gardens Park and Sports Complex Phase 1

#### Project Description:

This Ward 6 project includes the master planning of a sports complex and Phase 1 construction of rectangular fields and supporting infrastructure at Golden Gardens Community Park. Project funding is a combination of Parks and Recreation bonds, Parks and Open Space Bond, and Park SDC improvement funds. Additional operational costs associated with this project are expected to be \$215,000 per year, but not enough data is currently known to estimate operational impact with greater accuracy.

#### Project Status: *In Progress*

Formerly titled "Sports Complex Phase 1", this project was revised in August 2022 to match the current project scope. An initial feasibility study is complete. Community engagement and master planning will begin in 2022 and Phase 1 construction is anticipated for 2026. Project schedules reflect current staff and resource capacity to implement projects.

#### Specific Plans/Policies Related to this Project:

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

#### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$0	\$525	\$1,000	\$674	\$0	\$0	\$2,199
<b>Total</b>		\$0	\$525	\$1,000	\$674	\$0	\$0	\$2,199

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

	2024	2025	2026	2027	2028	2029
General	\$0	\$0	\$0	\$0	\$215	\$215

#### Neighborhoods: Bethel

#### Greenhouse Gas Emissions (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

#### GHG Information

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



*Golden Gardens Park*

<b>Parks and Open Space</b>	<b>Upgrades and Capacity Enhancement</b>
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## Lincoln School Park Renovation

**Project Description:**

This small neighborhood park in Ward 1 will be renovated to be brought up to current standards and improve capacity. Improvements include a relocated playground, renovated basketball courts, and site furnishings. Funding comes from Parks SDC reimbursement funds. Minimal additional operating costs are expected and will be absorbed into the ongoing parks maintenance budget.

**Project Status: *In Progress***

Following community engagement and design, construction is scheduled for 2023.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$50	\$0	\$0	\$0	\$0	\$0	\$50
<b>Total</b>		\$50	\$0	\$0	\$0	\$0	\$0	\$50

**Neighborhoods:** Jefferson Westside

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 80.00

**GHG Information**

GHG Estimates are based upon the best available design and cost estimating data at the time of calculations.



*Lincoln School Illustrative Plan*

<h2 style="margin: 0;">Parks and Open Space</h2>	<h2 style="margin: 0;">Upgrades and Capacity Enhancement</h2>
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### Martin Luther King, Jr. Park Renovation

**Project Description:**

This project will renovate an existing small neighborhood park in Ward 1. Community engagement is underway in 2022 and construction is expected in 2024. Improvements likely include a playground upgrade, basketball court enhancements, additional art and interpretation, and safety improvements. Funding is a combination of Parks and Recreation bonds and Park SDC reimbursement funds. Minimal additional operating costs are expected and will be absorbed into the ongoing parks maintenance budget.

**Project Status: *In Progress***

Community engagement is underway with construction anticipated in 2024. Project schedules reflect current staff and resource capacity to implement projects.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$200	\$0	\$0	\$0	\$0	\$0	\$200
<b>Total</b>		\$200	\$0	\$0	\$0	\$0	\$0	\$200

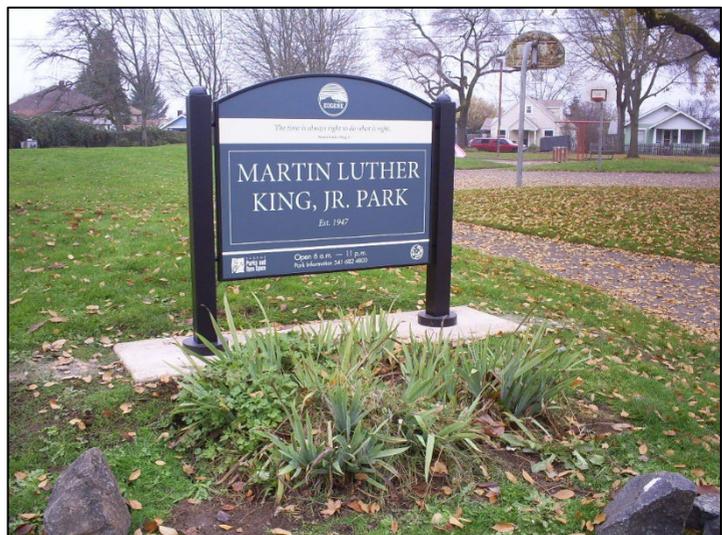
**Neighborhoods:** Far West

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 80.00

**GHG Information**

GHG Estimates are based upon the best available design data at the time of calculations.



*Martin Luther King, Jr. Park*

<b>Parks and Open Space</b>	<b>New Capital Facilities</b>
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## Mattie Reynolds Park Development

**Project Description:**

This project will develop new 5.25-acre park site as a neighborhood/community park hybrid in Ward 8. Improvements may include walkways, large children's play area, restroom, habitat enhancement, furnishings, turf, and landscaping. Project funding is a combination of Parks and Recreation bonds and Parks SDC improvement funds. Additional operational costs associated with this project are expected to be \$132,000 per year, but not enough data is currently known to estimate operational impact with greater accuracy.

**Project Status: *In Progress***

Community engagement is underway with construction anticipated in 2025. Project schedules reflect current staff and resource capacity to implement projects.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$700	\$700	\$0	\$0	\$0	\$0	\$1,400
<b>Total</b>		\$700	\$700	\$0	\$0	\$0	\$0	\$1,400

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

	2024	2025	2026	2027	2028	2029
General	\$0	\$0	\$132	\$132	\$132	\$132

**Neighborhoods:** Churchill

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 160.00

**GHG Information**

GHG estimates are based upon best available scope and design data at time of calculations



*Mattie Reynolds park site in southwest Eugene*

<b>Parks and Open Space</b>	<b>Upgrades and Capacity Enhancement</b>
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### Neighborhood and Community Park Development

**Project Description:**

This project provides funding for priority improvements in parks that have not yet been identified. Projects will be identified over the next several years as the current bond funded capital projects are completed and will be funded with Park SDC improvement and reimbursement funds. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *Not Started***

Projects will be initiated as they are identified, and funding becomes available.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$0	\$0	\$0	\$0	\$500	\$750	\$1,250
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>\$750</b>	<b>\$1,250</b>

**Neighborhoods:** Multiple Neighborhoods

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

N/A



*Site tour of Suzanne Arlie Park*

<b>Parks and Open Space</b>	<b>Land Acquisition</b>
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### Parkland Acquisition

**Project Description:**

Ongoing acquisition of neighborhood, community, and natural area parks, as sites are identified and made available for purchase using SDC improvement funds. Minimal operational funding is associated with park acquisition.

**Project Status: *In Progress***

This is an ongoing capital program to acquire park land for the City's Parks and Open Space System.

**Specific Plans/Policies Related to this Project:**

- Envision Eugene
- Eugene Trails Plan
- Parks and Recreation System Plan (Picture. Plan. Play.)
- Rivers to Ridges Metropolitan Regional Parks & Open Space Study

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$250	\$250	\$250	\$250	\$250	\$250	\$1,500
<b>Total</b>		\$250	\$250	\$250	\$250	\$250	\$250	\$1,500

**Neighborhoods:** Multiple Neighborhoods

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

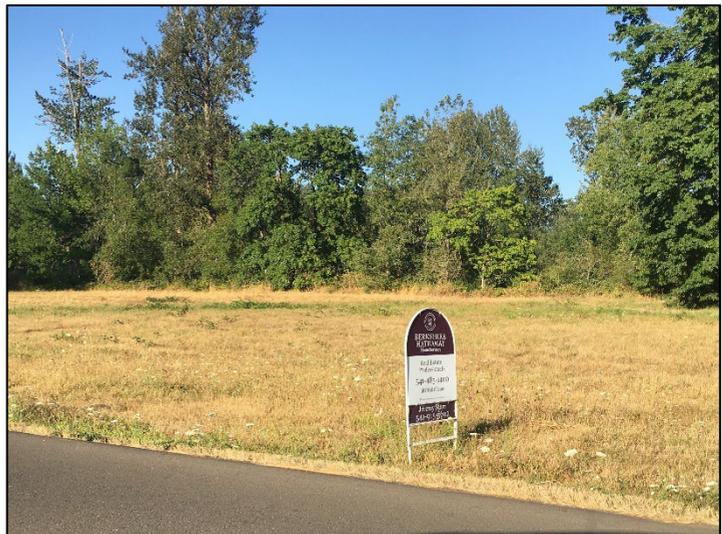
Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

N/A



*Parkland acquisition along River Loop 1*

<b>Parks and Open Space</b>	<b>Preservation and Maintenance</b>
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### Parks Donation Projects

**Project Description:**

Provide support for volunteer-supported and donation-funded projects in existing parks. Examples of projects that have been funded with donations and/or volunteer labor include the installation and preservation of memorials, plaques, benches, and trees in the Hays Tree Garden, as well as improvements in the Owen Rose Garden and development of the RiverPlay Discovery Village playground. No additional operational costs are anticipated from this project.

**Project Status: *In Progress***

This is an ongoing capital program. Funds are budgeted under this general program and later transferred to specific capital projects as they are identified and developed.

**Specific Plans/Policies Related to this Project:**

Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Hayes Trust	Identified	\$15	\$15	\$15	\$15	\$15	\$15	\$90
Parks Maintenance	Identified	\$40	\$40	\$40	\$40	\$40	\$40	\$240
<b>Total</b>		\$55	\$55	\$55	\$55	\$55	\$55	\$330

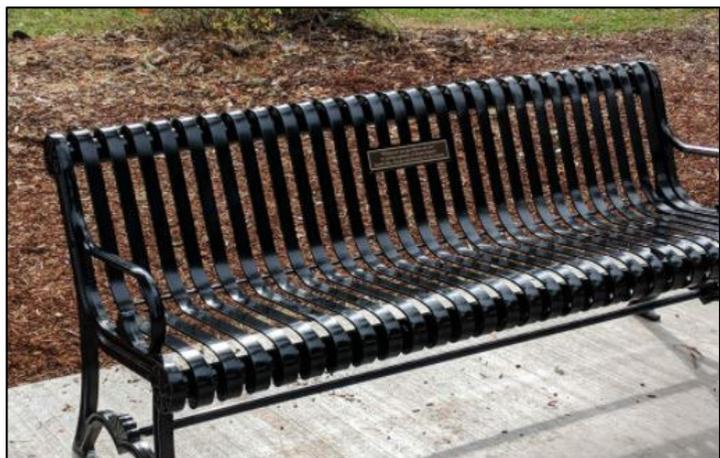
**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

N/A



*Donor bench with a name plaque shown within the park system*

## Parks and Open Space

## New Capital Facilities

### Santa Clara Community Park Phase 1

#### Project Description:

Phase 1 of community park development in Ward 5 to serve the River Road/Santa Clara planning area. Phase 1 to include children's play area, park paths and trails, restroom, park furniture, and turf areas. Project funding is a combination of Parks and Recreation bonds, Parks SDC improvement funds, and a grant from the Local Government Grant Program of Oregon State Parks. Additional operational costs associated with this project are expected to be \$277,000 per year, but not enough data is currently known to estimate operational impact with greater accuracy.

#### Project Status: *In Progress*

A community engagement process began in 2020 for a park-wide master plan. Construction is expected to begin on Phase 1 in 2023 and be open by 2024.

#### Specific Plans/Policies Related to this Project:

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

#### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Oregon State Parks Local Govt Grant	Identified	\$529	\$0	\$0	\$0	\$0	\$0	\$529
Parks SDC	Identified	\$150	\$0	\$0	\$0	\$0	\$0	\$150
<b>Total</b>		\$679	\$0	\$0	\$0	\$0	\$0	\$679

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

	2024	2025	2026	2027	2028	2029
General	\$150	\$277	\$277	\$277	\$277	\$277

#### Neighborhoods: Santa Clara

#### Greenhouse Gas Emissions (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 350.00

#### GHG Information

GHG Estimates have been calculated using the best available design data at the time of calculations.



*Santa Clara Community Park workshop*

<b>Parks and Open Space</b>	<b>Functional and Safety Improvements</b>
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### Scobert Gardens Renovation

**Project Description:**

This small neighborhood park in Ward 7 is underutilized and in need of renovation. Community engagement will focus on park safety, usage, and programming opportunities. Funding is Park SDC reimbursement dollars. No additional operational costs are anticipated from this project.

**Project Status: *In Progress***

Community engagement and design to begin in 2023. Construction expected for 2025.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$0	\$50	\$0	\$0	\$0	\$0	\$50
<b>Total</b>		<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50</b>

**Neighborhoods:** Whiteaker

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



*Scobert Gardens*

<b>Parks and Open Space</b>	<b>Preservation and Maintenance</b>
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### Site Renovations and Rehabilitation

**Project Description:**

Funding to repair or replace aging, damaged, or non-compliant park facilities and amenities throughout the Parks and Open Space system. These are typically medium to large-scale capital projects that are beyond the scope of available annual operations and maintenance funds appropriated to preservation and maintenance. These projects will address a broad range of park infrastructure renovations, possibly including, but not limited to, lighting systems, irrigation systems, paved pathways, parking lots, children’s play equipment, tennis courts, habitat restoration, and landscape renovation.

**Project Status: *In Progress***

This is an ongoing program. SDC reimbursement funds and General Capital funds are budgeted under this program and are subsequently transferred to specific capital projects as they are identified and developed.

**Specific Plans/Policies Related to this Project:**

Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$515	\$526	\$537	\$548	\$559	\$570	\$3,255
Parks SDC	Identified	\$815	\$650	\$600	\$650	\$900	\$900	\$4,515
<b>Total</b>		\$1,330	\$1,176	\$1,137	\$1,198	\$1,459	\$1,470	\$7,770

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

N/A



*Site renovation and repairs*

<h2 style="margin: 0;">Parks and Open Space</h2>	<h2 style="margin: 0;">Upgrades and Capacity Enhancement</h2>
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### Street Tree Stocking and Planting Program

**Project Description:**

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

**Project Status: *In Progress***

This is an ongoing program. Funds are budgeted under this program and are subsequently transferred to specific capital projects as they are identified and developed.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Urban Forest Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$30	\$30	\$30	\$30	\$30	\$30	\$180
<b>Total</b>		\$30	\$30	\$30	\$30	\$30	\$30	\$180

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

Trees remove GHG emissions out of the atmosphere, so over time this program will contribute to GHG reductions.



*Newly planted tree along Chambers Street*

<b>Parks and Open Space</b>	<b>Preservation and Maintenance</b>
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### Trainsong Park Renovation

**Project Description:**

Renovation of this Ward 7 park will likely focus on preservation and maintenance of park infrastructure as well as lighting and amenity upgrades. A community engagement process will help prioritize improvements. Funding is a combination of Parks and Recreation bonds and Parks SDC reimbursement funds. Minimal additional operating costs are expected and will be absorbed into the ongoing parks maintenance budget.

**Project Status: *Not Started***

Community engagement expected to begin in 2024 with construction planned for 2026.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$0	\$0	\$200	\$0	\$0	\$0	\$200
<b>Total</b>		\$0	\$0	\$200	\$0	\$0	\$0	\$200

**Neighborhoods:** Trainsong

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



*Trainsong Park*

<b>Parks and Open Space</b>	<b>Preservation and Maintenance</b>
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## Tugman Park Renovation

**Project Description:**

This Ward 2 neighborhood park renovation started with a playground rebuild in 2019. The playground component was fast tracked due to safety and accessibility concerns. The next phase of renovation will focus on preservation and maintenance of park infrastructure. Funding is a combination of Parks and Recreation bonds and Parks SDC reimbursement funds. Minimal additional operating costs are expected and will be absorbed into the ongoing parks maintenance budget.

**Project Status: *In Progress***

The first phase of this project was completed in 2019. The second phase is anticipated for construction in 2027.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$0	\$0	\$0	\$250	\$0	\$0	\$250
<b>Total</b>		\$0	\$0	\$0	\$250	\$0	\$0	\$250

**Neighborhoods:** Southeast

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



*Tugman Park Phase 1:  
playground renovation grand re-opening*

<h2 style="margin: 0;">Parks and Open Space</h2>	<h2 style="margin: 0;">Upgrades and Capacity Enhancement</h2>
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### University Park Renovation

**Project Description:**

This project will renovate this 2.27-acre neighborhood park in Ward 3. A community engagement process will help prioritize improvements. The park renovation may include playground, shelter, park furnishings, and basketball court upgrades, as well as repurposing the existing wading pool area. Project funding is a combination of Parks and Recreation bonds and Park SDC reimbursement funds. Minimal additional operating costs are expected and will be absorbed into the ongoing parks maintenance budget.

**Project Status: *Not Started***

Community engagement is expected to begin in early 2023 with construction tentatively scheduled for 2025. Project schedules reflect current staff and resource capacity to implement projects.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$0	\$100	\$0	\$0	\$0	\$0	\$100
<b>Total</b>		\$0	\$100	\$0	\$0	\$0	\$0	\$100

**Neighborhoods:** South University

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



*University Park Playground*

<h2 style="margin: 0;">Parks and Open Space</h2>	<h2 style="margin: 0;">Upgrades and Capacity Enhancement</h2>
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### Washington Jefferson Park Master Plan

**Project Description:**

This project in Ward 7 will update the master plan for this large community park. There are many needs and ideas for how to utilize this pivotal park that includes covered areas from the I-105 highway on and off ramps. A public engagement process will guide a comprehensive master plan for future development. Funding will come from Park SDCs, most of which will be reimbursement dollars. Costs for additional staff time and resources will be paid for with capital project dollars; No operational costs are anticipated from this project.

**Project Status: *Not Started***

Master Planning is anticipated to begin in 2026.

**Specific Plans/Policies Related to this Project:**

Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$0	\$0	\$100	\$0	\$0	\$0	\$100
<b>Total</b>		\$0	\$0	\$100	\$0	\$0	\$0	\$100

**Neighborhoods:** Whiteaker

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

No GHG emissions are related to the Park Master Plan, however projects determined through the Master Plan & community engagement process could produce GHGs as a result of project construction. GHGs will be calculated on a specific project basis once the future park development has been determined.



*Washington Jefferson Skatepark and Plaza*

<b>Parks and Open Space</b>	<b>New Capital Facilities</b>
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## West Bank Park

**Project Description:**

This project will develop a new neighborhood park site in Ward 7. Improvements may include walkways, children's play area, habitat enhancement, and river viewing/access. Project funding is a combination of Parks and Recreation bonds and Parks SDC improvement funds. Additional operational costs associated with this project are expected to be \$68,000 per year, but not enough data is currently known to estimate operational impact with greater accuracy.

**Project Status: *Not Started***

Community engagement is expected to begin in 2025, with construction in 2027. Project schedules reflect current staff and resource capacity to implement projects.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Parks and Recreation System Plan (Picture. Plan. Play.)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Parks SDC	Identified	\$0	\$0	\$500	\$1,200	\$0	\$0	\$1,700
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,700</b>

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

	2024	2025	2026	2027	2028	2029
General	\$0	\$0	\$0	\$0	\$68	\$68

**Neighborhoods:** River Road

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.



*Artist rendition of neighborhood park along West Bank of Willamette River*

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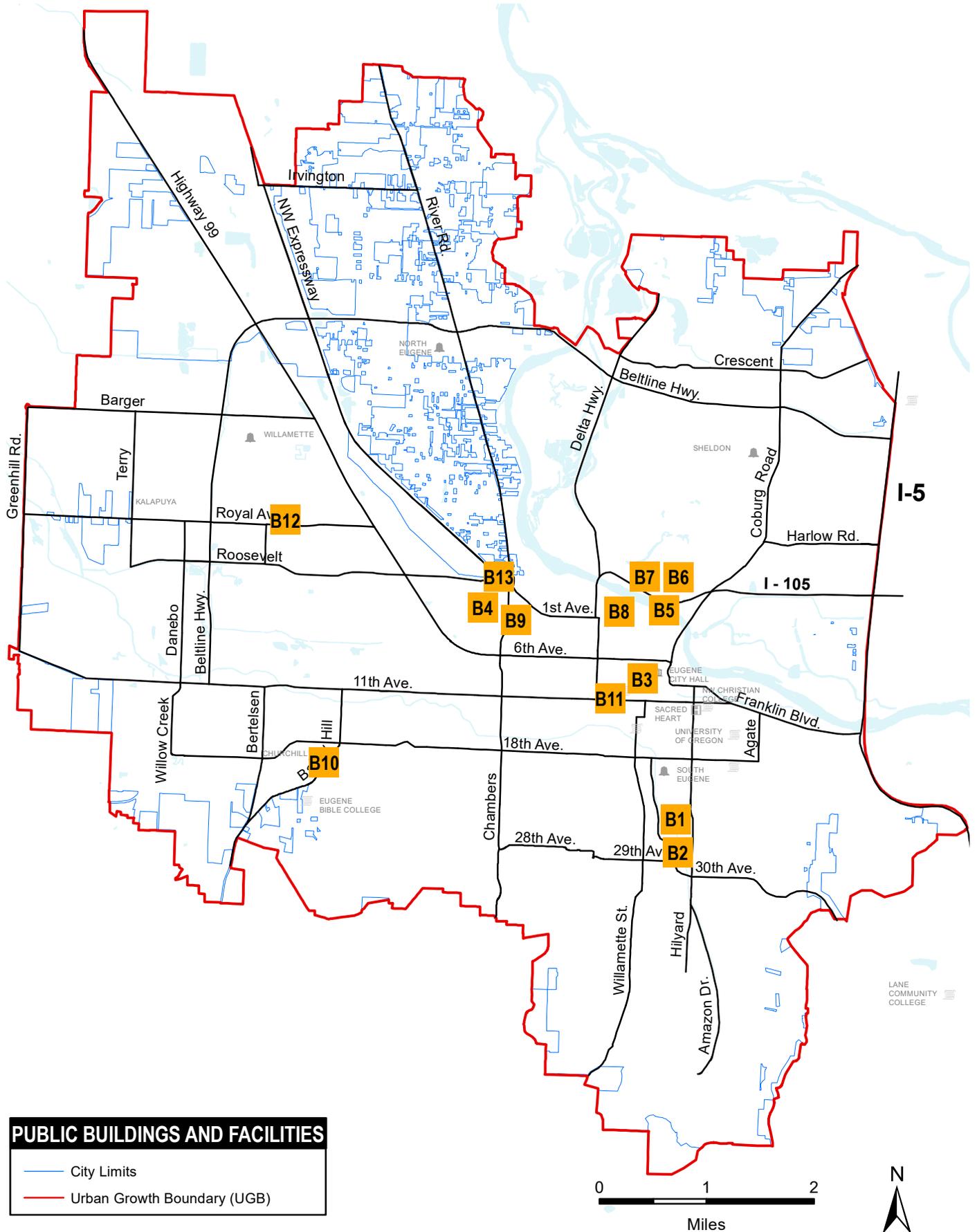


Figure 3a

## PUBLIC BUILDINGS AND FACILITIES PROJECTS

### Site-specific CIP projects shown in funding tables for 2023-2029 Capital Budgets as \$50,000 or more

- B1 Amazon Pool 50 M Hydrazzo Study
- B2 Amazon Pool GHG Study and Upgrades
- B3 Atrium Building Improvements
- B4 Eugene Fire Department Paving Repairs
- B5 Eugene Police Department Headquarters Parking
- B6 Eugene Police Department Headquarters Siding Repairs
- B7 Eugene Police Department Headquarters Window Replacement
- B8 Facility Management Building 1 and 4 Roof Replacement
- B9 Fire and Police Training Building Roof and First Floor HVAC
- B10 Fire Station 10 Roof and HVAC
- B11 Library Lighting Controls Study and Upgrade
- B12 Petersen Barn Repairs and HVAC
- B13 Roosevelt Yard Site Renovation & Rehab

Figure 3b

# Public Buildings and Facilities

## Attachment B Funding Summary

Project Title	Funding Status	Funding by Biennium*			Total
		2023-2025	2025-2027	2027-2029	
<b>Functional and Safety Improvements</b>					
Atrium Building Improvements	Secured	\$ 400	\$ 200	\$ -	\$ 600
Roosevelt Yard Site Renovation and Rehabilitation	Secured	2,210	1,410	1,410	5,030
<b>Functional and Safety Improvements Total</b>		<b>2,610</b>	<b>1,610</b>	<b>1,410</b>	<b>5,630</b>
<b>Preservation and Maintenance</b>					
Amazon Pool 50 M Hydrazzo Study	Secured	190	-	-	190
Amazon Pool GHG Study and Upgrades	Secured	60	-	-	60
Eugene Fire Department Paving Repairs	Secured	160	-	-	160
Police Dept. Headquarters Parking	Secured	290	-	-	290
Police Dept. Headquarters Siding Repairs	Secured	300	-	-	300
Police Dept. Headquarters Window Replacement	Secured	200	-	-	200
Facility Management Building 1 & 4 Roof Replacement	Secured	250	-	-	250
Fire / Police Training Building Roof & HVAC	Secured	130	-	-	130
Fire Station 10 Roof and HVAC	Secured	75	-	-	75
Library Lighting Controls Study and Upgrade	Secured	250	-	-	250
Petersen Barn Repairs and HVAC	Secured	425	-	-	425
<b>Preservation and Maintenance Total</b>		<b>2,330</b>	<b>-</b>	<b>-</b>	<b>2,330</b>
<b>Public Buildings and Facilities CIP Total</b>		<b>\$ 4,940</b>	<b>\$ 1,610</b>	<b>\$ 1,410</b>	<b>\$ 7,960</b>

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

# Public Buildings and Facilities

## Overview

The City maintains a wide range of public facilities, including neighborhood, community, and metropolitan parks, community centers, swimming pools, fire stations, government office buildings, parking structures, and libraries. In all, the City must maintain and preserve more than 180 buildings, totaling approximately two million square feet in area, to effectively provide the services desired by Eugene citizens. The City also provides new and/or expanded facilities to meet the needs of a growing community.

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

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

### Project Categories

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

*Preservation and Maintenance:* These projects preserve, maintain, and repair systems associated with existing facilities. They allow facilities to achieve their expected useful life and to be maintained at a level required for effective service delivery to the public. In general, these types of projects have minimal to no effect on facility operating costs. In many cases, improvements to building roofs, windows, electrical, and HVAC systems can result in more efficient buildings, even if they are technically more complex to operate and maintain. The General Fund portion of the *Facility Preservation and Maintenance* category will fund specific projects based on City Council policies and direction, the Facility Condition Report, and immediate maintenance priorities and needs.

*Site and Facility Improvements:* Projects in this category include modifications and/or additions to existing facilities to meet operational, safety, and cost-efficiency goals, and to comply with the ADA. The primary goals of this program are to address changing program functions and needs and/or to improve service delivery. These types of projects have limited impact on facility operating costs, as their purpose is to upgrade or reconfigure space for more effective service delivery.

*New Capital Facilities:* Projects in this category typically provide for new and/or replacement facilities or are projects that expand existing facilities or services and are of such a scale to warrant classification as stand-alone projects. Large-scale facility changes that are needed to provide for community growth are found in this category. Generally new capital facilities will result in additional facility operating costs. Where a new facility is replacing an existing building,

## Public Buildings and Facilities

## Overview

the incremental cost of the new facility is projected as a new or unfunded cost. These facility operating cost projections include both routine facility maintenance (the cost of utilities, custodial services, preventive maintenance, and other activities needed to keep a building operating) and an annualized amount of capital preservation that represents future costs that the City can expect to incur for building preservation and rehabilitation. In the 2023-2029 CIP, there are no New Capital Facilities projects.

*Land Acquisition:* The project in this category refers to funding for affordable housing site acquisition and is managed by the Planning and Development Department.

### Greenhouse Gas Emissions

Operational greenhouse gas (GHG) emissions have been estimated for those projects identified as having a meaningful impact on City emissions. For example, projects that result in a net reduction in GHG use, such as energy efficiency upgrades, lighting conversion, mechanical system and building envelop improvements, and commissioning work, are more likely to impact operational GHGs. A number of smaller, less impactful projects are expected to have a minimal effect on operational GHGs and therefore estimates have not been provided. Projects that increase the size and function of a facility may result in a net increase in operational GHGs. GHGs from construction or embodied energy have not been calculated for Facilities projects as the major source of emissions is from ongoing operations.

### Funding

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

The City's General Fund is the primary source of funding for building and facility renovations. The General Capital Projects Fund supports the repair of existing facilities and deferred maintenance and is predominately allocated to Facility Preservation and Maintenance and Site and Facility Improvements for each year of the program.

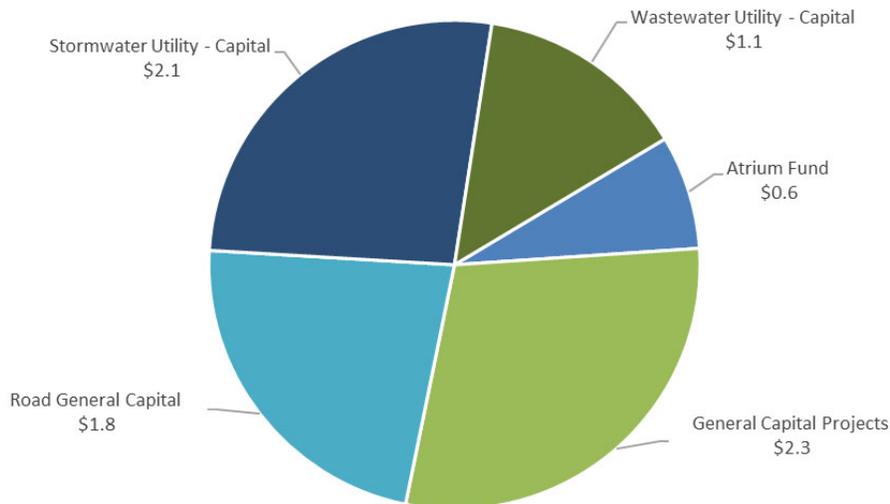
Of the total transfer from the General Fund, over 75% is normally dedicated to facility-related capital preservation and maintenance projects. Since General Fund revenues have not kept up with service and capital requirements, the preservation of Public Buildings and Facilities has been consistently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

Adequate funding for maintenance of City facilities that is not supported by dedicated revenue has been a problem for many years. To partially address this shortfall, the Budget Committee adopted a general capital budget strategy in FY01. The base transfer from the General Fund was increased in FY01 by \$700,000 to \$1.7 million and would grow by \$100,000 each year thereafter. In the FY23 Adopted Budget this transfer is funded at \$3.7 million. This strategy has also generally included dedication of an additional \$900,000 from end of year remaining General Fund balances to capital projects for facility preservation, maintenance, and replacement. Of the \$900,000, \$800,000 is allocated to Facilities and \$100,000 to Parks & Open Spaces for park-related capital

## Public Buildings and Facilities

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

**Public Buildings and Facilities Funding Sources  
 2023-2029 CIP Totals \$7.96 Million**



Another component of the capital preservation funding is the ongoing building maintenance funded through the Facilities Maintenance Fund. The primary revenue source supporting these expenditures is the internal service facility rates charged to various funds for departments that occupy the buildings.

### Building Preservation and Deferred Maintenance

In 1995, the City Council adopted a Facility Condition Assessment (FCA) process, which establishes baseline data about the condition of facilities supported by the General Fund through a detailed, structured inspection process. All capital building and facility projects in the General Fund are assessed and prioritized based on this report, which is published periodically.

The most recent Facility Condition Assessment was conducted in 2017. The estimated cost of existing deficiencies equaled \$38.5 million, which equates to an overall Facility Condition Index (FCI) of 11%, based on a total Current Replacement Value of \$348.0 million for all General Fund buildings. The Facility Condition Assessment is scheduled to be updated in FY23.

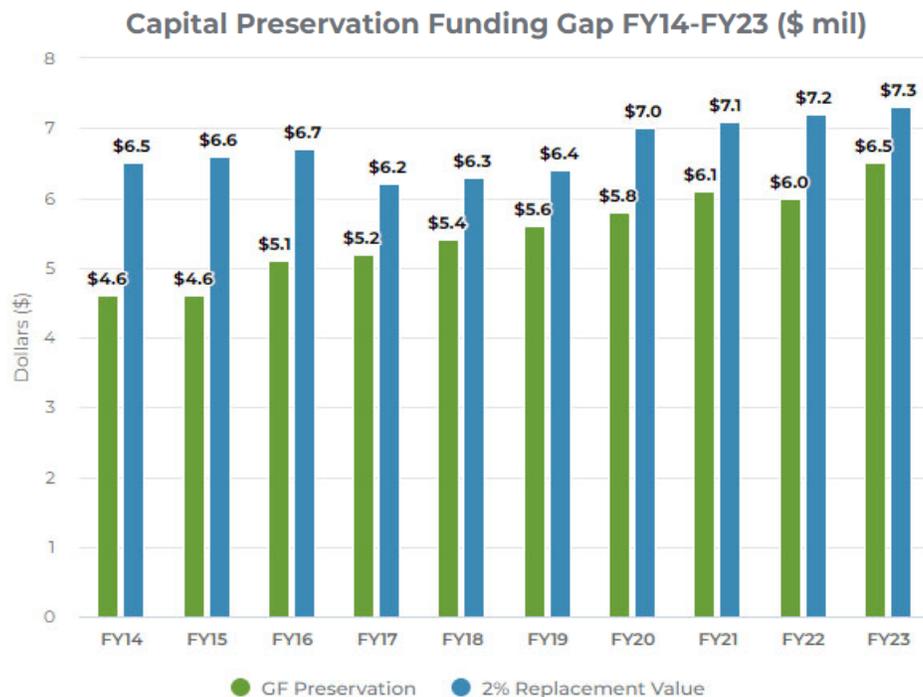
Although the replacement and renovation of older buildings in the City’s inventory removes a large portion of deficiencies in the short term, the value of existing deficiencies will continue to rise in the rest of the General Fund building inventory without significant increases in future funding levels for building preservation and maintenance.

## Public Buildings and Facilities

## Overview

When combined with major maintenance provided through the Facility Management Division's operating budget, resources dedicated to General Fund facility preservation and maintenance equal approximately 1.7% of the value of the inventory of General Fund buildings. This is below the lower limit of the range of 2% to 4% of asset value recommended by the National Research Council for the maintenance and repair of publicly owned buildings.

Increased capital investment in facility preservation is necessary to maintain the functionality of City buildings and prevent the backlog of deficiencies from increasing. A ten-year comparison of the General Fund investment in capital preservation and maintenance versus the level of funding needed to meet the target of reinvesting a minimum of 2% of replacement value is shown below.



Now completed, the building expansions of Campbell Community Center, Echo Hollow Pool, and Sheldon Pool add approximately 14,000 square feet in building inventory. Initially these expansions will have no existing condition deficiencies. However, within the first few years even new buildings require expenditures for building preservation. The new Farmers Market Pavilion adds approximately 9,000 square feet to the general funding building inventory and the recently acquired Graham Field House (old Kidsports facility) adds 5,000 square feet. As our footprint increases and construction costs continue to rise, funding for capital preservation and maintenance projects becomes even more critical.

The Eugene Public Library, which was completed in 2002, is a relatively new building and yet it requires significant annual expenditures for capital preservation and maintenance. The Hult Center, completed in 1982, is an example of an older building that requires major reinvestment to repair and replace aging systems such as roofs, interior finishes, lighting systems, and heating, ventilating, and air conditioning (HVAC) equipment as they reach the end of their useful lives.

## Public Buildings and Facilities

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### Project Selection Criteria

Facilities projects are prioritized and selected in several ways. The following formal and informal processes determine project selection and implementation.

*Facility Condition Assessment (FCA):* The FCA is a general reference to check the condition of specific facilities and their component parts, such as roofs. If the FCA lists a roof as nearing the end of its expected useful life, it will be evaluated by Facilities staff to determine if it requires replacement in the near future.

*Organizational Priority:* The organization has been moving away from fossil fuels and toward more sustainable, energy saving practices. Projects that support this organizational goal are identified, as well as the approach and materials for traditional Facilities projects, which may also be altered to support sustainable energy efforts.

*Work Order History:* Work Orders often identify a systemic problem with a building system. If they are repetitive, Operations and Maintenance staff will bring the problem to the attention of the Design and Construction section for evaluation and possible inclusion as a project.

*Project Manager Awareness:* As Project Managers work on a particular facility, they may observe other deficiencies that have developed over time. Those concerns are often considered for possible inclusion as an upcoming project.

### Specific Plans/Policies Related to Facilities Projects

[Climate Action Plan 2.0](#)

[Climate Recovery Ordinance](#)

[Facility Condition Report](#)

[Public Works Facility Master Plan Update](#)

## FY22 – FY23 Capital Project Status Update

Project Title	In Previous CIP	Project Status
<b>In Progress</b>		
Annual Exterior Preservation and Maintenance	x	This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
Annual Flooring and Interior Upgrades	x	This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
Atrium Building Improvements	x	This project has been approved in previous CIPs. Historically, the annual funding for this project has ranged from \$150,000 to \$250,000. Specific capital needs are addressed as they are identified.
Capital Planning	x	This is ongoing funding for capital project planning.
Contingency & Emergency Projects	x	This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
Facilities CRO Implementation	x	CRO implementation is ongoing with projects scheduled for 2023.
Fire Station #2 Siding Repair	x	Project is substantially complete and expected to be finished by early 2023.
General Site and Facility Improvements	x	This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
Hazardous Remediation	x	This project represents ongoing work that must be performed when necessary.
HVAC R-22 Replacement	x	Funds budgeted under this program will be transferred to specific projects as they are identified and developed. Projects and funding started in FY20.
Parking Lot and Pavement Maintenance	x	This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
Roosevelt Yard Site Renovation and Rehab	x	This project was included within the Site Renovation and Rehabilitation program in previous CIPs.
Sheldon Pool Renovation and Expansion	x	Project completed in 2022.
Small Re-roofing Projects	x	This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
<b>Not Started</b>		
Amazon CC Building A Wall Cracks Investigation	x	The project is scheduled to start in 2023.
Atrium HVAC Repair and Improvements	x	An HVAC assessment at the Atrium Building was performed, and recommended repairs and improvements have been identified. Additional project work is dependent upon funding availability.
Broadway South and North Garages - Deferred Maintenance	x	This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed.

## Public Buildings and Facilities

## Project Status Update

Project Title	In Previous CIP	Project Status
<b>Not Started</b>		
Dr. Edwin Coleman Jr. Community Center (Boys & Girls Club) HVAC Replacement	x	Funds are budgeted to start the refurbishment process, which will require funding over multiple fiscal years.
Eugene Police Department Headquarters Siding Repairs	x	Funding for this project has occurred over multiple fiscal years. The final funding amount for this project will be available in 2023. The project should begin in 2023.
Eugene Police Department Headquarters Window Replacement	x	Funding for this project has occurred over multiple fiscal years. The final funding amount for this project will be available in FY24.
Hult Center Elevator Refurbishment	x	Funds are budgeted to start the refurbishment process, which will require funding over multiple fiscal years.
Hult Garage - Deferred Maintenance	x	This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed.
Library Lighting Controls Study and Upgrade	x	Funding for this project has occurred over multiple fiscal years. The final funding amount for this project will be available in FY25.
Overpark Garage - Deferred Maintenance	x	This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed.
Overpark HVAC Replacement	x	Project will start when funding is available.
Pearl Street Garage - Deferred Maintenance	x	Ongoing work as funding becomes available.
Petersen Barn Floor Repair	x	Project is scheduled to be completed in 2023.
SMJ House Exterior Preservation	x	Project is scheduled to be completed by the end of 2022.
Landbank Housing Development Acquisition		Funds available for when a suitable site is identified.
Fire Station 10 Roof and HVAC		The project is expected to begin in 2023. Appeared in FY23 capital budget as "Fire Station Roof".
Hult Center Roof		Project is in progress and scheduled to be completed in 2023.
Library Roof		Project is in design phase and scheduled to be completed in 2023.
Downtown Bathroom		Project is scheduled to be completed by end of 2023.
Westmoreland Community Center HVAC Replacement		Currently in design and engineering phase. Project is scheduled to be completed in 2023.
<b>Complete</b>		
Police Services Building Wall Cracks Investigation	x	Investigation is complete. Wall cracks are deemed superficial and repair work will coincide with wall painting project which is currently not scheduled.

<b>Public Buildings and Facilities</b>	<b>Preservation and Maintenance</b>
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### Amazon Pool 50 M Hydrazzo Study

**Project Description:**

Re-plaster and paint the 50 Meter racing pool. This will require removal of some concrete to maintain racing length requirements. The use of Hydrazzo and similar alternative pool finish materials will be studied as part of this project. The project is not anticipated to increase operational costs.

**Project Status: *Not Started***

Funding for the study will be available in FY24 and funding for the project will be available in FY25. Project is scheduled to be completed by 2024.

**Specific Plans/Policies Related to this Project:**

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$40	\$150	\$0	\$0	\$0	\$0	\$190
<b>Total</b>		\$40	\$150	\$0	\$0	\$0	\$0	\$190

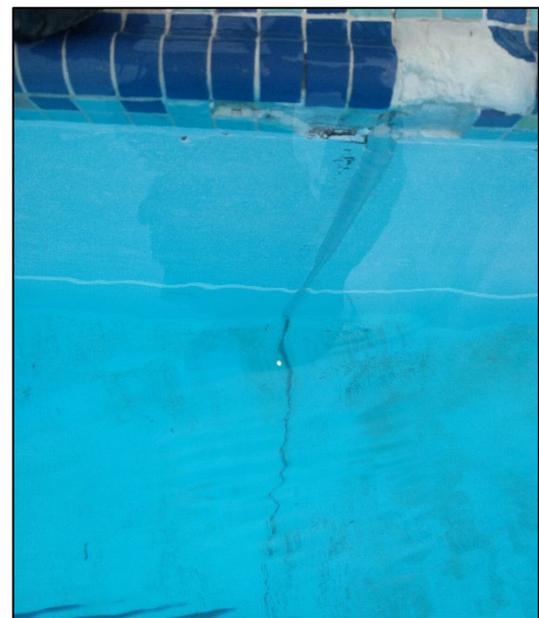
**Neighborhoods:** Amazon

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.



*Amazon 50-meter pool*

<b>Public Buildings and Facilities</b>	<b>Preservation and Maintenance</b>
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### Amazon Pool GHG Study and Upgrades

**Project Description:**

Funds are budgeted to study the benefits and options for replacing Amazon Pools natural gas AerMec unit. The study project is not anticipated to increase operational costs. Future pool upgrades should not immediately impact Facility Rates, however, switching from natural gas to electric power will ultimately require more maintenance staff.

**Project Status: *Not Started***

Project should begin in 2024.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$0	\$60	\$0	\$0	\$0	\$0	\$60
<b>Total</b>		\$0	\$60	\$0	\$0	\$0	\$0	\$60

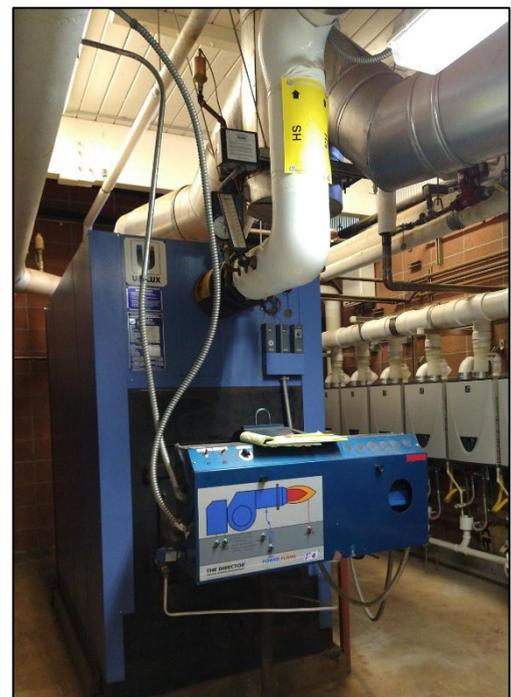
**Neighborhoods:** Amazon

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

It is anticipated that the outcome of the study will lead to an improved pool heating system that will reduce operational GHGs.



*Amazon Pool GHG Study and Upgrades*

## Public Buildings and Facilities

## Functional and Safety Improvements

### Atrium Building Improvements

**Project Description:**

Various capital upgrades and improvements at the Atrium building, which may include improvements to HVAC efficiency, energy upgrades, roof and potential tenant improvements.

**Project Status: *In Progress***

This project has been approved in previous CIPs. Historically, the annual funding for this project has ranged from \$150,000 to \$250,000. Specific capital needs are addressed as they are identified.

**Specific Plans/Policies Related to this Project:**

Facility Condition Report

### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Atrium Fund	Secured	\$200	\$200	\$200	\$0	\$0	\$0	\$600
<b>Total</b>		\$200	\$200	\$200	\$0	\$0	\$0	\$600

**Neighborhoods:** Downtown

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see pages 5-6 of the GHG Emissions Summary.



*Atrium Building*

**Public Buildings and Facilities** **Preservation and Maintenance**

### Eugene Fire Department Paving Repairs

**Project Description:**

Asphalt paving repairs at multiple parking areas at the Fire Station #2 and Training Center lots. The project is not anticipated to increase operational costs.

**Project Status: *Not Started***

Project should begin in 2024.

**Specific Plans/Policies Related to this Project:**

Facility Condition Report

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$0	\$160	\$0	\$0	\$0	\$0	\$160
<b>Total</b>		<b>\$0</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$160</b>

**Neighborhoods:** Whiteaker

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.



*Fire Stations' pavement repairs*

<b>Public Buildings and Facilities</b>	<b>Preservation and Maintenance</b>
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### Eugene Police Department Headquarters Parking

**Project Description:**

Redesign and repair of the back (South) staff parking lot to eliminate the parking islands, generate additional staff parking, and relocate the refuse and recycling bins to a more convenient location. The project is not anticipated to increase operational costs.

**Project Status: *In Progress***

Project should begin in 2024.

**Specific Plans/Policies Related to this Project:**

Facility Condition Report

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$0	\$290	\$0	\$0	\$0	\$0	\$290
<b>Total</b>		\$0	\$290	\$0	\$0	\$0	\$0	\$290

**Neighborhoods:** Cal Young

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.



*Eugene Police Department parking lot*

<b>Public Buildings and Facilities</b>	<b>Preservation and Maintenance</b>
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## Eugene Police Department Headquarters Siding Repairs

**Project Description:**

This project is to replace damaged siding and perform minor repair of any rotted sheathing discovered. The project is not anticipated to increase operational costs.

**Project Status: *Not Started***

Funding for this project has occurred over multiple fiscal years. The final funding amount for this project will be available in 2023. The project should begin in 2023.

**Specific Plans/Policies Related to this Project:**

Facility Condition Report

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$300	\$0	\$0	\$0	\$0	\$0	\$300
<b>Total</b>		\$300	\$0	\$0	\$0	\$0	\$0	\$300

**Neighborhoods:** Cal Young

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.



*Headquarters Siding Repairs*

<b>Public Buildings and Facilities</b>	<b>Preservation and Maintenance</b>
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## Eugene Police Department Headquarters Window Replacement

**Project Description:**

This project is to replace failed insulated glazing units within existing window frames. It's not anticipated that the project will increase operational costs.

**Project Status: *Not Started***

Funding for this project has occurred over multiple fiscal years. The final funding amount for this project will be available in FY24.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Facility Condition Report

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$200	\$0	\$0	\$0	\$0	\$0	\$200
<b>Total</b>		<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>

**Neighborhoods:** Cal Young

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: 54.43  
 Estimated GHGs Upon Completion: 53.86  
 Net Change: 0.57  
 GHGs from Project Construction: Not Calculated

**GHG Information**

It is anticipated that replacing the damaged or broke windows will reduce operational GHGs by an estimated 0.57 metric ton.



*Police Headquarters Window Repair and Replacement*

<b>Public Buildings and Facilities</b>	<b>Preservation and Maintenance</b>
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## Facility Management Building 1 and 4 Roof Replacement

**Project Description:**

The asphalt shingle roofs are at the end of their service life and due for replacement. It's not anticipated that the project will increase operational costs.

**Project Status: *Not Started***

Funding for this project has occurred over multiple fiscal years. The final funding amount for this project will be available in 2023. The project should also begin in 2023.

**Specific Plans/Policies Related to this Project:**

Facility Condition Report

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$250	\$0	\$0	\$0	\$0	\$0	\$250
<b>Total</b>		\$250	\$0	\$0	\$0	\$0	\$0	\$250

**Neighborhoods:** Whiteaker

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.



*Facilities Management Building Roof Repair*

<b>Public Buildings and Facilities</b>	<b>Preservation and Maintenance</b>
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## Fire and Police Training Building Roof and First Floor HVAC

**Project Description:**

This project is to replace the membrane roof and upgrade the first floor HVAC system. It's not anticipated that the project will increase operational costs.

**Project Status: *Not Started***

Funding for this project will be available in FY24.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Facility Condition Report

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$130	\$0	\$0	\$0	\$0	\$0	\$130
<b>Total</b>		\$130	\$0	\$0	\$0	\$0	\$0	\$130

**Neighborhoods:** West Eugene

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: 56.98  
 Estimated GHGs Upon Completion: 52.44  
 Net Change: 4.53  
 GHGs from Project Construction: Not Calculated

**GHG Information**

It is anticipated that the HVAC system upgrade will reduce operational GHGs by an estimated 4.53 metric tons.



*Fire and Police Training Building Roof and First Floor HVAC*

<b>Public Buildings and Facilities</b>	<b>Preservation and Maintenance</b>
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### Fire Station 10 Roof and HVAC

**Project Description:**

This project is to replace the membrane roof at Fire Station 10 and update the HVAC system. It's not anticipated that the project will increase operational costs.

**Project Status: *Not Started***

The project is expected to begin in 2023.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Facility Condition Report

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$75	\$0	\$0	\$0	\$0	\$0	\$75
<b>Total</b>		\$75	\$0	\$0	\$0	\$0	\$0	\$75

**Neighborhoods:** Churchill

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: 13.76  
 Estimated GHGs Upon Completion: 11.42  
 Net Change: 2.34  
 GHGs from Project Construction: Not Calculated

**GHG Information**

It is anticipated that the HVAC system update will reduce operational GHGs by an estimated 2.34 metric tons.



*Fire Station 10 Roof Repair and HVAC upgrade*

<b>Public Buildings and Facilities</b>	<b>Preservation and Maintenance</b>
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## Library Lighting Controls Study and Upgrade

**Project Description:**

The current lighting controls at the Eugene Public Library are outdated, unserviceable, and in need of functional improvements. Funds are budgeted to study needs and system upgrade options, and to reserve funding for the project. It's not anticipated that the project will increase operational costs.

**Project Status: *Not Started***

Funding for this project has occurred over multiple fiscal years. The final funding amount for this project will be available in FY25.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Facility Condition Report

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$0	\$250	\$0	\$0	\$0	\$0	\$250
<b>Total</b>		\$0	\$250	\$0	\$0	\$0	\$0	\$250

**Neighborhoods:** Downtown

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: 133.99  
 Estimated GHGs Upon Completion: 133.56  
 Net Change: 0.44  
 GHGs from Project Construction: Not Calculated

**GHG Information**

It is anticipated that the outcome of the study will lead to an improved electrical system that will reduce operational GHGs by an estimated 0.44 metric ton.



*Library Lighting Controls Upgrade Study*

**Public Buildings and Facilities** **Preservation and Maintenance**

### Petersen Barn Repairs and HVAC

**Project Description:**

This project includes multiple building repairs and an upgrade to the HVAC system at Petersen Barn Community Center. It's not anticipated that the project will increase operational costs.

**Project Status: *Not Started***

Funding for this project will occur over multiple fiscal years. The final funding amount for this project will be available in 2024, when the project is anticipated to start.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Facility Condition Report

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
General Capital Projects	Secured	\$125	\$300	\$0	\$0	\$0	\$0	\$425
<b>Total</b>		\$125	\$300	\$0	\$0	\$0	\$0	\$425

**Neighborhoods:** Bethel

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: 12.16  
 Estimated GHGs Upon Completion: 10.23  
 Net Change: 1.92  
 GHGs from Project Construction: Not Calculated

**GHG Information**

It is anticipated that the HVAC system upgrade will reduce operational GHGs by an estimated 1.92 metric tons.



*Peterson Barn Repairs and HVAC upgrade*

## Public Buildings and Facilities

## Functional and Safety Improvements

### Roosevelt Yard Site Renovation and Rehab

#### Project Description:

Preserve and maintain site-specific features, such as parking lots, roofs, drainage systems, lighting systems, HVAC systems, security systems and other building components, as needed, at the Public Works Roosevelt Yard Facility.

#### Project Status: *In Progress*

This project was included within the Site Renovation and Rehabilitation program in previous CIPs.

#### Specific Plans/Policies Related to this Project:

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Facility Condition Report
- Public Works Facility Master Plan Update

#### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Road General Capital	Secured	\$435	\$435	\$235	\$235	\$235	\$235	\$1,810
Stormwater Utility - Capital	Secured	\$485	\$485	\$285	\$285	\$285	\$285	\$2,110
Wastewater Utility - Capital	Secured	\$185	\$185	\$185	\$185	\$185	\$185	\$1,110
<b>Total</b>		<b>\$1,105</b>	<b>\$1,105</b>	<b>\$705</b>	<b>\$705</b>	<b>\$705</b>	<b>\$705</b>	<b>\$5,030</b>

**Neighborhoods:** Citywide, Trainsong

#### Greenhouse Gas Emissions (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

#### GHG Information

GHG estimates have not been calculated for this project as it refers to ongoing work that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Roosevelt Yard Building Exterior*

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Willamette Street (13 <sup>th</sup> to 14 <sup>th</sup> Ave) Stormwater Rehabilitation .....	186
Willow Corner Adaptive Management.....	187



## STORMWATER PROJECTS

### Site-specific CIP projects shown in funding tables for 2023-2029 as \$50,000 or more

- S1 6th Avenue Stormwater Retrofit
- S2 Adams Street (12th Ave to 13th Ave) Stormwater Replacement
- S3 Alton Baker Canoe Canal Enhancement Planning
- S4 Amazon Creek Restoration
- S5 Amazon Prairie Mitigation Bank
- S6 Atlantic Street and Pacific Avenue Repair
- S7 Chad Drive Stormwater Retrofit
- S8 Checkermallow Weir Retrofit Planning
- S9 Drywell Elimination Program Autumn Area Phase 2
- S10 Drywell Elimination Program Exeter Area Phase 2
- S11 East Ridge Village Stormwater Retrofit
- S12 East Santa Clara Waterway Restoration
- S13 Emerald Street and Onyx Street (22nd Ave - 24th Ave) Stormwater Replacement
- S14 Golden Gardens A2 Channel Restoration Planning
- S15 Mill Street Water Quality Improvement
- S16 North Delta Highway Stormwater Rehabilitation
- S17 North Gilham Capacity and Water Quality Improvements
- S18 North Terry Street Drainage Improvements
- S19 Roosevelt Yard Water Quality Retrofit
- S20 Trainsong Park Stormwater Retrofit
- S21 Tugman Creek Stormwater Restoration
- S22 Willamette Street (13th Ave - 14th Ave) Stormwater Rehabilitation
- S23 Willow Corner Adaptive Management

Figure 4b

# Stormwater

# Attachment B Funding Summary

Project Title	Funding Status	Funding by Biennium*			Total
		2023-2025	2025-2027	2027-2029	
<b>Functional and Safety Improvements</b>					
Adams St. (12th to 13th Ave) Stormwater Replacement	Secured	\$ -	\$ 200	\$ -	\$ 200
Alton Baker Canoe Canal Enhancement Planning	Secured	50	50	-	100
Amazon Creek Restoration	Identified	-	225	-	225
Amazon Creek Restoration	Secured	50	175	-	225
Atlantic Street and Pacific Avenue Repair	Secured	50	-	-	50
Checkermallow Weir Retrofit Planning	Secured	-	-	25	25
East Santa Clara Waterway Restoration	Identified	350	-	-	350
East Santa Clara Waterway Restoration	Secured	250	-	-	250
Emerald St. & Onyx St. (22nd-24th Ave) Replacement	Secured	300	-	-	300
North Delta Highway Stormwater Rehabilitation	Secured	450	-	-	450
Safety Enhancement for Quality & Flow Monitoring	Secured	50	-	-	50
Splash Pad Retrofits	Identified	-	-	225	225
Splash Pad Retrofits	Secured	-	-	275	275
Stream Restoration and Stabilization	Secured	-	-	500	500
Tip Up Replacement	Identified	-	-	225	225
Tip Up Replacement	Secured	-	100	75	175
Tugman Creek Stormwater Restoration	Secured	100	300	-	400
Willamette St. (13th to 14th Ave) Stormwater Rehabilitation	Secured	-	200	-	200
Willow Corner Adaptive Management	Secured	50	-	-	50
<b>Functional and Safety Improvements Total</b>		<b>1,700</b>	<b>1,250</b>	<b>1,325</b>	<b>4,275</b>
<b>New Capital Facilities</b>					
Amazon Prairie Mitigation Bank	Secured	850	-	-	850
Mill Street Water Quality Improvement	Secured	300	-	-	300
Stormwater Services for New Development	Identified	250	-	450	700
Trainsong Park Stormwater Retrofit	Identified	350	-	-	350
Trainsong Park Stormwater Retrofit	Secured	100	-	-	100
<b>New Capital Facilities Total</b>		<b>1,850</b>	<b>-</b>	<b>450</b>	<b>2,300</b>
<b>Preservation and Maintenance</b>					
Stormwater System Rehabilitation	Secured	145	260	1,055	1,460
<b>Preservation and Maintenance Total</b>		<b>145</b>	<b>260</b>	<b>1,055</b>	<b>1,460</b>
<b>Upgrades and Capacity Enhancement</b>					
6th Avenue Stormwater Retrofit	Secured	-	50	250	300
Chad Drive Stormwater Retrofit	Secured	220	580	-	800
Drywell Elimination Program Autumn Area Phase 2	Secured	-	160	-	160
Drywell Elimination Program Exeter Area Phase 2	Secured	-	-	320	320
East Ridge Village Stormwater Retrofit	Secured	-	-	300	300
Golden Gardens A2 Channel Restoration Planning	Secured	60	-	-	60
North Gilham Capacity and Water Quality Improvements	Identified	250	450	-	700
North Gilham Capacity and Water Quality Improvements	Secured	-	300	-	300
North Terry Street Drainage Improvements	Secured	-	300	-	300
Roosevelt Yard Water Quality Retrofit	Identified	-	275	-	275
Roosevelt Yard Water Quality Retrofit	Secured	-	75	-	75
Stormwater Basin Master Plan Update	Secured	500	-	-	500
Water Quality Facilities	Identified	200	150	200	550
<b>Upgrades and Capacity Enhancement Total</b>		<b>1,230</b>	<b>2,340</b>	<b>1,070</b>	<b>4,640</b>
<b>Stormwater CIP Total</b>		<b>\$ 4,925</b>	<b>\$ 3,850</b>	<b>\$ 3,900</b>	<b>\$ 12,675</b>

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

## Stormwater

The City's stormwater capital program reflects the goals of the Comprehensive Stormwater Management Plan (CSWMP), the City's compliance with federal clean water regulations, including its National Pollutant Discharge Elimination System (NPDES) stormwater permit, the Willamette Basin Total Maximum Daily Load (TMDL), and the City's compliance with the federal and state groundwater protection regulations pertaining to drywells.



Stormwater planter

The goals of stormwater capital improvements include the following:

- Protect the community from excessive flood damage;
- Meet requirements of the Clean Water Act for managing non-point source pollution and the Safe Drinking Water Act for protecting groundwater quality;
- Incorporate multiple objectives outlined in the CSWMP into capital projects: flood protection, water quality protection and enhancement, and related natural resource protection;
- Integrate stream corridors into the City's green infrastructure system through a combination of restoration and rehabilitation;
- Participate in the ongoing management and implementation of the wetland mitigation bank program; and
- Preserve effectiveness of the stormwater system through an ongoing operations and maintenance program and system rehabilitation/retrofits.

Stormwater capital improvement priorities also reflect a set of guiding principles consistent with CSWMP goals and objectives and consider additional opportunities to leverage local funds through coordination with other City and County transportation and parks capital improvement needs. The stormwater capital improvements put forward in the 2023-2029 CIP reflect these priorities and goals.

### Project Categories

Stormwater projects fall into one or more of the following four categories:

*Restoration:* These projects are designed to meet the multiple objectives and goals of the CSWMP and to re-establish and enhance natural systems where appropriate. Restoration programs generally include Stream Restoration and Stabilization and the Wetlands Mitigation Bank.

*Stormwater Rehabilitation and Improvements:* These projects preserve the investment in the existing stormwater system, rehabilitate existing open waterways and outfalls, retrofit the existing stormwater system to improve water quality and address localized system improvements, and retrofit or eliminate public drywells. Programs funded under this category include Stormwater System Rehabilitation, Street and Alley Preservation, Stream Restoration and Stabilization, and the Drywell Elimination Program.

# Stormwater

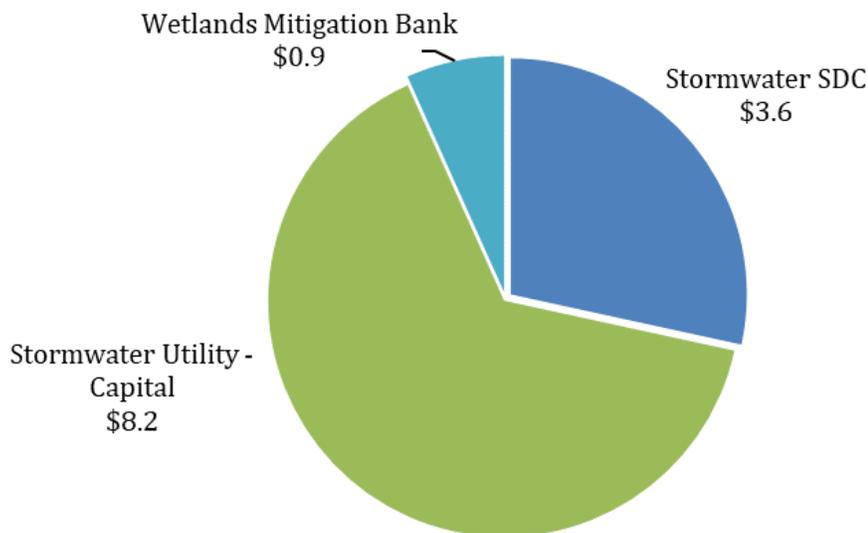
*Upgrades and Capacity Enhancement:* These projects include modification, improvement, or expansion of existing facilities and they enhance water quality and natural resources. Programs funded under this category are Offsite Stormwater Mitigation and Stormwater System Rehabilitation.

*New Capital Facilities:* This category contains projects which result in construction of a new facility or system. Programs funded under this category are Water Quality Improvements, the Drywell Elimination Program and Services for New Development.

## Funding

The Stormwater Capital Program is primarily funded by stormwater user fees, systems development charges, and assessments to property owners. Expansion of the stormwater collection system to service new development is financed primarily by assessments and systems development charges.

**Stormwater Funding Sources  
2023-2029 CIP Totals \$12.7 Million**



## Stormwater

### Project Selection Criteria

Stormwater projects are selected in a two-phase system. Phase 1 ranks projects based upon the following criteria:

- Project resolves an imminently hazardous situation which needs attention quickly;
- Project puts the City in compliance with direction from a regulatory entity;
- Project resolves a safety, health, or security issue to citizens and staff;
- Project is a result of federal or state regulations, codes, laws, or other mandates;
- Project provides a long-term solution to an on-going maintenance issue, or improves efficiency of maintenance activities;
- Project meets multiple objectives consistent with the Comprehensive Stormwater Management Plan (CSWMP);
- Project protects or restores natural watershed functions;
- Project takes advantage of an opportunity that otherwise might not exist. Examples include grant funding and leveraging another project timeline or funding;
- Project addresses TMDL pollutant(s);
- Project is identified in an approved master plan or adopted study;
- Project expands the ability of City facilities to meet impacts of future growth and development. Impacts include capacity, water quality, natural resources, and safety;
- Project furthers an action or stated goal in the Climate Action Plan 2.0;
- Project improves system resiliency to natural disasters including earthquakes, flooding, or landslides; and
- Project addresses issues in underserved parts of the city or parts of the city with higher proportions of historically underserved populations.

In phase 2 the following items are considered before final prioritization of projects and funding. Based on first phase scoring, current level of funding available, and the following guidelines, projects will be selected for inclusion in the CIP.

- Are there aspects of the project that could delay it or make it cost prohibitive? What is the likelihood of these obstacles occurring?
- Is there a more cost-effective way to address the problem or opportunity?
- Does the project resolve an issue in an environmentally responsible way? Have other solutions been considered?
- Were potential adverse impacts of the project identified and minimized as possible?
- Is there funding available for the entire project or is phasing the project possible?
- Are there funding sources (internal or external) that could support the work?
- Does the project require significant planning, outreach, and design work? Is the project ready to construct?
- Is there staff capacity to complete the project and to maintain the project once it is constructed?
- Does the project provide an opportunity to coordinate with transportation and other projects to lower overall greenhouse gas impacts, increase efficiencies, and lower costs?
- Can staff collaborate with the Urban Forestry section to identify potential tree planting sites along capital projects to align with the urban forestry goals in the Climate Action Plan 2.0?

## Stormwater

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### Specific Plans/Policies Related to Stormwater Projects

[City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan](#)  
[City of Eugene Underground Injection Controls Water Pollution Control Facility \(WPCF\) Permit](#)  
[City of Eugene Willamette Basin Total Maximum Daily Load \(TMDL\) Implementation Plan](#)  
[Climate Action Plan 2.0](#)  
[Climate Recovery Ordinance](#)  
[Comprehensive Stormwater Management Plan](#)  
[East Alton Baker Park Plan](#)  
[Envision Eugene](#)  
[Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan \(NHMP\)](#)  
[Parks and Recreation System Plan \(Picture. Plan. Play.\)](#)  
[Metro Waterways Study](#)  
[SDC City Code and Methodologies](#)  
[Stormwater Basin Master Plan](#)  
[West Alton Baker Park Development Plan](#)

FY22 – FY23 Capital Project Status Update

Project Title	In Previous CIP	Project Status
<b>In Progress</b>		
Amazon Creek Restoration - Lane Events Center	x	This project is delayed indefinitely in order to coordinate with other larger projects with unknown timing.
Amazon Prairie Mitigation Bank	x	Phase one of the Amazon Prairie Mitigation Bank began construction in 2020. Since that time earthwork, vegetation establishment, and monitoring have been occurring. Phase two of the Amazon Prairie Mitigation Bank is scheduled to begin construction in 2024.
Drywell Elimination Program Holly and Calumet Areas	x	This project is in the design phase. Construction is planned for 2023.
East Santa Clara Waterway Restoration	x	Preliminary scoping has started for this project. This project was partially funded in the FY22 – 27 CIP. Formerly titled "East Santa Clara Waterway Improvements".
Emerald Street and Onyx Street (22nd-24th Ave) Stormwater Replacement	x	Preliminary scoping has started for this project.
Golden Gardens A2 Channel Restoration Planning	x	Preliminary scoping has starting for this planning process.
Mill Street Water Quality Improvement	x	Preliminary scoping has started for this project. This project was partially funded in the FY22 – 27 CIP.
North Delta Highway Stormwater Rehabilitation	x	Preliminary scoping has started for this project.
North Terry Street Drainage Improvements	x	Preliminary scoping has started for this project. This project was partially funded in the FY22 – 27 CIP.
Park Forest Drive from 28th Avenue Stormwater Improvement	x	This project is in the design phase. Construction is planned for 2024.
Skinner Butte Parking Lot Water Quality Retrofits	x	This project is in the design phase. Construction is planned for 2023.
Stormwater Basin Master Plan Update	x	Preliminary scoping has started for this planning process.
Stormwater Services for New Development	x	This is an ongoing program to fund new stormwater infrastructure and capacity improvements. Funds are budgeted under this project and later transferred to specific capital projects as they are identified and developed. The individual projects within this program for FY24-29 have been identified and are included in this CIP.
Stormwater System Rehabilitation	x	This is an ongoing program to rehabilitate existing systems and improve deficiencies in the overall stormwater system. Individual projects within this program for FY24 through FY27 have been identified and are included in this CIP.
Stream Restoration and Stabilization	x	This is an ongoing program. Funds are budgeted under this program and then are transferred to specific capital projects as they are identified and developed. Individual projects within this program for FY24 through FY27 have been identified and are included in this CIP.
Under Bridge Safety Modifications	x	This project is in the design phase. Construction is planned for 2023.

Project Title	In Previous CIP	Project Status
<b>In Progress</b>		
Water Quality Facilities	x	This item has previously appeared in the CIP and is an ongoing capital program. Funds are budgeted under this program and then are transferred to specific projects as they are identified and developed. Individual projects within this program for FY24 through FY27 have been identified and are included in this CIP.
Wetland Mitigation Bank Capital Projects	x	This is an ongoing capital program. Funds are budgeted annually and are applied to specific capital projects as they are identified and developed. The Amazon Prairie Mitigation Bank is managed by POS and is currently the only active mitigation bank that continues to generate credits, and staff are actively seeking opportunities for a new phase of a wetland mitigation bank. Should the opportunity arise, additional funds will be used for land acquisition and restoration work.
<b>Cancelled</b>		
Applewood Acres and Garden Place Stormwater Facility Rehabilitation	x	This project was postponed indefinitely due to funding being reassigned to other projects.
Drywell Elimination Program	x	This funding for this capital program has been reallocated since the drywells that were required to be decommissioned have all been removed or retrofitted. Appeared in the FY23 capital budget as "Stormwater Underground Injection Control Facility Removal"; UIC projects will occur on an as-needed basis only.
Westmoreland Park Regional Stormwater Quality Swale	x	This project is delayed indefinitely in order to coordinate with other larger projects with unknown timing.
<b>Completed</b>		
Alton Baker Canoe Canal Repair	x	This project was completed summer 2022.
Catch Basin Bottom Construction	x	This project was completed in early FY23. Appeared in FY23 capital budget as "Inlet Bottoms Phase 2".
Drywell Elimination Program Corliss and Autumn Areas	x	This project is complete.
Gilham Road Stormwater Improvements at Creekside and Mirror Pond	x	This project is complete.

<b>Stormwater</b>	<b>Upgrades and Capacity Enhancement</b>
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## 6th Avenue Stormwater Retrofit

**Project Description:**

This Ward 7 project will rehabilitate five existing vegetated stormwater facilities on 6th Avenue between Chambers Street and Fillmore Street and two existing vegetated stormwater facilities on 6th Avenue between Adams Street and Monroe Street. Rehabilitation will include new splash pads, soil replacement, and plantings. This work will improve maintenance efficiency, sediment removal, and stormwater treatment. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$0	\$0	\$50	\$250	\$0	\$300
<b>Total</b>		\$0	\$0	\$0	\$50	\$250	\$0	\$300

**Neighborhoods:** Whiteaker

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 35.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Stormwater Facility on 6th Avenue*

<b>Stormwater</b>	<b>Functional and Safety Improvements</b>
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## Adams Street (12th Avenue to 13th Avenue) Stormwater Replacement

**Project Description:**

This Ward 1 project will replace the storm drain network on Adams Street between 12th Avenue and 13th Avenue which has exceeded its design life and no longer functions such that it creates increased demands for maintenance and repair. Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$0	\$0	\$200	\$0	\$0	\$200
<b>Total</b>		\$0	\$0	\$0	\$200	\$0	\$0	\$200

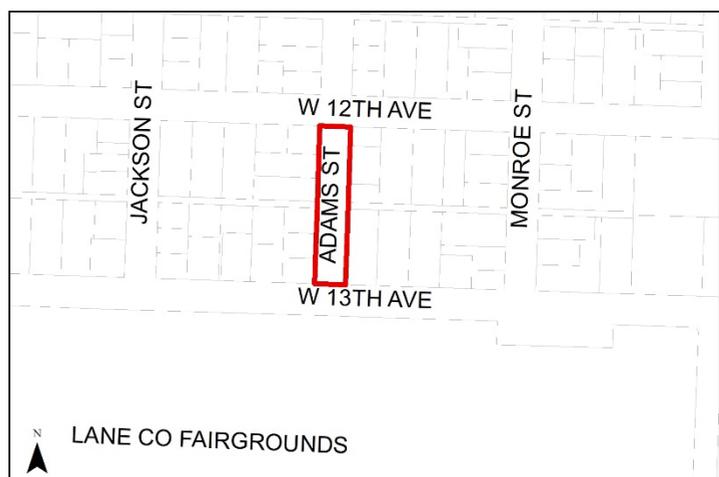
**Neighborhoods:** Jefferson Westside

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 35.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Location of Adams Street 12th Avenue to 13th Avenue  
Stormwater Replacement project*

**Stormwater** **Functional and Safety Improvements**

## Alton Baker Canoe Canal Enhancement Planning

**Project Description:**

This Ward 4 project will be an initial feasibility planning effort to assess the current and potential functions and values of the Canoe Canal that flows through, and is an integral part of, Alton Baker Park. The planning will assess the capacity, habitat function, and water quality needs and take into consideration the relationship with park users. This planning will be included with the Alton Baker Park Master Plan. No additional operational costs are anticipated from this planning project.

**Project Status: *In Progress***

Preliminary scoping has starting for this planning process. This project was partially funded in the FY22 – 27 CIP.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- East Alton Baker Park Plan
- Parks and Recreation System Plan (Picture, Plan, Play)
- West Alton Baker Park Development Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$50	\$50	\$0	\$0	\$0	\$100
<b>Total</b>		\$0	\$50	\$50	\$0	\$0	\$0	\$100

**Neighborhoods:** Harlow

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is a planning effort. For more information about GHG estimates, see the GHG Emissions Summary.



*Canoe Canal through Alton Baker Park*

**Stormwater** **Functional and Safety Improvements**

### Amazon Creek Restoration

**Project Description:**

This project in Wards 1, 2, and 8 will remove excess sediment, restoring the full channel width to Amazon Creek, repair damaged and overgrown stream banks, remove debris, and repair bridge abutments to prevent further scour and erosion at multiple bridge crossings. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater SDC	Identified	\$0	\$0	\$225	\$0	\$0	\$0	\$225
Stormwater Utility - Capital	Secured	\$0	\$50	\$175	\$0	\$0	\$0	\$225
<b>Total</b>		\$0	\$50	\$400	\$0	\$0	\$0	\$450

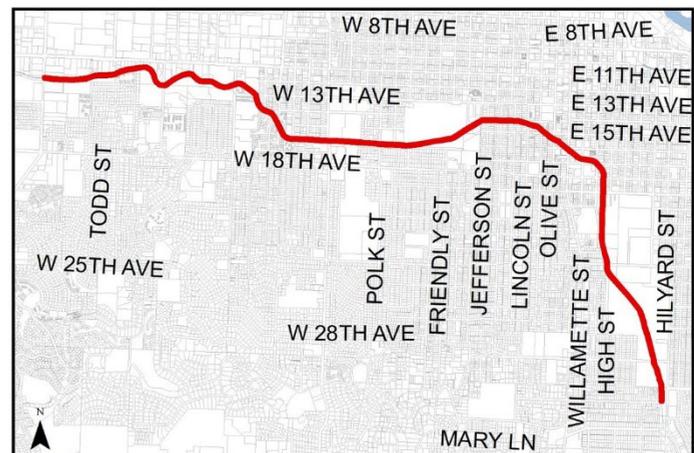
**Neighborhoods:** Amazon, Churchill, Far West, Friendly Area, Jefferson Westside, Southeast, West Eugene, West University

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 168.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Location of Amazon Creek Restoration project*

<b>Stormwater</b>	<b>New Capital Facilities</b>
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## Amazon Prairie Mitigation Bank

**Project Description:**

This project located near the Eugene Airport outside of the City limits is an expansion of an established wetland mitigation bank program administered by the City of Eugene Parks and Open Space Division. This new mitigation bank will provide compensatory wetland mitigation credits to support permitted wetland impacts from development at the local and regional level. Phase one of Amazon Prairie Mitigation Bank restored and created approximately 140 acres of wetland and upland prairie. Phase two will restore or create an additional 160 acres of wetlands and uplands. This work is regulated and done in coordination with the Oregon Division of State Lands and the U.S. Army Corp of Engineers. Ongoing operations will be supported by the Wetland Mitigation Bank fund which obtains revenue by selling credits for wetland mitigation. This self-supporting program supports program growth and operational expenses.

**Project Status: *In Progress***

Phase one of the Amazon Prairie Mitigation Bank began construction in 2020. Since that time earthwork, vegetation establishment, and monitoring have been occurring. Phase two of the Amazon Prairie Mitigation Bank is scheduled to begin construction in 2024.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan
- Envision Eugene
- Parks and Recreation System Plan (Picture, Plan, Play)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wetlands Mitigation Bank	Secured	\$850	\$0	\$0	\$0	\$0	\$0	\$850
<b>Total</b>		\$850	\$0	\$0	\$0	\$0	\$0	\$850

**Neighborhoods:** Outside City Limits

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 74.00

**GHG Information**

The emission sources are largely from large excavation and construction equipment used on site. Another source of carbon emission is the materials used, in particular gravel and rock mining.



*Phase one of Amazon Prairie Mitigation Bank*

<b>Stormwater</b>	<b>Functional and Safety Improvements</b>
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## Atlantic Street and Pacific Avenue Repair

**Project Description:**

This Ward 8 project will repair a damaged stormwater pipe south of the intersection of Atlantic Street and Pacific Avenue. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$50	\$0	\$0	\$0	\$0	\$50
<b>Total</b>		\$0	\$50	\$0	\$0	\$0	\$0	\$50

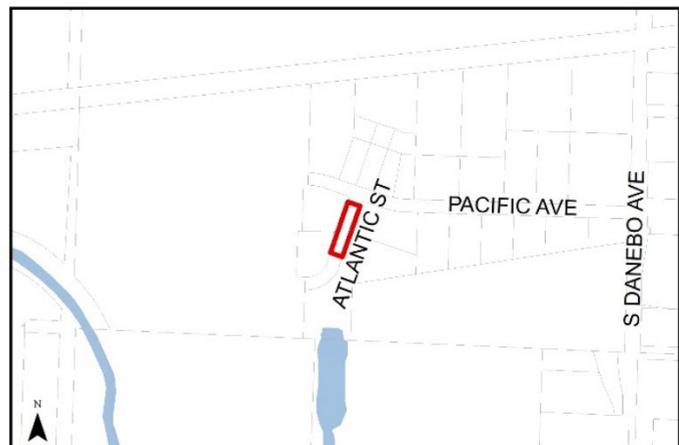
**Neighborhoods:** West Eugene

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 37.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Location of Atlantic Street and Pacific Avenue Repair project*

<b>Stormwater</b>	<b>Upgrades and Capacity Enhancement</b>
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## Chad Drive Stormwater Retrofit

**Project Description:**

This Ward 4 project will rehabilitate existing vegetated stormwater facilities on Chad Drive and Old Coburg Road in the vicinity of North Game Farm Road. Rehabilitation will include new splash pads, soil replacement, plantings, and trees. This work will improve maintenance efficiency, sediment removal, and stormwater treatment. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$220	\$580	\$0	\$0	\$0	\$800
<b>Total</b>		\$0	\$220	\$580	\$0	\$0	\$0	\$800

**Neighborhoods:** Northeast Neighbors

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 98.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Stormwater Facility on Chad Drive*

**Stormwater** **Functional and Safety Improvements**

### Checkermallow Weir Retrofit Planning

**Project Description:**

This Ward 8 project will assess the feasibility of removing the Checkermallow Weir, which would improve fish passage on Amazon Creek. No additional operational costs are anticipated from this planning project.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$0	\$0	\$0	\$0	\$25	\$25
<b>Total</b>		\$0	\$0	\$0	\$0	\$0	\$25	\$25

**Neighborhoods:** Bethel

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is a planning effort. For more information about GHG estimates, see the GHG Emissions Summary.



*Checkermallow Weir*

<b>Stormwater</b>	<b>Upgrades and Capacity Enhancement</b>
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## Drywell Elimination Program Autumn Area Phase 2

**Project Description:**

Many underground injection control facilities (UIC's), or drywells, located in the River Road, Santa Clara, and Willakenzie basins are failing, which causes street flooding. The Oregon Department of Environmental Quality (DEQ) requirements for ground water protection and monitoring the operation of drywells has increased. The combination of failing drywells and increased regulatory requirements resulted in the City's Drywell Elimination Program removing UIC's and replacing them with connected piped systems combined with treatment and infiltration systems, such as rain gardens, pervious pavements, and hydrodynamic separators. This Ward 5 project will eliminate the drywells in the Autumn area identified in the Stormwater Basin Master Plan as WO-3-UIC. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene Underground Injection Controls Water Pollution Control Facility (WPCF) Permit
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$0	\$0	\$160	\$0	\$0	\$160
<b>Total</b>		\$0	\$0	\$0	\$160	\$0	\$0	\$160

**Neighborhoods:** Santa Clara

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 30.00

**GHG Information**

GHG estimates have not been calculated for this project as specific facilities for this site have not yet been determined. For more information about GHG estimates, see the GHG Emissions Summary.



*Location of Drywell Elimination Program  
Autumn Area Phase 2 project*

**Stormwater** **Upgrades and Capacity Enhancement**

## Drywell Elimination Program Exeter Area Phase 2

**Project Description:**

Many underground injection control facilities (UIC's), or drywells, located in the River Road, Santa Clara, and Willakenzie basins are failing, which causes street flooding. The Oregon Department of Environmental Quality (DEQ) requirements for ground water protection and monitoring the operation of drywells has increased. The combination of failing drywells and increased regulatory requirements resulted in the City's Drywell Elimination Program removing UIC's and replacing them with connected piped systems combined with treatment and infiltration systems, such as rain gardens, pervious pavements, and hydrodynamic separators. This Ward 7 project will eliminate the drywells in the Exeter area identified in the Stormwater Basin Master Plan as A1-11-UIC. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene Underground Injection Controls Water Pollution Control Facility (WPCF) Permit
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$0	\$0	\$0	\$320	\$0	\$320
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$0</b>	<b>\$320</b>

**Neighborhoods:** Santa Clara

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 61.00

**GHG Information**

N/A



*Location of Drywell Elimination Program Exeter Area Phase 2 project*

**Stormwater** **Upgrades and Capacity Enhancement**

### East Ridge Village Stormwater Retrofit

**Project Description:**

This Ward 3 project will rehabilitate an infiltration pond and swale located on Brackenfern Road between East 25th Avenue and Rockcross Road in the East Ridge Village community. This work will improve stormwater treatment, sediment removal, and maintenance efficiency. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$0	\$0	\$0	\$50	\$250	\$300
<b>Total</b>		\$0	\$0	\$0	\$0	\$50	\$250	\$300

**Neighborhoods:** Laurel Hill Valley

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 54.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Stormwater Pond at East Ridge Village*

<b>Stormwater</b>	<b>Functional and Safety Improvements</b>
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### East Santa Clara Waterway Restoration

**Project Description:**

This will include two projects identified in the Stormwater Basin Master Plan (WO-3 and WO-4) in Wards 5 and 7 to restore capacity to the East Santa Clara Waterway. Project WO-3 will replace two undersized culvert norths of Hunsaker with a large culvert or an open channel. WO-4 will regrade the existing waterway from Lone Oak Way to Hunsaker Lane. These projects will also improve water quality and habitat function to these reaches for the waterway. These projects will coordinate with the Lane County Hunsaker Lane culvert replacement Stormwater Basin Master Plan Project WO-3. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project. This project was partially funded in the FY22 – 27 CIP.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater SDC	Identified	\$350	\$0	\$0	\$0	\$0	\$0	\$350
Stormwater Utility - Capital	Secured	\$250	\$0	\$0	\$0	\$0	\$0	\$250
<b>Total</b>		\$600	\$0	\$0	\$0	\$0	\$0	\$600

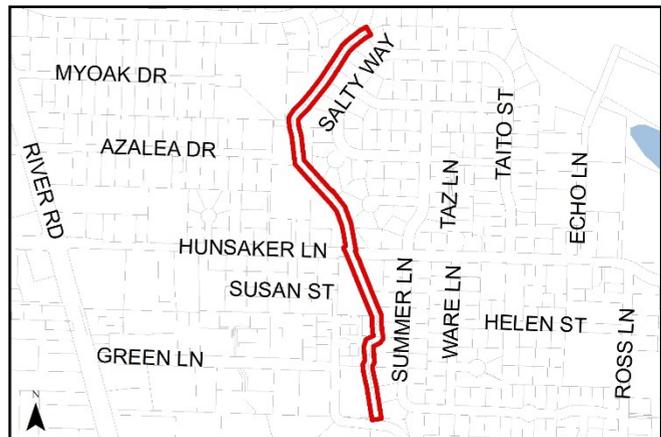
**Neighborhoods:** Santa Clara

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 243.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Location of East Santa Clara Waterway Restoration project*

Stormwater

Functional and Safety Improvements

**Emerald Street and Onyx Street (22nd-24th Ave)  
Stormwater Replacement**

**Project Description:**

This Ward 3 project will replace and upgrade the deteriorated stormwater inlets and pipes that cause flooding on Emerald Street and Onyx Street between 22nd Avenue and 24th Avenue. This work will resolve ongoing street flooding issues and improve maintenance efficiency. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$150	\$150	\$0	\$0	\$0	\$0	\$300
<b>Total</b>		\$150	\$150	\$0	\$0	\$0	\$0	\$300

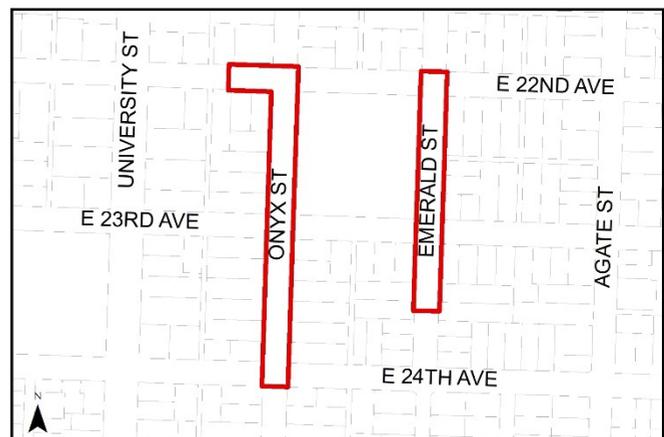
**Neighborhoods:** South University

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 60.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Location of Emerald and Onyx Streets 22nd Avenue to 24th Avenue Stormwater Replacement project*

<b>Stormwater</b>	<b>Upgrades and Capacity Enhancement</b>
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## Golden Gardens A2 Channel Restoration Planning

**Project Description:**

This will be a planning effort for the re-meandering and restoration of the A2 Channel that flows through Golden Gardens Park. A future project will grade back the streambanks, restore habitat, and add capacity for large rain events. This project will use bioengineering techniques and native plants to re-create natural stream function. This planning will be included with the Golden Gardens Park Master Plan. No additional operational costs are anticipated from this planning project.

**Project Status: *In Progress***

Preliminary scoping has starting for this planning process.

**Specific Plans/Policies Related to this Project:**

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

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$25	\$35	\$0	\$0	\$0	\$0	\$60
<b>Total</b>		\$25	\$35	\$0	\$0	\$0	\$0	\$60

**Neighborhoods:** Bethel

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is a planning effort. For more information about GHG estimates, see the GHG Emissions Summary.



*Location of Golden Gardens A2 Channel Restoration Planning project*

<b>Stormwater</b>	<b>New Capital Facilities</b>
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## Mill Street Water Quality Improvement

**Project Description:**

This Ward 3 project will construct a large water quality improvement structure to treat stormwater runoff from an area of east downtown, part of Franklin Boulevard, and the Mill Race from Kincaid Street to Ferry Street. The structure will be constructed on a 60-inch pipe that drains to the Willamette River from Mill Street and east of the Ferry Street Bridge. Water quality structures remove sediment containing metals, bacteria, and chemicals, as well as floatables that include oil, grease, and trash from the stormwater. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project. This project was partially funded in the FY22 – 27 CIP.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$300	\$0	\$0	\$0	\$0	\$0	\$300
<b>Total</b>		\$300	\$0	\$0	\$0	\$0	\$0	\$300

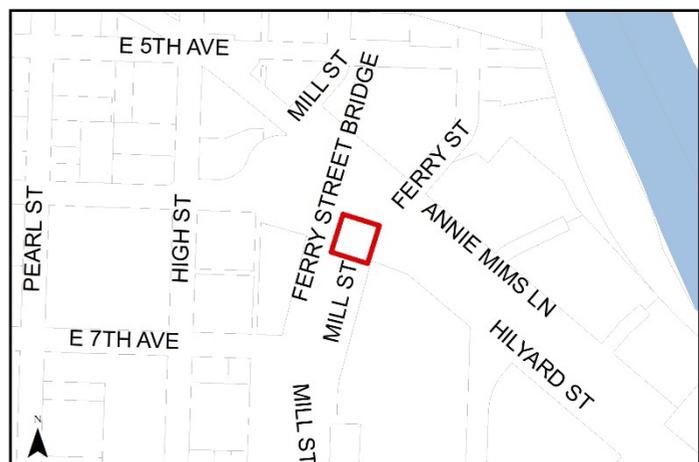
**Neighborhoods:** Downtown

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 81.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Location of Mill Street Water Quality Improvement project*

<b>Stormwater</b>	<b>Functional and Safety Improvements</b>
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## North Delta Highway Stormwater Rehabilitation

**Project Description:**

This Ward 5 project will rehabilitate the existing vegetated stormwater swale and drainage pattern on the east side of Delta Highway from Stapp Drive South to Stapp Drive North. The current runoff flows over the sidewalk into the swale behind the sidewalk making the sidewalk inaccessible during rain events. This project will construct a new drainage system of inlets and pipes to direct the runoff under the sidewalk into the swale. The swale and planter strip will be graded and seeded, and new trees will be planted. This work will improve maintenance efficiency, sediment removal, stormwater treatment, and pedestrian accessibility.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$100	\$350	\$0	\$0	\$0	\$0	\$450
<b>Total</b>		\$100	\$350	\$0	\$0	\$0	\$0	\$450

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

	2024	2025	2026	2027	2028	2029
Stormwater Utility - Operation	\$0	\$0	\$2	\$2	\$2	\$2

**Neighborhoods:** Northeast Neighbors

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: 142.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Location of North Delta Highway Stormwater Facility Rehabilitation project*

<b>Stormwater</b>	<b>Upgrades and Capacity Enhancement</b>
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## North Gilham Capacity and Water Quality Improvements

**Project Description:**

This Ward 5 project will improve stormwater capacity to North Gilham Road and the downstream system to foster future development. A piped system will eliminate steep and unsafe roadside ditches and allow for safety and pedestrian improvements to Gilham Road. Green infrastructure retrofits will improve water quality while adding capacity to the system. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater SDC	Identified	\$0	\$250	\$225	\$225	\$0	\$0	\$700
Stormwater Utility - Capital	Secured	\$0	\$0	\$75	\$225	\$0	\$0	\$300
<b>Total</b>		\$0	\$250	\$300	\$450	\$0	\$0	\$1,000

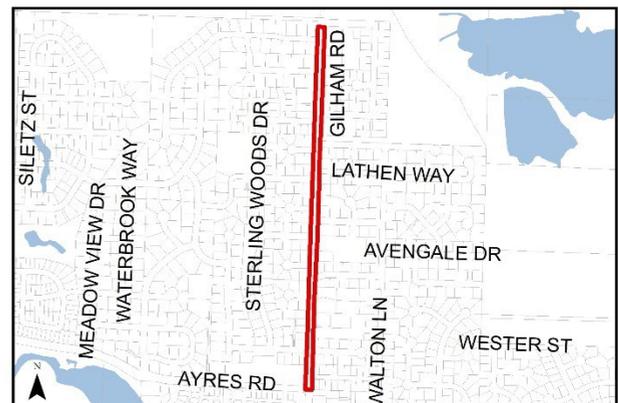
**Neighborhoods:** Northeast Neighbors

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 373.00

**GHG Information**

GHG estimates have not been calculated for this project as specific facilities for this site have not yet been determined. For more information about GHG estimates, see the GHG Emissions Summary.



*Location of North Gilham Capacity and Water Quality Improvements project*

Stormwater

Upgrades and Capacity Enhancement

## North Terry Street Drainage Improvements

**Project Description:**

This Ward 8 project will assess and develop solutions to resolve existing drainage issues in the North Terry Street and Roosevelt Boulevard area caused by backwater conditions in the A3 Channel, Roosevelt Channel, and Greenhill Tributaries adjacent to the neighborhoods. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project. This project was partially funded in the FY22 – 27 CIP.

**Specific Plans/Policies Related to this Project:**

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

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$0	\$50	\$250	\$0	\$0	\$300
<b>Total</b>		\$0	\$0	\$50	\$250	\$0	\$0	\$300

**Neighborhoods:** Bethel

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 41.00

**GHG Information**

GHG estimates have not been calculated for this project as specific facilities for this site have not yet been determined. For more information about GHG estimates, see the GHG Emissions Summary.



*Location of North Terry Street Drainage Improvements project*

**Stormwater** **Upgrades and Capacity Enhancement**

### Roosevelt Yard Water Quality Retrofit

**Project Description:**

This Ward 7 project will improve water quality at the Roosevelt Yard through implementation of green infrastructure.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater SDC	Identified	\$0	\$0	\$50	\$225	\$0	\$0	\$275
Stormwater Utility - Capital	Secured	\$0	\$0	\$0	\$75	\$0	\$0	\$75
<b>Total</b>		\$0	\$0	\$50	\$300	\$0	\$0	\$350

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

	2024	2025	2026	2027	2028	2029
Stormwater Utility - Operation	\$0	\$0	\$0	\$0	\$1	\$1

**Neighborhoods:** Trainsong

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 149.00

**GHG Information**

The details of the specific facilities have not yet been determined. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Area for green infrastructure at the Roosevelt Yard*

**Stormwater** **Functional and Safety Improvements**

### Safety Enhancement for Water Quality and Flow Monitoring

**Project Description:**

This project will include design and construction of safety related features at water quality and flow monitoring sites throughout the City. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

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

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$50	\$0	\$0	\$0	\$0	\$0	\$50
<b>Total</b>		\$50	\$0	\$0	\$0	\$0	\$0	\$50

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 19.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Example of a platform with handrail for safely collecting water samples*

**Stormwater****Functional and Safety Improvements****Splash Pad Retrofits****Project Description:**

Based on current design standards, this citywide project will replace ineffective splash pads and construct new splash pads in water quality stormwater facilities to help capture sediment and reduce erosion. These features are designed to reduce eroded sediment from entering the piped storm system as well as reduce maintenance needs of the water quality facilities. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan  
 Climate Action Plan 2.0  
 Climate Recovery Ordinance  
 Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

<b>Fund</b>	<b>Status</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
Stormwater SDC	Identified	\$0	\$0	\$0	\$0	\$0	\$225	\$225
Stormwater Utility - Capital	Secured	\$0	\$0	\$0	\$0	\$125	\$150	\$275
<b>Total</b>		\$0	\$0	\$0	\$0	\$125	\$375	\$500

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 200.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Sediment in a stormwater planter*

Stormwater
Upgrades and Capacity Enhancement

## Stormwater Basin Master Plan Update

### Project Description:

The City’s current Stormwater Basin Plans are over 10 years old and include a long-term strategy for implementing certain stormwater development standards and capital projects. Much of the strategy reflected in the current Basin Plans has been implemented, however the plans are out of date and need to be refreshed. This project will update the Stormwater Basin Plans with current data, information, and analysis, and will update the long-term strategy while continuing to align with adopted program policy and objectives, including: providing conveyance and protection from flooding; meeting or exceeding federal and state regulations to protect and improve water quality; promoting green infrastructure; protecting and restoring natural resources; and equitably distributing projects and program benefits community-wide. No additional operational costs are anticipated from this planning project.

### Project Status: *In Progress*

Preliminary scoping has started for this planning process.

### Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- City of Eugene Underground Injection Controls Water Pollution Control Facility (WPCF) Permit
- City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$250	\$250	\$0	\$0	\$0	\$0	\$500
<b>Total</b>		\$250	\$250	\$0	\$0	\$0	\$0	\$500

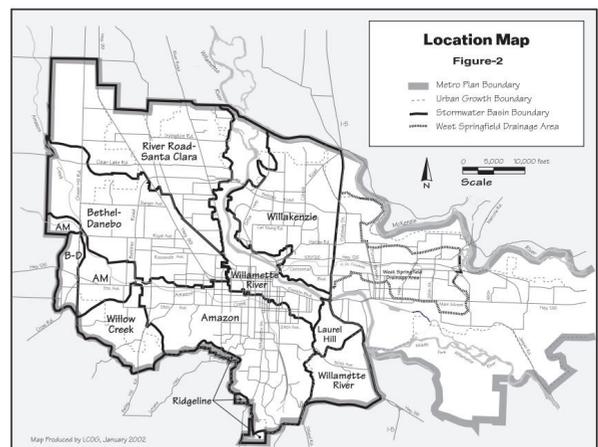
### Neighborhoods: Citywide

#### Greenhouse Gas Emissions (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

#### GHG Information

GHG estimates have not been calculated for this project as it is a planning effort. For more information about GHG estimates, see the GHG Emissions Summary.



2002 Stormwater Master Plan

<b>Stormwater</b>	<b>New Capital Facilities</b>
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## Stormwater Services for New Development

**Project Description:**

Stormwater capacity enhancement and system extension projects are funded through system development charges.

**Project Status: *In Progress***

This is an ongoing program to fund new stormwater infrastructure and capacity improvements. Funds are budgeted under this project and later transferred to specific capital projects as they are identified and developed. The individual projects within this program for 2023-2029 budgets have been identified and are included in this CIP.

**Specific Plans/Policies Related to this Project:**

- Comprehensive Stormwater Management Plan
- Envision Eugene
- SDC City Code and Methodologies
- Stormwater Basin Master Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater SDC	Identified	\$250	\$0	\$0	\$0	\$225	\$225	\$700
<b>Total</b>		\$250	\$0	\$0	\$0	\$225	\$225	\$700

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Stormwater manhole installation*

**Stormwater** **Preservation and Maintenance**

## Stormwater System Rehabilitation

**Project Description:**

Rehabilitate, reconstruct, and install stormwater systems to fix various problems, such as deterioration due to age, poor materials, localized flooding, and/or system limitations. Where feasible, natural systems are used to address existing problems in conformance with the Comprehensive Stormwater Management Plan and Stormwater Basin Master Plans.

**Project Status: *In Progress***

This is an ongoing program to rehabilitate existing systems and improve deficiencies in the overall stormwater system. Individual projects within this program for FY24 through FY27 have been identified and are included in this CIP.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP)
- Stormwater Basin Master Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$75	\$70	\$70	\$190	\$580	\$475	\$1,460
<b>Total</b>		\$75	\$70	\$70	\$190	\$580	\$475	\$1,460

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Installing stormwater pipe*

**Stormwater** **Functional and Safety Improvements**

### Stream Restoration and Stabilization

**Project Description:**

Projects within this program repair streambanks, restore habitat, add capacity, and help streams adjust to increased runoff volumes, while limiting negative impacts associated with downcutting, sedimentation, and erosion. Where appropriate, City staff use bioengineering techniques to stabilize streambanks and improve habitat and water quality functions. Additional operations and maintenance costs are expected for projects that are funded by this program, but it is too early to determine a reliable estimate.

**Project Status: *In Progress***

This is an ongoing program. Funds are budgeted under this program and then are transferred to specific capital projects as they are identified and developed. Individual projects within this program for FY24 through FY27 have been identified and are included in this CIP.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
- Comprehensive Stormwater Management Plan
- Metro Waterways Study

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$0	\$0	\$0	\$0	\$500	\$500
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>\$500</b>

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Stream restoration and stabilization at Amazon Creek*

**Stormwater** **Functional and Safety Improvements**

## Tip Up Replacement

**Project Description:**

This citywide project will remove sections of stormwater pipe that are causing flooding and maintenance issues. The pipes will be replaced with new sections of pipe, and ditches will be regraded to prevent flooding and sediment buildup to improve maintenance efficiency. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project. Individual projects within this program for FY24 through FY27 have been identified and are included in this CIP.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater SDC	Identified	\$0	\$0	\$0	\$0	\$225	\$0	\$225
Stormwater Utility - Capital	Secured	\$0	\$0	\$0	\$100	\$75	\$0	\$175
<b>Total</b>		\$0	\$0	\$0	\$100	\$300	\$0	\$400

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 72.00

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Tip up stormwater pipe*

**Stormwater** **New Capital Facilities**

### Trainsong Park Stormwater Retrofit

**Project Description:**

This Ward 7 project will alleviate flooding in Trainsong Park through implementation of drainage improvements and stormwater management facilities. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater SDC	Identified	\$0	\$350	\$0	\$0	\$0	\$0	\$350
Stormwater Utility - Capital	Secured	\$100	\$0	\$0	\$0	\$0	\$0	\$100
<b>Total</b>		\$100	\$350	\$0	\$0	\$0	\$0	\$450

**Neighborhoods:** Trainsong

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 186.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Flooding in Trainsong Park*

<b>Stormwater</b>	<b>Functional and Safety Improvements</b>
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## Tugman Creek Stormwater Restoration

**Project Description:**

This Ward 2 project will alleviate flooding in Tugman Park through a stream restoration project. The creek through Tugman Park does not have adequate capacity for stormwater runoff, and this project will add capacity, improve water quality, and provide habitat benefits for the Park. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

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

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$100	\$300	\$0	\$0	\$0	\$400
<b>Total</b>		\$0	\$100	\$300	\$0	\$0	\$0	\$400

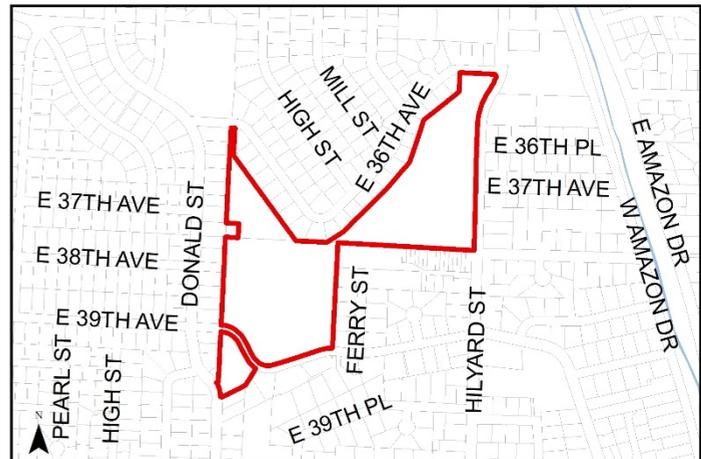
**Neighborhoods:** Southeast

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 177.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Location of Tugman Creek Stormwater Restoration project*

<b>Stormwater</b>	<b>Upgrades and Capacity Enhancement</b>
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## Water Quality Facilities

**Project Description:**

Projects within this program are designed to improve water quality by installing vegetated planters, rain gardens, and structural water quality facilities to address pollutants of concern. Past examples include vegetated rain gardens on West 18th Avenue, Amazon Parkway, Harris Street, Roosevelt Boulevard, and East 19th Avenue, as well as Willamette River structural water quality facilities on Maynard and Irvington off of River Road. Projects that are identified and developed from this program will likely have some additional operational/maintenance costs; these added costs will be evaluated during individual project scoping.

**Project Status: *In Progress***

This item has previously appeared in the CIP and is an ongoing capital program. Funds are budgeted under this program and then are transferred to specific projects as they are identified and developed. Individual projects within this program for FY24 through FY27 have been identified and are included in this CIP.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- City of Eugene Underground Injection Controls Water Pollution Control Facility (WPCF) Permit
- City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater SDC	Identified	\$100	\$100	\$50	\$100	\$100	\$100	\$550
<b>Total</b>		\$100	\$100	\$50	\$100	\$100	\$100	\$550

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Vegetated planter near South Willamette Street*

<b>Stormwater</b>	<b>Functional and Safety Improvements</b>
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## Willamette Street (13th to 14th Avenue) Stormwater Rehabilitation

**Project Description:**

This Ward 1 project will replace stormwater pipe and catch basins that are damaged and in need of repair. This project will be done in conjunction with a future pavement preservation project. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Stormwater Utility - Capital	Secured	\$0	\$0	\$50	\$150	\$0	\$0	\$200
<b>Total</b>		\$0	\$0	\$50	\$150	\$0	\$0	\$200

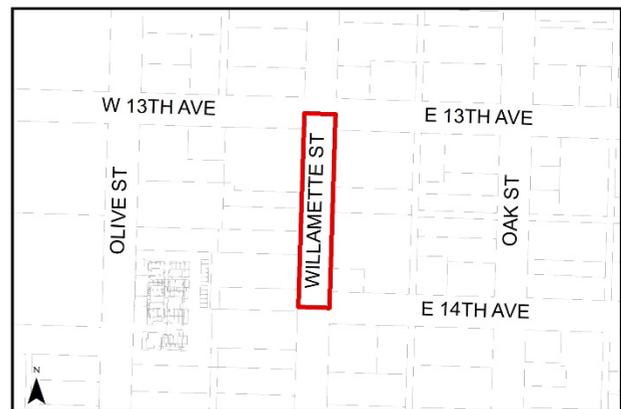
**Neighborhoods:** Downtown, West University

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 27.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Location of Willamette Street 13th Avenue to 14th Avenue Stormwater Rehabilitation project*

**Stormwater****Functional and Safety  
Improvements****Willow Corner Adaptive Management****Project Description:**

This Ward 8 project will modify this existing wetland mitigation site to respond to changes since the site was constructed. The project will repair a breach in a berm which serves to maintain water levels in the natural area. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

Comprehensive Stormwater Management Plan

**Capital Costs** (\$ in thousands)

<b>Fund</b>	<b>Status</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
Stormwater Utility - Capital	Secured	\$50	\$0	\$0	\$0	\$0	\$0	\$50
<b>Total</b>		\$50	\$0	\$0	\$0	\$0	\$0	\$50

**Neighborhoods:** Churchill

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 37.00

**GHG Information**

N/A



*Willow Corner Wetland Mitigation site*

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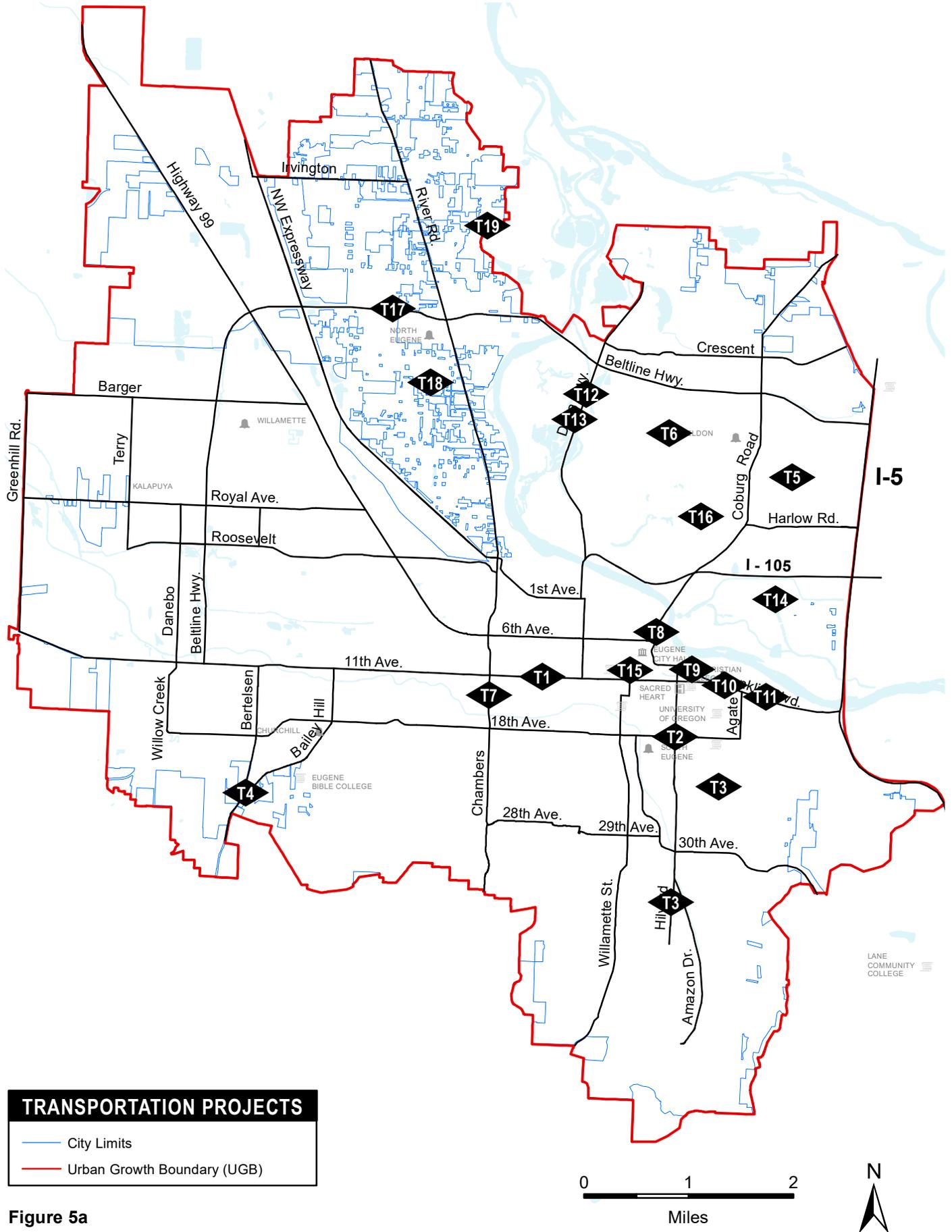


Figure 5a

## TRANSPORTATION PROJECTS

### Site-specific CIP projects shown in funding tables for 2023-2029 Capital Budgets as \$50,000 or more

- ◆ T1 11th Avenue: Charnelton Street to Grant Street Paving
- ◆ T2 18th Ave and Hilyard Street Intersection Safety
- ◆ T3 24th Avenue, Hilyard Street, and Alder Street Paving
- ◆ T4 Bailey Hill Road at Bertelsen Road Roundabout
- ◆ T5 Bailey Lane: Bogart Lane to Luella Street Paving
- ◆ T6 Carmel, Brewer, Linnea, Tarpon, Lemming, and Norwood Paving
- ◆ T7 Chambers Street Safety Improvements, 2nd Ave to 28th Ave
- ◆ T8 Coburg Road Viaduct Load Strengthening
- ◆ T9 East Broadway Street Paving
- ◆ T10 Franklin Blvd: 11th Ave to Walnut Street Paving
- ◆ T11 Franklin Blvd: A Partnership to Rebuild and Revive a Corridor
- ◆ T12 Goodpasture Island Road Bridge Repairs
- ◆ T13 Goodpasture Island Road Bridge Seismic Retrofit
- ◆ T14 Martin Luther King Jr. Blvd Transit & Safety Improvements
- ◆ T15 Oak Street Paving
- ◆ T16 Oakway Road Protected Bike Lanes
- ◆ T17 River Road - Santa Clara Pedestrian & Bicycle Bridge
- ◆ T18 Safe Routes to School Program: Howard Elementary School - Pedestrian Path
- ◆ T19 West Bank Path Extension, Beaver St to Admiral St

**Figure 5b**

# Transportation

# Attachment B Funding Summary

Project Title	Funding Status	Funding by Biennium*			Total
		2023-2025	2025-2027	2027-2029	
<b>Functional and Safety Improvements</b>					
18th Ave. and Hilyard Street Intersection Safety	Identified	\$ 700	\$ -	\$ -	\$ 700
18th Ave. and Hilyard Street Intersection Safety	Secured	80	-	-	80
Active Transportation Projects Funded by Street Bond	Secured	865	-	-	865
Bailey Hill Road at Bertelsen Road Roundabout	Identified	2,087	-	-	2,087
Chambers St. Safety Improvements, 2nd Ave. to 28th Ave.	Secured	504	-	-	504
Coburg Road Viaduct Load Strengthening	Identified	150	1,703	-	1,853
Goodpasture Island Road Bridge Seismic Retrofit	Identified	2,889	-	-	2,889
MLK Jr. Blvd. Transit & Safety Improvements	Secured	553	-	-	553
Safe Routes to School Program: Howard Elem. - Ped Path	Identified	560	-	-	560
Traffic Calming / Neighborhood Livability	Secured	200	200	200	600
Traffic Operations Improvement Program	Secured	420	500	500	1,420
Traffic Signal Controller Replacement	Secured	100	100	100	300
Traffic Signal Strain Pole Replacement	Secured	500	500	500	1,500
<b>Functional and Safety Improvements Total</b>		<b>9,608</b>	<b>3,003</b>	<b>1,300</b>	<b>13,911</b>
<b>New Capital Facilities</b>					
West Bank Path Extension, Beaver St. to Admiral St.	Identified	2,037	-	-	2,037
<b>New Capital Facilities Total</b>		<b>2,037</b>	<b>-</b>	<b>-</b>	<b>2,037</b>
<b>Preservation and Maintenance</b>					
11th Avenue: Charmelton Street to Grant Street Paving	Secured	1,321	-	-	1,321
2024 Slurry Seals and Local Street Repairs	Secured	300	-	-	300
2025 Slurry Seals and Local Street Repairs	Secured	300	-	-	300
24th Avenue, Hilyard Street, and Alder Street Paving	Secured	1,566	-	-	1,566
Annual Slurry Seals and Local Street Repairs	Secured	-	600	600	1,200
Bailey Lane: Bogart Ln to Luella St Paving	Secured	433	-	-	433
Carmel, Brewer, Linnea, Monterey, Tarpon, etc., Paving	Secured	1,746	-	-	1,746
Climate Action Planning and Tree Planting	Secured	150	150	150	450
East Broadway Street Paving	Identified	1,000	-	-	1,000
East Broadway Street Paving	Secured	883	-	-	883
Franklin Boulevard: 11th Ave. to Walnut St. Paving	Identified	1,000	-	-	1,000
Franklin Boulevard: 11th Ave. to Walnut St. Paving	Secured	1,667	-	-	1,667
Goodpasture Island Road Bridge Repairs	Secured	500	-	-	500
Oak Street Paving	Secured	300	-	-	300
Pavement Preservation Program	Identified	233	466	466	1,165
Pavement Preservation Program	Secured	3,925	6,950	6,950	17,825
Sidewalk Access Ramp Upgrades	Secured	300	300	300	900
<b>Preservation and Maintenance Total</b>		<b>15,624</b>	<b>8,466</b>	<b>8,466</b>	<b>32,556</b>
<b>Upgrades and Capacity Enhancement</b>					
Franklin Boulevard: A Partnership to Rebuild and Revive a Corridor	Identified	35,464	-	-	35,464
Oakway Road Protected Bike Lanes	Identified	1,175	-	-	1,175
Projects Supporting the Transportation System Plan	Identified	1,572	2,300	4,900	8,772
Regional Bicycle Enhancements (CLMPO)	Identified	220	-	-	220
River Road - Santa Clara Pedestrian & Bicycle Bridge	Identified	200	-	-	200
<b>Upgrades and Capacity Enhancement Total</b>		<b>38,631</b>	<b>2,300</b>	<b>4,900</b>	<b>45,831</b>
<b>Transportation CIP Total</b>		<b>\$ 65,900</b>	<b>\$ 13,769</b>	<b>\$ 14,666</b>	<b>\$ 94,335</b>

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

## Transportation

Many of the projects in the Transportation section are derived from the Eugene 2035 Transportation System Plan, adopted in 2017. Other plans and policies that support the selection of projects include:

- Pavement Management Program;
- Vision Zero Action Plan;
- Americans with Disabilities Act Transition Plan for Public Rights-of-Way;
- Climate Recovery Ordinance;
- Climate Action Plan 2.0 (CAP 2.0);
- Envision Eugene recommendations;
- Master Traffic Communications Plan; and
- Eugene-Springfield Natural Hazards Mitigation Plan.

Transportation capital projects fall into the following five categories:

*Functional and Safety Improvements:* This category includes proposed transportation improvements that involve:

- Neighborhood transportation livability projects;
- Accessibility projects, such as installing and upgrading accessible pedestrian signals and sidewalk access ramps;
- Shared-use path rehabilitation;
- Pedestrian crossing treatments; and
- Traffic signals, streetlights, and intersection improvements.

Projects within this category are typically funded by the Transportation Systems Development Charges (SDC's) Fund, the pedestrian and bicycle component of the 2017 Street Bond, the City's share of state gas tax (and related revenues), and grants from other levels of government (e.g. state and federal). Projects are generally identified within planning documents, based on traffic crash data, from community and partner agency requests, and as opportunities arise to implement including with other, larger projects.

*New Capital Facilities:* This category includes new streets built by the City or by private developers and new shared-use paths. Funds for City-built improvements in this category come from systems development charges (SDCs), Special Assessment Capital Projects Fund, and grants from other levels of government (e.g. state and federal). Projects are generally identified within planning documents, primarily the 2035 Transportation System Plan.

*Preservation and Maintenance:* These projects preserve prior investments by rehabilitating existing transportation infrastructure where routine preventative maintenance activities are no longer cost-effective. These projects typically include overlays, slurry seals, and in some cases, reconstruction of existing streets and shared-use paths. These projects are funded through the City's local motor vehicle fuel tax, Transportation SDC (reimbursement component), federal funds, and General Obligation Bonds. Street projects are identified through the Pavement Management System, which scores streets by their age, surface condition, and visible distresses. Projects are then prioritized by selecting streets that can be prevented from falling into a condition that requires a more expensive reconstruction treatment. Projects are also prioritized on the basis of social equity, geographic

## Transportation

distribution, and elements of the project selection criteria described below. Bridge rehabilitation projects are selected based on records of regular bridge inspections performed by the Oregon Department of Transportation and the Eugene-Springfield Natural Hazards Mitigation Plan.

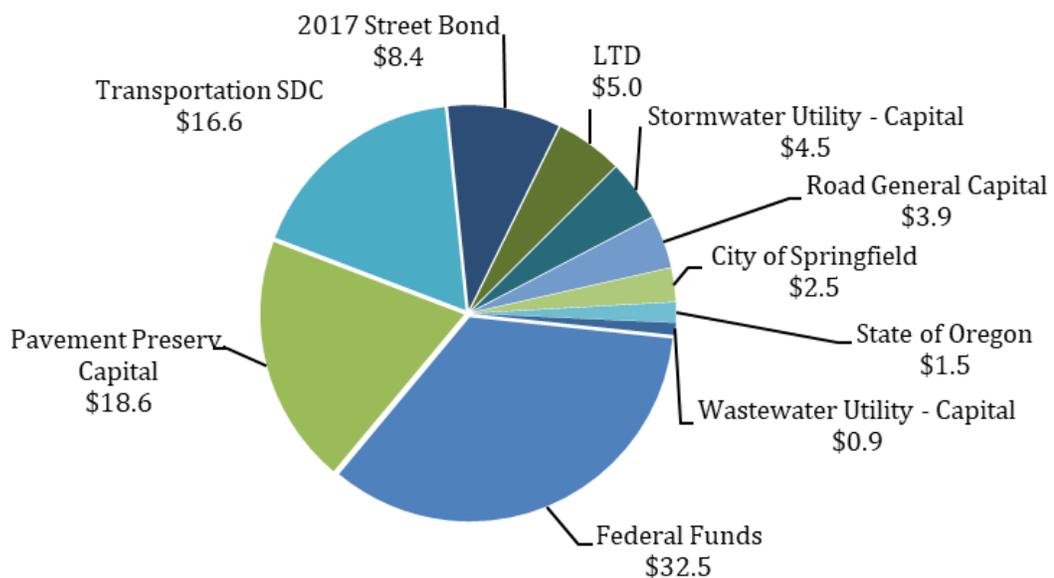
*Upgrades to City Standards:* These are projects that bring existing, substandard facilities up to City standards. Typically, these are street improvements that include improving the road structure, constructing curbs, gutters, and sidewalks, building bike lanes, and undergrounding utilities on an as-needed basis. The primary funds used for these projects are assessments, SDCs, the Road General Capital Fund, and grants from other levels of government. Projects are generally identified within planning documents.

*Capacity Enhancement:* Projects in this category typically involve increasing the number of system users that a facility can carry. Based on previous City Council direction, capacity increasing projects are focused on facilities serving people who walk, bicycle, and take transit. Funding for these projects generally comes from a combination of Systems Development Charges (SDCs), grants (e.g. state and federal) and Special Assessment Capital Project Funds. Projects are generally identified within planning documents.

### Funding

In November 2017, Eugene voters approved the third five-year bond measure to repair streets throughout the City. The bond measure authorized the issuance of \$51.2 million in General Obligation Bonds for the purpose of funding major street preservation projects, along with an annual average of \$1 million for bicycle and pedestrian projects. Construction of 2017 bond-financed projects began in summer 2019, and the first year of the property tax levy occurred in FY20. The bond-funded projects are scheduled to be completed in FY24.

#### Transportation Funding Sources 2023-2029 CIP Totals \$94.3 million



## Transportation

In November 2022, Eugene voters approved the fourth five-year bond measure to repair streets and make active transportation improvements throughout the City. The bond measure authorizes the issuance of \$61.2 million in General Obligation Bonds. Construction of 2022 bond-financed projects will begin in summer 2025 and the first year of the property tax levy will occur in FY24. These future funds will be included in the 2025-2031 CIP.

Transportation SDC projects are funded at the current level of collected SDC revenue, which is generated from development within the City. The Transportation SDC improvement component is projected to provide \$2,229,000 annually from 2023-2029. The Transportation SDC reimbursement component is expected to provide \$233,000 annually from 2023-2029.

The City's five-cent local motor vehicle fuel tax provides revenue for the Pavement Preservation Capital Fund, which is used to preserve the existing transportation system without increasing capacity or conducting major upgrades to the streets. The motor vehicle fuel tax is projected to provide about \$3.1 million annually. Due to rising construction costs and more costly repair needs for the bond funded projects, it is anticipated that the funds from the City's local motor vehicle fuel tax will be needed to fully fund and complete the bond-funded paving projects.

The pavement preservation backlog on asphalt streets was estimated to be \$87.6 million at the end of 2021 and staff are in the process of developing a similar program for roadway bridges. At the end of 2021, the Pavement Management System estimated that \$15.4 million annually is needed to preserve the existing street pavement system and prevent additional streets from needing costly reconstruction.

The City also has a maintenance backlog of the off-street shared-use path and pedestrian and bicycle bridge system that is estimated to be around \$10 million. Because most transportation funding is dedicated to street rights-of-way or specific projects due to statutory restrictions on the use of motor vehicle fuel taxes, funding shared-use path construction and maintenance is challenging. Currently, funding from federal grants and general obligation bonds is typically used for construction and capital preservation projects in this system.

### Project Selection Criteria

The project selection criteria for the City's transportation system vary depending on the type of project and funding source, as well as the many plans that shape the project decision-making process. For example, projects within the Pavement Management System are chosen through a formal process in which streets are scored by their surface condition and visible distresses. Other projects that include new capital facilities, upgrades to city standards, and transportation capacity enhancements are prioritized based on development demands and other plans, such as Envision Eugene or the 2035 Transportation System Plan.

Historically, project selection criteria such as funding source, project type, planning documents, geographic location, neighborhood involvement, function and safety, and asset condition have commonly been used to prioritize transportation projects. More recently, additional factors have been integrated into project selection, including equity considerations such as whether the project is located in a traditionally underserved area, whether projects are on Vision Zero corridors, and the project's ability to reduce greenhouse gas emissions from motor vehicles. Staff have developed

## Transportation

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a tool that enables a comparison of how well potential projects address these and other factors. This tool will be used for programming categories of transportation funding within this CIP, including for the pedestrian and bicycle component of the street bond and for future grant opportunities.

### Specific Plans/Policies Related to Transportation Projects

[2020 Wastewater Master Plan](#)

[Americans with Disabilities Act \(ADA\) Transition Plan](#)

[City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan](#)

[Climate Action Plan 2.0](#)

[Climate Recovery Ordinance](#)

[Comprehensive Stormwater Management Plan](#)

Council-specific Direction

[Envision Eugene](#)

[Eugene 2035 Transportation System Plan](#)

[Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan \(NHMP\)](#)

[Master Traffic Communications Plan](#)

[Pavement Management Program Report](#)

[Regional Transportation Plan](#)

[Vision Zero Action Plan](#)

# Transportation

# Project Status Update

## FY22 – FY23 Capital Project Status Update

Project Title	In Previous CIP	Project Status
<b>Complete</b>		
2022 Slurry Seals and Local Street Repairs	x	This project is complete
Candlelight, Stagecoach, Surry, Welcome, Laurelhurst, and Royal Paving	x	This project is complete.
Catalina, Chase, Concord, Echo Hollow, Fuller, and Hawthorne Paving	x	This project is complete.
Jessen Drive, Clarey Street, and Robin Ave Paving		Project is complete. Project was included in the FY23 capital budget.
Willamette River South Bank Shared Use Path Realignment		Project is complete.
<b>In Progress</b>		
2023 Slurry Seals and Local Street Repairs	x	Project scoping and street selection has begun
46th Ave: Fox Hollow Rd to Donald St Paving	x	Project scoping and preliminary design has started. Appeared in FY23 capital budget as "46th Avenue and Agate Street Paving"
8th Ave. Paving		Project design is complete, construction planned to begin in 2023. Project was included in the FY23 capital budget.
Active Transportation Projects Funded by Street Bond	x	This is an ongoing capital program.
Agate Street Paving	x	Project scoping and preliminary design has started.
Amazon Creek Bridge at Bailey Hill Road		Project scoping and preliminary design has started.
Amazon Parkway Paving	x	Project scoping and preliminary design has started. Appeared in FY23 capital budget as "Amazon Parkway and Portland Street Paving".
Bailey Hill Road at Bertelsen Road Roundabout	x	Two federal grants have been secured for this project: All Roads Transportation Safety Grant through the Oregon Department of Transportation and a Surface Transportation Program Block Grant through the Central Lane Metropolitan Organization. Scoping and preliminary design has begun for this project.
Chambers Street Paving	x	Project scoping and preliminary design has started.
Chambers Street Safety Improvements, 2nd Ave. to 28th Ave.	x	This project completed a fund exchange of federal funds to state funds as part ODOT's SFLP program. Project scoping has begun.
Chambers Street Seismic Bridge Retrofits	x	Project funding (Surface Transportation Block Grant) has been identified in the Metropolitan Transportation Improvement Program. Preliminary Engineering has begun.
Coburg Rd: Ferry St RR Bridge to Willamette River Bridge	x	This project was funded from federal programs: Surface Transportation Program-Block Grant and the Local Bridge Program. This project is in construction to make repairs to the steel bridge over the Willamette River and the viaduct. Design work included preliminary design of seismic upgrades to the Willamette River Bridge to be constructed upon future funding. Project partially appeared in prior capital budget as "Ferry Street Bridge Seismic Retrofit"
East Broadway Street Paving	x	This project has been rescheduled from 2023 to 2024. Project scoping has begun.

# Transportation

## Project Status Update

Project Title	In Previous CIP	Project Status
<b>In Progress</b>		
Hunsaker Lane Complete Street Upgrades, River Road to Taito Street	x	This project is a partnership with Lane County which has already conducted significant public involvement and adopted a design concept for the street. There has also been significant support for the project expressed through the River Road/Santa Clara neighborhood planning process.
Lakeview Drive and Crescent Ave Paving	x	Project scoping and preliminary engineering have started
Martin Luther King Jr. Blvd. Transit & Safety Improvements	x	This project completed a fund exchange of federal funds to state funds as part ODOT's SFLP program. The project implements elements of the MovingAhead program which has had significant public involvement. Project scoping has begun.
Oak Street Paving	x	Project scoping and preliminary design have started. This project was in the FY22 - 27 CIP. The current project is to add local motor vehicle fuel taxes to supplement the 2017 General Obligation Bond funds.
Pavement Preservation Program	x	This is an ongoing program to rehabilitate streets in Eugene. The majority of program funds were allocated to specific capital projects in FY24-25. It is anticipated that the City motor vehicle fuel tax will be used to supplement the General Obligation Bond street repair projects due to increasing construction costs and the need for more costly repairs. For FY26-29, funds will be transferred to specific projects as they are identified and developed. Appeared in FY23 capital budget as "Street and Alley Preservation".
Pearl Street Paving	x	Project scoping and preliminary design have started.
Polk Street Paving	x	Project scoping and preliminary engineering have started
Portland Street Paving	x	Project scoping and preliminary design have started. Grouped with Amazon Parkway Paving in FY23 Budget.
Projects Supporting the Transportation System Plan	x	This is ongoing funding from the improvement component of the Transportation SDC funds. As individual projects from the SDC Project List are prioritized, funded, and programmed, this funding will be budgeted to the individual projects. Individual projects for FY24 and FY25 have been identified and are included in this CIP.
River Road Paving	x	Project scoping and preliminary engineering have started.
Safe Routes to School Program: Howard Elementary School - Pedestrian Path		Project scoping, public outreach, and preliminary design are underway. Project was included in the FY23 budget.
Safe Routes to School Program: Bethel/Prairie Mountain Crosswalks		Project scoping, public outreach, and preliminary design are underway. Project was included in the FY22 Dec SB.
Spyglass Drive Paving	x	Project scoping and preliminary engineering have started.
Traffic Calming / Neighborhood Livability	x	This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed.

# Transportation

## Project Status Update

Project Title	In Previous CIP	Project Status
<b>In Progress</b>		
Traffic Operations Improvement Program	x	This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed.
Traffic Signal Controller Replacement	x	This is an ongoing program. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed.
Traffic Signal Safety Improvements - Conversion to Flashing Yellow Arrow	x	Updating the project name to match the STIP. Project scoping has begun on this project. This project will be funded through a federal All Roads Transportation Safety grant through ODOT.
Traffic Signal Strain Pole Replacement	x	This is an ongoing program. Funds are budgeted under this program and are utilized as needed.
<b>Not Started</b>		
18th Ave. and Hilyard Street Intersection Safety	x	A federal grant through the Central Lane Metropolitan Planning Organization (MPO) has been secured for this project. No other work has taken place.
Coburg Road, Oakway Road to Ferry Street Bridge Paving	x	Project scoping and preliminary engineering not yet started
Division Avenue Safety Improvements	x	The project received a federal grant through the Central Lane Metropolitan Planning Organization (CLMPO) and has since received additional federal funding from the All Roads Transportation Safety (ARTS) program to complete project design and construction. The project has not started.
Lincoln Street Protected Bike Lanes	x	Project has received two federal grants from ODOT and the Central Lane MPO. Otherwise, work on the project has not started. No public involvement has taken place.
Oakway Road Protected Bike Lanes	x	A federal grant has been secured through the Central Lane Metropolitan Planning Organization (MPO). Otherwise, no work has started and no public involvement has taken place.
West Bank Path Extension, Beaver Street to Admiral Street	x	This Ward 5 project has not yet started. There has been public support for this project expressed through the River Road/Santa Clara neighborhood planning process. This project has received additional federal funds for preliminary design and construction.

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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## 11th Avenue: Charnelton Street to Grant Street Paving

**Project Description:**

This Ward 1 project will rehabilitate West 11th Avenue from Charnelton Street to Grant Street. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Project planning and scoping has begun.

**Specific Plans/Policies Related to this Project:**

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Pavement Management Program

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
2017 Street Bond	Secured	\$1,271	\$0	\$0	\$0	\$0	\$0	\$1,271
Stormwater Utility - Capital	Secured	\$50	\$0	\$0	\$0	\$0	\$0	\$50
<b>Total</b>		\$1,321	\$0	\$0	\$0	\$0	\$0	\$1,321

**Neighborhoods:** Downtown, Far West, Jefferson Westside

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 2276.00

**GHG Information**

The scope of the specific facilities has not yet been determined. Based on the project goal to rehabilitate or preserve existing infrastructure, no changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Project Area Map*

## Transportation

## Functional and Safety Improvements

### 18th Avenue and Hilyard Street Intersection Safety

#### Project Description:

The intersection of 18th and Hilyard has been identified by the City's Vision Zero Action Plan as the intersection in Eugene with the highest number of injury bicycle crashes. This Wards 2 and 3 project will replace the traffic signal at 18th and Hilyard with a signal that will have separate phases for bikes and motor vehicles. The project will also replace the curb ramps at the intersection. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

#### Project Status: *Not Started*

A federal grant through the Central Lane Metropolitan Planning Organization (CLMPO) has been secured for this project. No other work has taken place.

#### Specific Plans/Policies Related to this Project:

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Vision Zero Action Plan

#### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Funds	Identified	\$700	\$0	\$0	\$0	\$0	\$0	\$700
Road General Capital	Secured	\$80	\$0	\$0	\$0	\$0	\$0	\$80
<b>Total</b>		\$780	\$0	\$0	\$0	\$0	\$0	\$780

**Neighborhoods:** South University, West University

#### Greenhouse Gas Emissions (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 200.00

#### GHG Information

No changes to operational GHG emissions are expected for this project. While replacement of an older signal may reduce short-term operational or maintenance needs for this specific facility, any reduced operational efforts will transfer to other maintenance activities. Additionally, this project will create facilities that will allow for the increased use of active transportation and transit.



*Project Area Map*

**Transportation****Preservation and Maintenance****2024 Slurry Seals and Local Street Repairs****Project Description:**

The purpose of the slurry seal program is to preserve local streets with a slurry seal treatment in order to extend the life of the existing low volume roadway. The project location rotates annually by ward and in 2024 will be located in Ward 1: Downtown, Far West, Friendly Area, Jefferson Westside, West University neighborhoods. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *Not Started***

The scoping and street identification for this project has not started.

**Specific Plans/Policies Related to this Project:**

Pavement Management Program

**Capital Costs** (\$ in thousands)

<b>Fund</b>	<b>Status</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
Pavement Preserv. Capital	Secured	\$300	\$0	\$0	\$0	\$0	\$0	\$300
<b>Total</b>		\$300	\$0	\$0	\$0	\$0	\$0	\$300

**Neighborhoods:** Downtown, Far West, Friendly Area, Jefferson Westside, West University

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 10.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Neighborhood Slurry Seal Application*

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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## 2025 Slurry Seals and Local Street Repairs

**Project Description:**

The purpose of the slurry seal program is to preserve local streets with a slurry seal treatment in order to extend the life of the existing low volume roadway. The project location rotates annually by ward and in 2025 will be located in Ward 6: the Bethel, Industrial Corridor neighborhoods. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *Not Started***

The scoping and street identification for this project has not started.

**Specific Plans/Policies Related to this Project:**

Pavement Management Program

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Pavement Preserv. Capital	Secured	\$0	\$300	\$0	\$0	\$0	\$0	\$300
<b>Total</b>		\$0	\$300	\$0	\$0	\$0	\$0	\$300

**Neighborhoods:** Bethel, Industrial Corridor

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 10.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Neighborhood Slurry Seal Application*

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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## 24th Avenue, Hilyard Street, and Alder Street Paving

**Project Description:**

This project will rehabilitate multiple street segments in Wards 2 and 3 including: 24th Avenue from Harris Street to Agate Street, Hilyard Street from West Amazon Drive to 40th Avenue, and Alder Street from 30th Avenue to 32nd Avenue. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Project planning, utility coordination, and preliminary scoping have begun.

**Specific Plans/Policies Related to this Project:**

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Pavement Management Program

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
2017 Street Bond	Secured	\$1,516	\$0	\$0	\$0	\$0	\$0	\$1,516
Stormwater Utility - Capital	Secured	\$50	\$0	\$0	\$0	\$0	\$0	\$50
<b>Total</b>		\$1,566	\$0	\$0	\$0	\$0	\$0	\$1,566

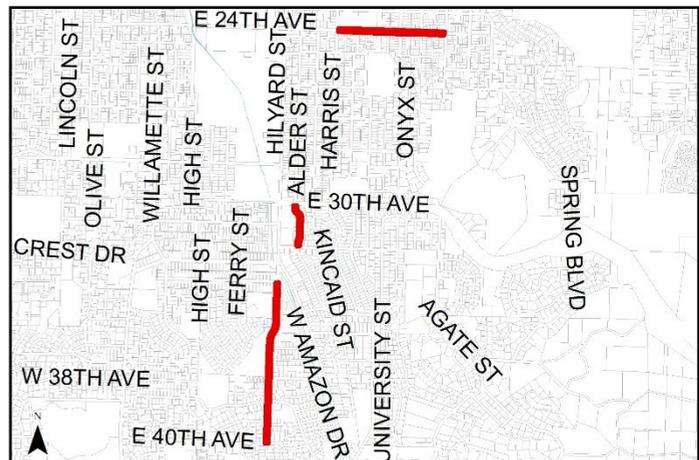
**Neighborhoods:** Amazon, South University, Southeast

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 1780.00

**GHG Information**

The scope of the specific facilities has not yet been determined. Based on the project goal to rehabilitate or preserve existing infrastructure, no changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Neighborhood Slurry Seal Application*

**Transportation****Functional and Safety  
Improvements****Active Transportation Projects Funded by Street  
Bond****Project Description:**

In November 2017, voters approved a third five-year General Obligation Bond to help fund needed street repairs. As part of the bond, \$1,000,000 annually is allocated to active transportation improvements. Specific projects will be identified from the 2035 Transportation System Plan, in consultation with the Active Transportation Committee and in consideration of the City's goals to increase safety on City streets. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

This is an ongoing capital program.

**Specific Plans/Policies Related to this Project:**

Americans with Disabilities Act (ADA) Transition Plan  
Eugene 2035 Transportation System Plan  
Pavement Management Program

**Capital Costs** (\$ in thousands)

<b>Fund</b>	<b>Status</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
2017 Street Bond	Secured	\$865	\$0	\$0	\$0	\$0	\$0	\$865
<b>Total</b>		\$865	\$0	\$0	\$0	\$0	\$0	\$865

**Neighborhoods:** Citywide**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*South Bank Path Construction*

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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### Annual Slurry Seals and Local Street Repairs

**Project Description:**

The purpose of the slurry seal program is to preserve local streets with a slurry seal treatment in order to extend the life of the existing low volume roadway. The project location rotates annually by ward. Operations and maintenance costs are expected to be reduced in the short term for projects funded in this program, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *Not Started***

The scoping and street identification for this program has not started.

**Specific Plans/Policies Related to this Project:**

Pavement Management Program

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Pavement Preserv. Capital	Secured	\$0	\$0	\$300	\$300	\$300	\$300	\$1,200
<b>Total</b>		\$0	\$0	\$300	\$300	\$300	\$300	\$1,200

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 10.00

**GHG Information**

No changes to operational GHG emissions are expected related to projects identified from this program. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Neighborhood Slurry Seal Application*

<b>Transportation</b>	<b>Functional and Safety Improvements</b>
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## Bailey Hill Road at Bertelsen Road Roundabout

**Project Description:**

This Ward 8 project will construct a roundabout at the intersection of Bailey Hill Road and Bertelsen Road which has a high rate of injury crashes. This intersection currently uses stop controls. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Two federal grants have been secured for this project: All Roads Transportation Safety Grant through the Oregon Department of Transportation and a Surface Transportation Program Block Grant through the Central Lane Metropolitan Planning Organization. Scoping and preliminary design has begun for this project.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Vision Zero Action Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Funds	Identified	\$737	\$1,215	\$0	\$0	\$0	\$0	\$1,952
Transportation SDC	Identified	\$0	\$135	\$0	\$0	\$0	\$0	\$135
<b>Total</b>		\$737	\$1,350	\$0	\$0	\$0	\$0	\$2,087

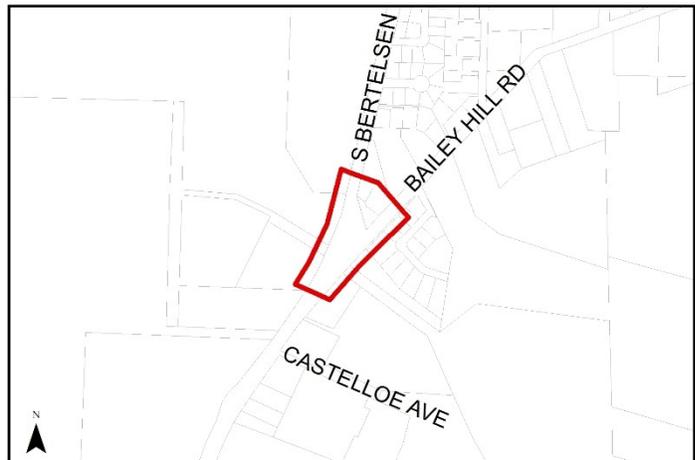
**Neighborhoods:** Churchill

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 190.00

**GHG Information**

Operational GHG emissions have not been calculated as impacts to this specific location are not yet known.



*Project Area Map*

**Transportation** **Preservation and Maintenance**

### Bailey Lane: Bogart Lane to Luella Street Paving

**Project Description:**

This Ward 4 project will rehabilitate Bailey Lane from Bogart Lane to Luella Street. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk ramps will be upgraded within the project limits. The full scope of the project is yet to be determined and will be further refined during project plan development. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Planning and preliminary project scoping has begun.

**Specific Plans/Policies Related to this Project:**

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Pavement Management Program

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
2017 Street Bond	Secured	\$408	\$0	\$0	\$0	\$0	\$0	\$408
Stormwater Utility - Capital	Secured	\$25	\$0	\$0	\$0	\$0	\$0	\$25
<b>Total</b>		<b>\$433</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$433</b>

**Neighborhoods:** Harlow

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 787.96

**GHG Information**

The scope of the specific facilities has not yet been determined. Based on the project goal to rehabilitate or preserve existing infrastructure, no changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Project Area Map*

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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## Carmel, Brewer, Linnea, Monterey, Tarpon, Lemming, and Norwood Paving

**Project Description:**

This project will rehabilitate multiple street segments in Ward 5 including: Carmel Avenue from Diane Street to Norwood Street, Brewer Avenue from Brewer Avenue to the south end, Linnea Avenue from Norkenzie Road to Tarpon Street, Monterey Avenue from Norkenzie Road to Larkspur Avenue, Tarpon Street from Brewer Avenue to Lemming Avenue, and Norwood Street from Monterey Street to Marlow Street. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Planning and preliminary project scoping has begun.

**Specific Plans/Policies Related to this Project:**

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Pavement Management Program

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
2017 Street Bond	Secured	\$1,646	\$0	\$0	\$0	\$0	\$0	\$1,646
Stormwater Utility - Capital	Secured	\$100	\$0	\$0	\$0	\$0	\$0	\$100
<b>Total</b>		\$1,746	\$0	\$0	\$0	\$0	\$0	\$1,746

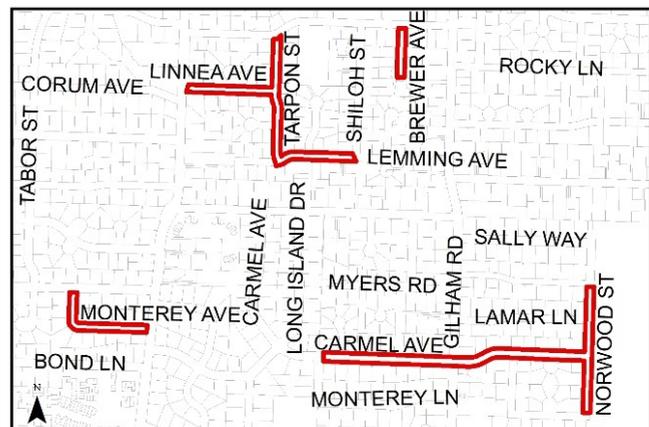
**Neighborhoods:** Cal Young

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 1228.77

**GHG Information**

The scope of the specific facilities has not yet been determined. Based on the project goal to rehabilitate or preserve existing infrastructure, no changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Project Area Map*

**Transportation** **Functional and Safety Improvements**

## Chambers Street Safety Improvements, 2nd Avenue to 28th Avenue

**Project Description:**

This Wards 1 and 7 project will make lighting and traffic signal changes to enhance safety along Chambers Street. More specifically, the project will upgrade and increase lighting along the corridor, including at intersections. The project will also upgrade traffic signals to use flashing yellow arrow for protected/permissive left-turns. This change will allow the traffic signal to be programmed to separate left-turning vehicles from people walking across the street in crosswalks. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

This project completed a fund exchange of federal funds to state funds as part ODOT's SFLP program. Project scoping has begun.

**Specific Plans/Policies Related to this Project:**

- Eugene 2035 Transportation System Plan
- Vision Zero Action Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
State of Oregon	Secured	\$504	\$0	\$0	\$0	\$0	\$0	\$504
<b>Total</b>		\$504	\$0	\$0	\$0	\$0	\$0	\$504

**Neighborhoods:** Far West, Friendly Area, Southwest Hills, West Eugene, Whiteaker

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 140.00

**GHG Information**

Operational GHG emissions have not been calculated as specific impacts are not quantifiable on an individual project basis. This project will create facilities that will allow for the increased use of active transportation and transit.



*Pedestrians crossing a street using a rectangular rapid flashing beacon (RRFB)*

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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### Climate Action Planning and Tree Planting

**Project Description:**

This is an ongoing project to fund climate action planning and tree planting as part of the Pavement Preservation Program. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

This is an ongoing project.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Pavement Preserv. Capital	Secured	\$75	\$75	\$75	\$75	\$75	\$75	\$450
<b>Total</b>		\$75	\$75	\$75	\$75	\$75	\$75	\$450

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is a planning effort and the scope of tree plantings are not yet determined. For more information about GHG estimates, see the GHG Emissions Summary.



*Landscape Median and Tree Planting along Barger Drive*

<b>Transportation</b>	<b>Functional and Safety Improvements</b>
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## Coburg Road Viaduct Load Strengthening

**Project Description:**

This project is located in Wards 3 and 7 and will complete strengthening retrofits on the Coburg Road Ferry Street viaduct over the railroad tracks, and 4th, 6th, and 7th Avenues. In 2020, ODOT informed the City that load rating calculations have indicated that this structure is deficient for Special Hauling Vehicles (SHV) and several spans need to be strengthened. This restriction has likely impacted commercial traffic over this structure. This project will retrofit the structure and allow the load limit sign postings to be removed. No change to operations and maintenance is expected for this project.

**Project Status: *Not Started***

Federal funds have been identified for this work. No work has not started on this project.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Funds	Identified	\$0	\$0	\$1,653	\$0	\$0	\$0	\$1,653
Transportation SDC	Identified	\$0	\$150	\$50	\$0	\$0	\$0	\$200
<b>Total</b>		\$0	\$150	\$1,703	\$0	\$0	\$0	\$1,853

**Neighborhoods:** Downtown

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 640.00

**GHG Information**

Due to the nature of the program to retrofit aged and non-standard infrastructure, no changes to operational GHG emissions are expected for this structure. While this type of work may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Project Area Map*

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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## East Broadway Street Paving

**Project Description:**

This Ward 3 project will rehabilitate East Broadway Street from Mill Street to East 11th Avenue. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

This project has been rescheduled from 2023 to 2024. Project scoping has begun.

**Specific Plans/Policies Related to this Project:**

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Pavement Management Program

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
2017 Street Bond	Secured	\$883	\$0	\$0	\$0	\$0	\$0	\$883
Pavement Preserv. Capital	Identified	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
<b>Total</b>		\$1,883	\$0	\$0	\$0	\$0	\$0	\$1,883

**Neighborhoods:** Downtown

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 320.00

**GHG Information**

The scope of the specific facilities has not yet been determined. Based on the project goal to rehabilitate or preserve existing infrastructure, no changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Project Area Map*

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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## Franklin Boulevard: 11th Avenue to Walnut Street Paving

**Project Description:**

This Ward 3 project will rehabilitate Franklin Boulevard between 11th Avenue and Walnut Street. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be completed in coordination with the federally funded Franklin Boulevard: A Partnership to Rebuild and Revive a Corridor Project. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Project scoping has begun.

**Specific Plans/Policies Related to this Project:**

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Pavement Management Program

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
2017 Street Bond	Secured	\$1,667	\$0	\$0	\$0	\$0	\$0	\$1,667
Pavement Preserv. Capital	Identified	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
<b>Total</b>		\$1,667	\$1,000	\$0	\$0	\$0	\$0	\$2,667

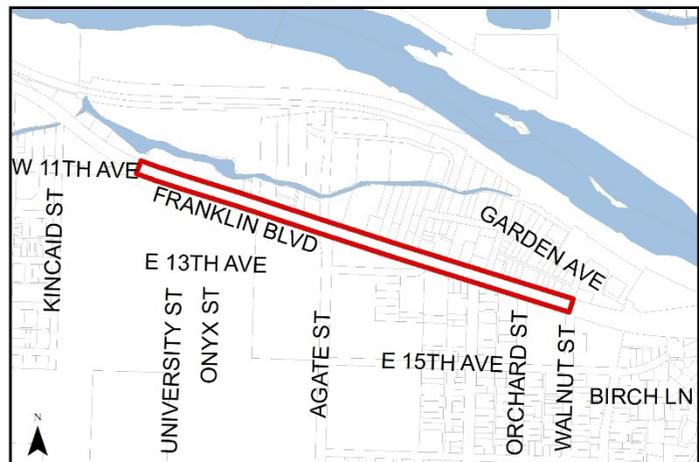
**Neighborhoods:** Fairmount, Laurel Hill Valley, University of Oregon

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 1829.00

**GHG Information**

The scope of the specific facilities has not yet been determined. Based on the project goal to rehabilitate or preserve existing infrastructure, no changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Project Area Map*

<b>Transportation</b>	<b>Upgrades and Capacity Enhancement</b>
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## Franklin Boulevard: A Partnership to Rebuild and Revive a Corridor

**Project Description:**

This Ward 3 project will redesign Franklin Boulevard from 11th Avenue to I-5. The project will include conversions of signalized intersections to multilane roundabouts, reduction of total number of travel lanes, reallocation of space for protected bicycle and pedestrian facilities, and the addition of a second bus rapid transit lane. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Project scoping is underway for this project. An extensive public outreach process was previously completed as part of the Franklin Boulevard Multiway Boulevard Improvements project.

**Specific Plans/Policies Related to this Project:**

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Regional Transportation Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
City of Springfield	Identified	\$0	\$2,500	\$0	\$0	\$0	\$0	\$2,500
Federal Funds	Identified	\$0	\$22,575	\$0	\$0	\$0	\$0	\$22,575
LTD	Identified	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Transportation SDC	Identified	\$0	\$5,389	\$0	\$0	\$0	\$0	\$5,389
<b>Total</b>		\$0	\$35,464	\$0	\$0	\$0	\$0	\$35,464

**Neighborhoods:** Fairmount, Laurel Hill Valley, University of Oregon

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 1829.00

**GHG Information**

The details of the specific facilities have not yet been determined. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities. Additionally, Federal Highway Administration publications indicate that replacing signalized intersections with roundabouts may have a significant reduction on GHG emissions, depending on traffic volumes and pre-existing traffic operations. This project will also create facilities that will allow for the increased use of active transportation and transit.



*Franklin Boulevard Transformation funding application graphic*

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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## Goodpasture Island Road Bridge Repairs

**Project Description:**

This Ward 5 project will complete repairs on both the older and newer sections of the Goodpasture Island Road bridge over Delta Highway that were damaged by an over-height vehicle strike. No change to operations and maintenance costs are expected for this project.

**Project Status: *In Progress***

Project planning and preliminary engineering has started.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Pavement Preserv. Capital	Secured	\$500	\$0	\$0	\$0	\$0	\$0	\$500
<b>Total</b>		\$500	\$0	\$0	\$0	\$0	\$0	\$500

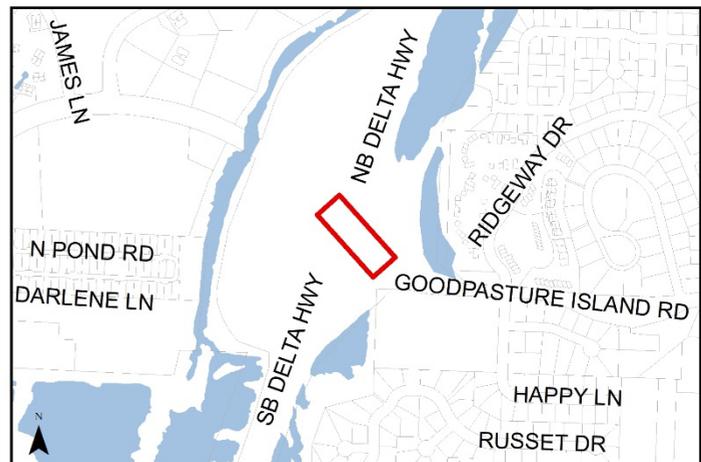
**Neighborhoods:** Goodpasture Island

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 296.00

**GHG Information**

Due to the nature of the program to repair aged and damaged infrastructure, no changes to operational GHG emissions are expected for this structure. While this type of work may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Project Area Map*

Transportation
Functional and Safety Improvements

## Goodpasture Island Road Bridge Seismic Retrofit

**Project Description:**

This Ward 5 project will construct seismic upgrades on the older section of the Goodpasture Island Road bridge over Delta Highway. No change to operations and maintenance costs are expected for this project.

**Project Status: *Not Started***

Federal funds have been identified for this work. No work has started on this project.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Funds	Identified	\$0	\$2,592	\$0	\$0	\$0	\$0	\$2,592
Transportation SDC	Identified	\$0	\$297	\$0	\$0	\$0	\$0	\$297
<b>Total</b>		\$0	\$2,889	\$0	\$0	\$0	\$0	\$2,889

**Neighborhoods:** Goodpasture Island

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

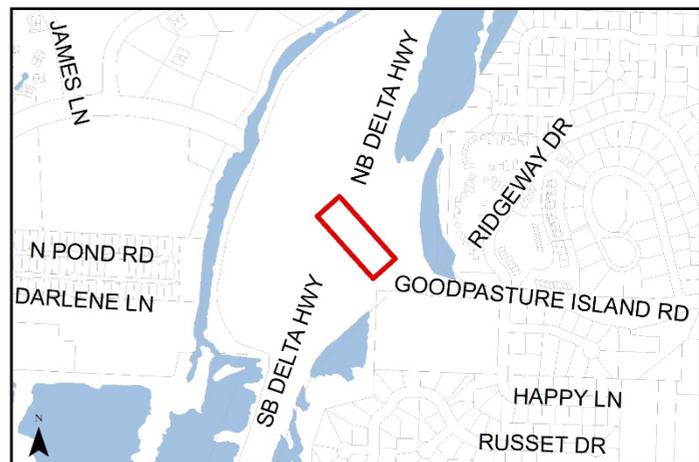
Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 493.00

**GHG Information**

Due to the nature of the program to retrofit aged and non-standard infrastructure, no changes to operational GHG emissions are expected for this structure. While this type of work may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Project Area Map*

## Transportation

## Functional and Safety Improvements

### Martin Luther King Jr. Blvd. Transit & Safety Improvements

#### Project Description:

This project will enhance safety and active transportation on Martin Luther King, Jr. Boulevard from Centennial Loop to Garden Way. The project will repurpose the outer travel lanes in each direction to become BAT lanes which are only used for buses and right-turning vehicles. BAT stands for either “bus and turn” lanes or “business access and transit” lanes. Conversion of the outer lanes to BAT lanes will mean that general purpose traffic will be required to use only one lane in each direction. This should significantly reduce speeds in the corridor and eliminate weaving behavior as well as other unsafe driving practices. Drivers will be more likely to stop for pedestrians in crosswalks as the likelihood of multiple threat crashes at non-signalized crosswalks will be significantly reduced. The BAT lanes will also mean that most of the traffic will be further away from the people walking and biking along the side paths that exist on both sides of the street. This is especially beneficial on sections where the side path is curbside. The project will also add lighting at two existing stutter-flash pedestrian crossings and construct one additional stutter-flash crossing with lighting at a location in the east end of the corridor where there are actively used bus stops on either side of the street and no safe crossing nearby. To lower vehicle speeds at these three crossings, the project will construct vertical traffic calming elements that are appropriate for arterial streets with bus routes. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

#### Project Status: *In Progress*

This project completed a fund exchange of federal funds to state funds as part ODOT's SFLP program. The project implements elements of the MovingAhead program which has had significant public involvement. Project scoping has begun.

#### Specific Plans/Policies Related to this Project:

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Vision Zero Action Plan

#### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
State of Oregon	Secured	\$553	\$0	\$0	\$0	\$0	\$0	\$553
<b>Total</b>		\$553	\$0	\$0	\$0	\$0	\$0	\$553

#### Neighborhoods: Harlow

#### Greenhouse Gas Emissions (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 150.00

#### GHG Information

Operational GHG emissions have not been calculated as specific impacts are not quantifiable on an individual project basis. This project will create facilities that will allow for the increased use of active transportation and transit.



Student waiting at a bus stop

**Transportation** **Preservation and Maintenance**

## Oak Street Paving

**Project Description:**

This Ward 1 project will rehabilitate Oak Street from 7th Avenue to 13th Avenue. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Project scoping and preliminary design have started. This project was in the FY22 - 27 CIP. The current project is to add local motor vehicle fuel taxes to supplement the 2017 General Obligation Bond funds.

**Specific Plans/Policies Related to this Project:**

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Pavement Management Program

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Pavement Preserv. Capital	Secured	\$300	\$0	\$0	\$0	\$0	\$0	\$300
<b>Total</b>		\$300	\$0	\$0	\$0	\$0	\$0	\$300

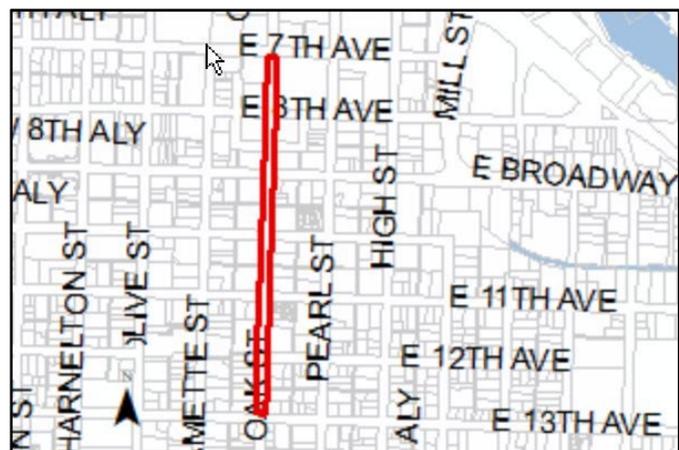
**Neighborhoods:** Downtown

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 180.00

**GHG Information**

The scope of the specific facilities has not yet been determined. Based on the project goal to rehabilitate or preserve existing infrastructure, no changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Project Area Map*

Transportation
Upgrades and Capacity Enhancement

## Oakway Road Protected Bike Lanes

**Project Description:**

This Ward 4 project will construct protected bike lanes on Oakway Road from Coburg Road to Cal Young Road. Oakway Road is a commercial suburban street with shopping centers on the south end and single-family and multifamily residential on the north end. Oakway is an important active transportation corridor because it features bike lanes, transit stops, and enhanced pedestrian crossings. However, the nature of the roadway is not conducive to all-ages-and-abilities bicycling, and crossing the street can be difficult due to high speeds, heavy traffic volumes, and few gaps. The road currently features three to five travel lanes, and bike lanes throughout. On-street parking is also available north of Oakmont Way. There are currently three pedestrian crossing islands across Oakway Road, but only one of those features a stutter-flash beacon. The project will add protective barriers to the bike lanes between Cal Young and Coburg roads. Barriers may include concrete curbs with periodic vertical elements and reflective markers. To provide space for the bikeway enhancements, parking may be removed on the north end, and a northbound travel lane will be reconfigured on the south end. All existing pedestrian islands will be upgraded to include stutter-flash beacons. A bike signal will be added to Oakway at Cal Young. The intersection of Oakway at Coburg Road will be reconfigured to better connect the shared use path on Coburg Rd to the protected bike lanes on Oakway Road. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *Not Started***

A federal grant has been secured through the Central Lane Metropolitan Planning Organization (MPO). Otherwise, no work has started and no public involvement has taken place.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Vision Zero Action Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Funds	Identified	\$0	\$1,057	\$0	\$0	\$0	\$0	\$1,057
Transportation SDC	Identified	\$118	\$0	\$0	\$0	\$0	\$0	\$118
<b>Total</b>		\$118	\$1,057	\$0	\$0	\$0	\$0	\$1,175

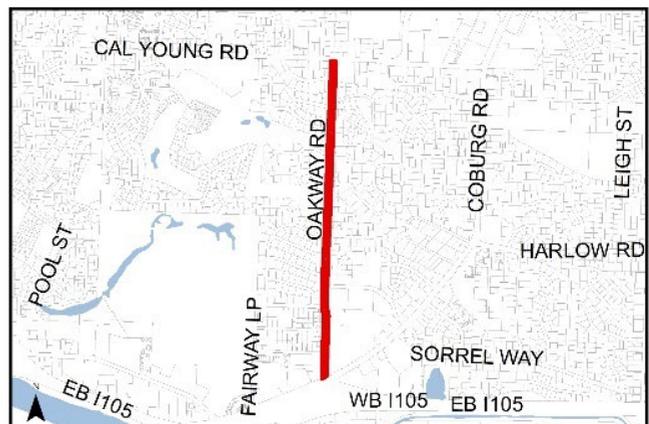
**Neighborhoods:** Cal Young, Harlow

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 170.00

**GHG Information**

Operational GHG emissions have not been calculated as specific impacts are not quantifiable on an individual project basis. This project will create facilities that will allow for the increased use of active transportation.



*Project Area Map*

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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## Pavement Preservation Program

### Project Description:

Preserve existing improved streets city-wide, through overlays and surface treatments, as well as reconstruction projects for roadways that are deteriorated to a point where investment in capital preservation and preventative maintenance are not cost-effective. Operations and maintenance costs are expected to be reduced in the short term for projects funded in this program, but it is too early in the project lifecycle to determine a reliable estimate.

### Project Status: *In Progress*

This is an ongoing program to rehabilitate streets in Eugene. The majority of program funds were allocated to specific capital projects in FY24-25. It is anticipated that the City motor vehicle fuel tax will be used to supplement the General Obligation Bond street repair projects due to increasing construction costs and the need for more costly repairs. For FY26-29, funds will be transferred to specific projects as they are identified and developed.

### Specific Plans/Policies Related to this Project:

- 2020 Wastewater Master Plan
- Americans with Disabilities Act (ADA) Transition Plan
- City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Comprehensive Stormwater Management Plan
- Eugene 2035 Transportation System Plan
- Pavement Management Program

### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Pavement Preserv. Capital	Secured	\$775	\$1,575	\$2,575	\$2,575	\$2,575	\$2,575	\$12,650
Stormwater Utility - Capital	Secured	\$525	\$750	\$750	\$750	\$750	\$750	\$4,275
Transportation SDC	Identified	\$233	\$0	\$233	\$233	\$233	\$233	\$1,165
Wastewater Utility - Capital	Secured	\$150	\$150	\$150	\$150	\$150	\$150	\$900
<b>Total</b>		<b>\$1,683</b>	<b>\$2,475</b>	<b>\$3,708</b>	<b>\$3,708</b>	<b>\$3,708</b>	<b>\$3,708</b>	<b>\$18,990</b>

**Neighborhoods:** Citywide

### Greenhouse Gas Emissions (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 9935.00

### GHG Information

No changes to operational GHG emissions are expected for associated projects. While replacements, repairs, and rehabilitation may reduce short-term operational or maintenance needs for these facilities, any reduced operational efforts will transfer to other maintenance activities.



*Pavement Preservation Project on Barger Drive*

<b>Transportation</b>	<b>Upgrades and Capacity Enhancement</b>
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## Projects Supporting the Transportation System Plan

**Project Description:**

This project was previously called Transportation Services for New Development and addressed unspecified petitioned infrastructure improvements to support new development and respond to infrastructure needs in developing areas. This program is often used as match for grants on qualified projects. Additional operations and maintenance costs are expected for these types of projects, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

This is ongoing funding from the improvement component of the Transportation SDC funds. As individual projects from the SDC Project List are prioritized, funded, and programmed, this funding will be budgeted to the individual projects. Individual projects for FY24 and FY25 have been identified and are included in this CIP.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Envision Eugene
- Eugene 2035 Transportation System Plan
- Vision Zero Action Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Transportation SDC	Identified	\$1,572	\$0	\$0	\$2,300	\$2,400	\$2,500	\$8,772
<b>Total</b>		\$1,572	\$0	\$0	\$2,300	\$2,400	\$2,500	\$8,772

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Olive Street Paving*

<h2 style="margin: 0;">Transportation</h2>	<h2 style="margin: 0;">Upgrades and Capacity Enhancement</h2>
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### Regional Bicycle Enhancements (CLMPO)

**Project Description:**

This Central Lane Metropolitan Planning Organization (MPO) project will include regional bicycle improvements including education and outreach as well as new bike fleet for Springfield public schools Safe Routes to School (SRTS) program, bicycle parking, bicycle repair stations, and e-bike loaner program to promote transportation options. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Project scoping has begun for this project in partnership with City of Springfield and LCOG.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
2017 Street Bond	Identified	\$23	\$0	\$0	\$0	\$0	\$0	\$23
Federal Funds	Identified	\$197	\$0	\$0	\$0	\$0	\$0	\$197
<b>Total</b>		\$220	\$0	\$0	\$0	\$0	\$0	\$220

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 91.00

**GHG Information**

Operational GHG emissions have not been calculated as this project is a planning project and because specific impacts are not quantifiable on an individual project basis. This project will create facilities that will allow for the increased use of active transportation.



*Youth Bike Education Class*

<b>Transportation</b>	<b>Upgrades and Capacity Enhancement</b>
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## River Road - Santa Clara Pedestrian & Bicycle Bridge

**Project Description:**

This Ward 7 project is a feasibility study for a bicycle and pedestrian bridge over Beltline Highway from Ruby Avenue to Skipper Avenue to create an active transportation connection for schools, work, shopping, and other trips. There are no additional operations and maintenance costs expected for this project as it is a planning effort.

**Project Status: *In Progress***

Project feasibility and scoping has begun.

**Specific Plans/Policies Related to this Project:**

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Vision Zero Action Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Funds	Identified	\$177	\$0	\$0	\$0	\$0	\$0	\$177
Transportation SDC	Identified	\$23	\$0	\$0	\$0	\$0	\$0	\$23
<b>Total</b>		\$200	\$0	\$0	\$0	\$0	\$0	\$200

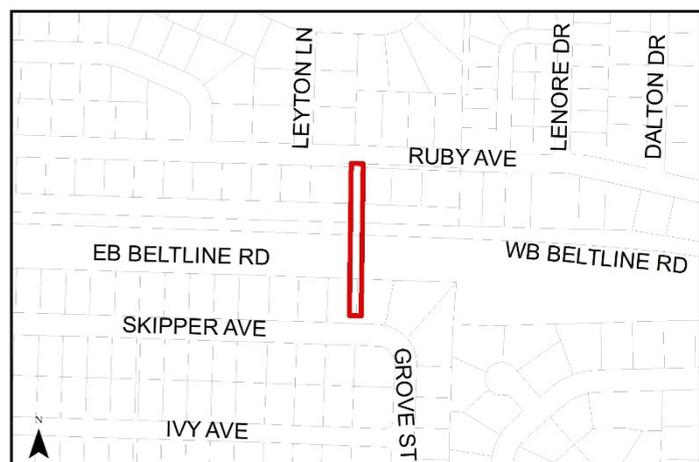
**Neighborhoods:** River Road, Santa Clara

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is a planning effort.



*Project Area Map*

## Transportation

## Functional and Safety Improvements

### Safe Routes to School Program: Howard Elementary School - Pedestrian Path

#### Project Description:

This state-funded Ward 7 project will construct a physically protected walking and biking space on the south side of Howard Avenue, bike lanes on the north side, and will install wayfinding signs at major decision-making points between River Road and Lake Drive. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate

#### Project Status: *In Progress*

Project scoping, public outreach, and preliminary design are underway.

#### Specific Plans/Policies Related to this Project:

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan

#### Capital Costs (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
2017 Street Bond	Identified	\$112	\$0	\$0	\$0	\$0	\$0	\$112
State of Oregon	Identified	\$448	\$0	\$0	\$0	\$0	\$0	\$448
<b>Total</b>		\$560	\$0	\$0	\$0	\$0	\$0	\$560

#### Neighborhoods: River Road

#### Greenhouse Gas Emissions (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 224.00

#### GHG Information

Operational GHG emissions have not been calculated as specific impacts are not quantifiable on an individual project basis. This project will create facilities that will allow for the increased use of active transportation.



*Children Walking to School*

<b>Transportation</b>	<b>Preservation and Maintenance</b>
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## Sidewalk Access Ramp Upgrades

**Project Description:**

This is an ongoing project to install and upgrade sidewalk access ramps throughout the City. As Public Works staff receive requests for ramp installations and upgrades from the public, this project designs and constructs sidewalk access ramps to be in compliance with accessibility standards. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

This is an ongoing project.

**Specific Plans/Policies Related to this Project:**

- Americans with Disabilities Act (ADA) Transition Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Pavement Preserv. Capital	Secured	\$150	\$150	\$150	\$150	\$150	\$150	\$900
<b>Total</b>		\$150	\$150	\$150	\$150	\$150	\$150	\$900

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 156.00

**GHG Information**

Due to the nature of the program to replace aged and non-standard infrastructure, no changes to operational GHG emissions are expected for these facilities. While replacements, repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Sidewalk Access Ramp Construction on Harlow Road*

**Transportation** **Functional and Safety Improvements**

### Traffic Calming / Neighborhood Livability

**Project Description:**

This program is an expansion of the traffic calming program to address multiple transportation issues that affect neighborhood livability on local streets. Neighborhood traffic calming projects include: speed humps and cushions; diverters; chokers; mini-traffic circles; street lights, bike and pedestrian improvements; transit facilities; and other street enhancements. The program addresses neighborhood livability issues, which are prioritized with the assistance of neighborhood organizations. Projects that are identified and developed from this program will likely have some additional operational/maintenance costs; these added costs will be evaluated during individual project scoping.

**Project Status: *In Progress***

This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed.

**Specific Plans/Policies Related to this Project:**

- Council Specific Direction
- Eugene 2035 Transportation System Plan
- Vision Zero Action Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Road General Capital	Secured	\$100	\$100	\$100	\$100	\$100	\$100	\$600
<b>Total</b>		<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$600</b>

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Traffic Calming installation on Lincoln Street*

**Transportation** **Functional and Safety Improvements**

### Traffic Operations Improvement Program

**Project Description:**

This program is designed to enhance safety and transportation system management improvements, including adding turn lanes and bicycle lanes, pedestrian crossings, median islands, safety devices, and other restriping and channelization modifications. Projects that are identified and developed from this program will likely have some additional operational/maintenance costs; these added costs will be evaluated during individual project scoping.

**Project Status: *In Progress***

This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan
- Vision Zero Action Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Road General Capital	Secured	\$170	\$250	\$250	\$250	\$250	\$250	\$1,420
<b>Total</b>		\$170	\$250	\$250	\$250	\$250	\$250	\$1,420

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Barger Drive at Echo Hollow Rd Improvements*

**Transportation** **Functional and Safety Improvements**

## Traffic Signal Controller Replacement

**Project Description:**

This work includes bringing traffic signal controllers up to current technology, while allowing consolidation of remote signal monitoring and controls for signals that currently have remote communications capability. In addition, updating controller technology will allow additional functionality relating to optimizing safety and efficiency of the transportation system. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

This is an ongoing program. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed.

**Specific Plans/Policies Related to this Project:**

- Eugene 2035 Transportation System Plan
- Master Traffic Communications Plan
- Vision Zero Action Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Road General Capital	Secured	\$50	\$50	\$50	\$50	\$50	\$50	\$300
<b>Total</b>		\$50	\$50	\$50	\$50	\$50	\$50	\$300

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 40.00

**GHG Information**

Due to the nature of the program to replace aged and non-standard infrastructure, no changes to operational GHG emissions are expected for these facilities. While replacements, repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Traffic Signal Controller Installation on 13th Avenue*

<b>Transportation</b>	<b>Functional and Safety Improvements</b>
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## Traffic Signal Strain Pole Replacement

**Project Description:**

Structurally deficient traffic signal strain poles have a history of failure and are highly vulnerable to vehicle strikes and earthquake forces. Replacement with new poles or, when appropriate, stop signs is needed to maintain a safe and efficient multi-modal transportation system. Replacement of structurally deficient traffic signal strain poles will also support reconfiguration of downtown streets from one-way to two-way travel and integration of bicycle signals as appropriate to support active transportation projects. No additional or reduced operations and maintenance costs are expected for projects funded in this program, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

This is an ongoing program. Funds are budgeted under this program and are utilized as needed.

**Specific Plans/Policies Related to this Project:**

- Eugene 2035 Transportation System Plan
- Master Traffic Communications Plan
- Vision Zero Action Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Road General Capital	Secured	\$250	\$250	\$250	\$250	\$250	\$250	\$1,500
<b>Total</b>		\$250	\$250	\$250	\$250	\$250	\$250	\$1,500

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 275.00

**GHG Information**

Due to the nature of the program to replace aged and non-standard infrastructure, no changes to operational GHG emissions are expected for these facilities. While replacements, repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.



*Traffic Signal Strain Pole on W. 18th Avenue*

<b>Transportation</b>	<b>New Capital Facilities</b>
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## West Bank Path Extension, Beaver Street to Admiral Street

**Project Description:**

The West Bank segment of the Ruth Bascom Riverbank Path currently terminates at Beaver Street in the Santa Clara neighborhood. The West Bank Path is an all-ages-and-abilities shared use path that connects people living in the River Road/Santa Clara neighborhoods to downtown Eugene, the University of Oregon, and the City of Springfield along the Willamette River. At Beaver Street, the shared use path ends abruptly forcing people exiting the path to walk or bicycle on narrow road shoulders along high speed streets. In coordination with Lane County, which is building an extension of the shared use path from Division Avenue to Hunsaker Street, the City of Eugene project will extend the path from Hunsaker Street north to Admiral Street (which connects to Madison Middle School and the future Santa Clara Community Park). The project will also construct sidewalks and neighborhood greenway features along Admiral Street and enhanced pedestrian crossings of River Loop 1 and Wilkes Drive. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: Not Started**

This Ward 5 project has not yet started. There has been public support for this project expressed through the River Road/Santa Clara neighborhood planning process. This project has received additional federal funds for preliminary design and construction.

**Specific Plans/Policies Related to this Project:**

- Climate Action Plan 2.0
- Climate Recovery Ordinance
- Eugene 2035 Transportation System Plan

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Federal Funds	Identified	\$0	\$1,550	\$0	\$0	\$0	\$0	\$1,550
Transportation SDC	Identified	\$487	\$0	\$0	\$0	\$0	\$0	\$487
<b>Total</b>		\$487	\$1,550	\$0	\$0	\$0	\$0	\$2,037

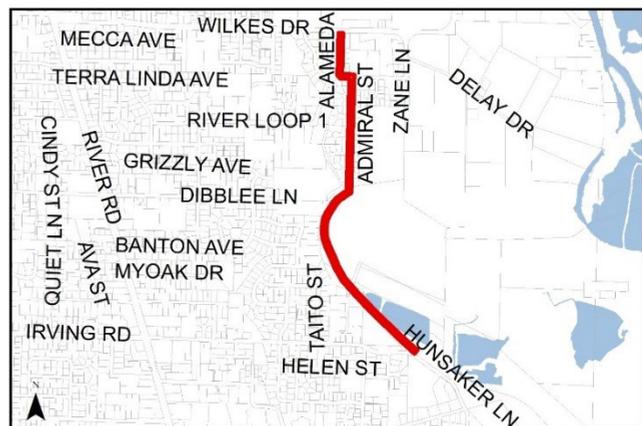
**Neighborhoods:** Santa Clara

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 530.00

**GHG Information**

Operational GHG emissions have not been calculated as specific impacts are not quantifiable on an individual project basis. This project will create facilities that will allow for the increased use of active transportation.



Project Area Map

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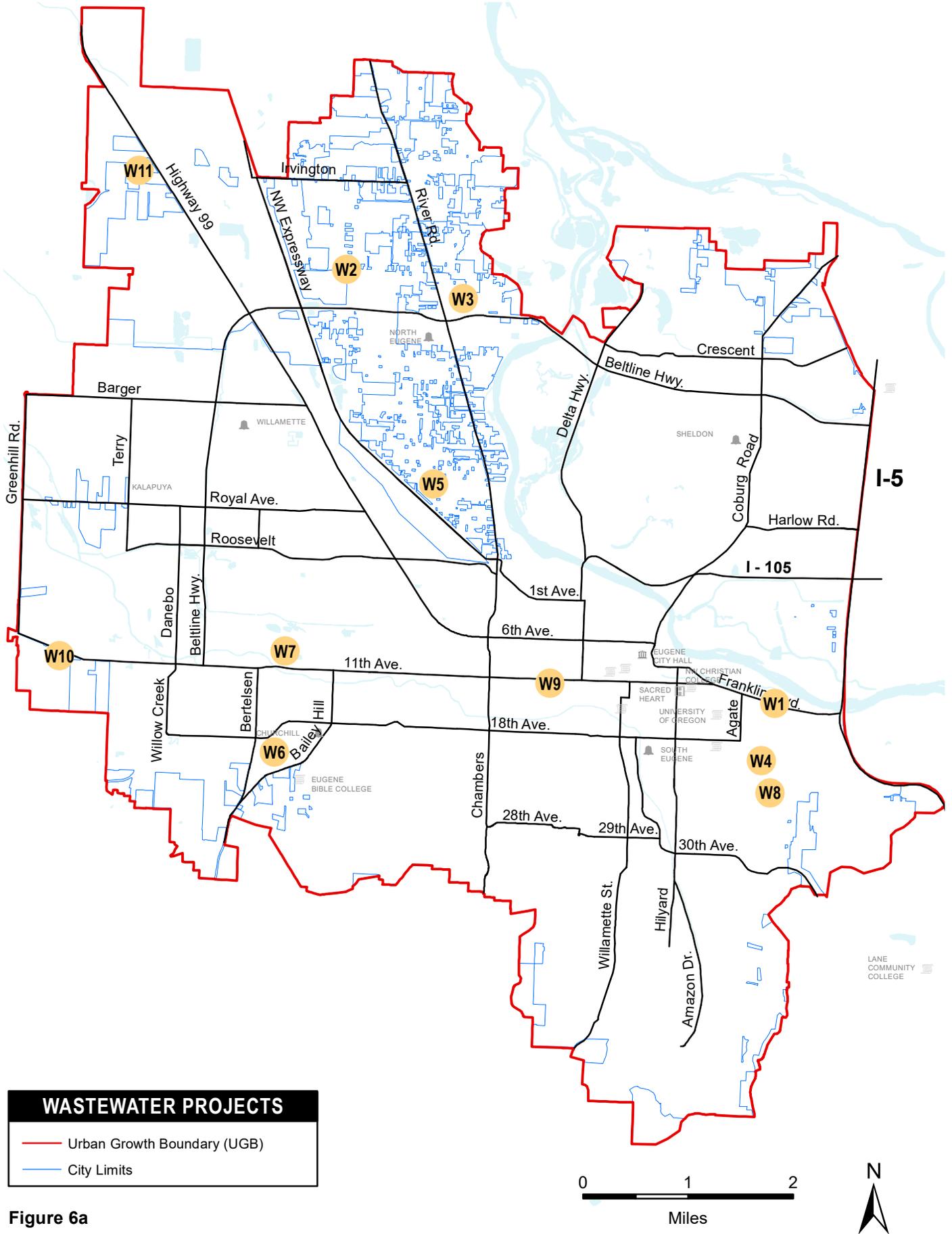


Figure 6a

## WASTEWATER PROJECTS

### Site-specific CIP projects shown in funding tables for 2023-2029 Capital Budgets as \$50,000 or more

- W1 Franklin Boulevard Wastewater Rehabilitation
- W2 Irving Wastewater Capacity Enhancements
- W3 Lone Oak & Division Wastewater Capacity Enhancements
- W4 Longview Wastewater Rehabilitation
- W5 Park Avenue Wastewater Improvements
- W6 South Bertelsen Road Wastewater Rehabilitation
- W7 Stewart Road Wastewater Rehabilitation
- W8 Van Ness Wastewater Capacity Enhancements
- W9 West 11th Alley Wastewater Rehabilitation
- W10 West 11th Avenue and Crow Road Wastewater Extension
- W11 West Enid Wastewater Capacity Enhancements

Figure 6b

# Wastewater

## Attachment B Funding Summary

Project Title	Funding Status	Funding by Biennium*			Total
		2023-2025	2025-2027	2027-2029	
<b>New Capital Facilities</b>					
Wastewater Services for New Development	Identified	\$ 200	\$ 200	\$ 200	\$ 600
West 11th Avenue and Crow Road Wastewater Extension	Identified	2,200	-	-	2,200
<b>New Capital Facilities Total</b>		<b>2,400</b>	<b>200</b>	<b>200</b>	<b>2,800</b>
<b>Preservation and Maintenance</b>					
100+ Year Pipe Rehabilitation and Replacement	Secured	250	-	-	250
500 Year Flood Wastewater Retrofit	Secured	100	400	-	500
Flexible Pipe Connections for Seismic Resiliency	Secured	100	400	-	500
Franklin Boulevard Wastewater Rehabilitation	Secured	500	-	-	500
Irving Wastewater Capacity Enhancements	Secured	400	-	-	400
Lone Oak & Division Wastewater Capacity Enhancements	Secured	400	-	-	400
Longview Wastewater Rehabilitation	Secured	-	300	-	300
Park Avenue Wastewater Improvements	Secured	500	-	-	500
Pump Station Rehabilitation	Secured	420	420	420	1,260
S Bertelsen Road Wastewater Rehabilitation	Identified	-	-	1,700	1,700
Stewart Road Wastewater Rehabilitation	Identified	-	1,700	-	1,700
Van Ness Wastewater Capacity Enhancements	Secured	-	400	-	400
Wastewater Lateral Replacement	Secured	250	-	-	250
Wastewater System Rehabilitation	Identified	200	200	200	600
Wastewater System Rehabilitation	Secured	990	1,590	3,490	6,070
West 11th Alley Wastewater Rehabilitation	Identified	1,700	-	-	1,700
West Enid Wastewater Capacity Enhancements	Secured	-	400	-	400
<b>Preservation and Maintenance Total</b>		<b>5,810</b>	<b>5,810</b>	<b>5,810</b>	<b>17,430</b>
<b>Wastewater CIP Total</b>		<b>\$ 8,210</b>	<b>\$ 6,010</b>	<b>\$ 6,010</b>	<b>\$ 20,230</b>

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

# Wastewater

## Overview

The City's wastewater collection system collects and conveys wastewater from Eugene to the regional water pollution control facility, which is owned and operated by the Metropolitan Wastewater Management Commission (MWMC). Projects associated with the regional water pollution control facility and other regional facilities are separately managed and funded by the MWMC Capital Program.

During wet weather, groundwater and rainwater enter the wastewater collection system due to open joints, cracks, and other age-related defects. When this occurs, it reduces the carrying capacity of the collection system and increases flows that must be treated by the wastewater pollution control facility. The primary focus of the capital wastewater program is on preservation of the existing wastewater system rehabilitation program in order to restore water-tightness to the collection system, reduce undesired stormwater flow volumes, and restore the structural integrity of this critical infrastructure.

### Project Categories

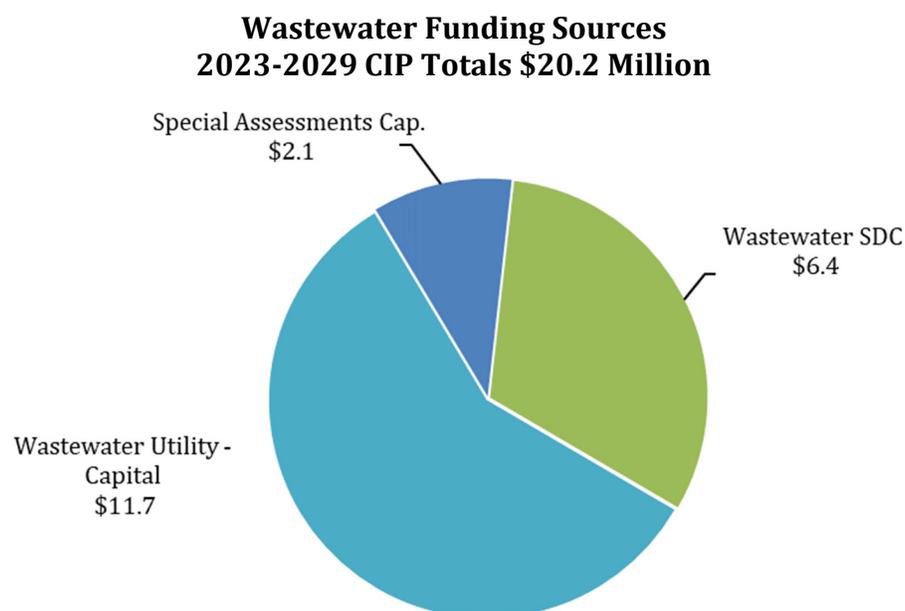
Wastewater projects typically fall into one of the following categories:

*Preservation and Maintenance:* This category contains rehabilitation projects such as the Wastewater System and Pump Station Rehabilitations.

*New Capital Facilities:* Wastewater Services for New Development projects fall into this category.

### Funding

The Wastewater Capital Program is supported by local wastewater user fees, wastewater systems development charges, and assessments to property owners. Expansion of the wastewater collection system to service new development is financed primarily by assessments and systems development charges.



**Project Selection Criteria**

Wastewater projects were selected in a two-phase system. Phase 1 ranks projects based upon the following criteria:

- Project resolves an imminently hazardous situation which needs attention quickly;
- Project puts the City in compliance with direction from a regulatory entity;
- Project resolves a safety, health, or security issue to citizens and staff;
- Project is a result of federal or state regulations, codes, laws, or other mandates;
- Project provides a long-term solution to an ongoing maintenance issue or improves efficiency of maintenance activities;
- Project meets multiple objectives consistent with the 2020 Wastewater Master Plan;
- Project takes advantage of an opportunity that otherwise might not exist. Examples include grant funding and leveraging another project timeline or funding;
- Project is identified in an approved master plan or adopted study;
- Project expands the ability of City facilities to meet impacts of future growth and development. Impacts include capacity and safety;
- Project improves system resiliency to natural disasters including earthquakes, flooding, or landslides; and
- Project addresses issues in underserved parts of the city or parts of the city with higher proportions of historically underserved populations.

In phase 2 the following items are considered before final prioritization of projects and funding. Based on first phase scoring, current level of funding available, and the following guidelines, projects were selected for inclusion into the CIP.

- Are there aspects of the project that could delay it or make it cost prohibitive? What is the likelihood of these obstacles occurring?
- Is there a more cost-effective way to address the problem or opportunity?
- Does the project resolve an issue in an environmentally responsible way? Have other solutions been considered?
- Were potential adverse impacts of the project identified and minimized as much as possible?
- Is there funding available for the entire project or is phasing the project possible?
- Are there funding sources (internal or external) that could support the work?
- Does the project require significant planning, outreach, and design work? Is the project ready to construct?
- Is there staff capacity to complete the project and to maintain the project once it is constructed?
- Are there opportunities to coordinate wastewater projects with transportation and other projects for lower overall greenhouse gas impacts, greater efficiencies, and lower costs?
- Is there opportunity to collaborate with the Urban Forestry section to identify potential tree planting sites along capital projects to align with the urban forestry goals in the Climate Action Plan 2.0?

# Wastewater

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## Specific Plans/Policies Related Wastewater Projects

[2020 Wastewater Master Plan](#)

[Climate Action Plan 2.0](#)

[Climate Recovery Ordinance](#)

[Envision Eugene](#)

[Housing Implementation Pipeline \(HIP\)](#)

## FY22 – FY23 Capital Project Status Update

Project Title	In Previous CIP	Project Status
<b>Cancelled</b>		
Community Sewers Rehabilitation	x	This capital program was postponed indefinitely due to funding being reassigned to other projects.
Pump Station Replacement	x	This capital program is delayed indefinitely since there are no planned pump station replacement projects.
<b>In Progress</b>		
Pump Station Rehabilitation	x	This is an ongoing capital program. Funds budgeted under this program are subsequently transferred to specific capital projects as those are identified and developed.
Wastewater Rehabilitation Harlow Phase 2	x	This project is in the design phase. Construction is planned for 2023.
Wastewater Rehabilitation Patterson Street from 14th to 18th	x	This project is in the design phase. Construction is planned for 2024.
Wastewater Services for New Development	x	This is an ongoing program. Funds are budgeted under this program and are subsequently transferred to specific projects as needs are identified and developed. The individual projects within this program for FY24-29 have been identified and are included in this CIP.
Wastewater System Rehabilitation	x	This is an ongoing program. Funds are budgeted under this project and are subsequently transferred to specific capital projects as those are identified and developed. The individual projects within this program for FY24-29 have been identified and are included in this CIP.
West Irwin Pump Station Replacement	x	This project is in the design phase. Construction is planned for 2023.

<b>Wastewater</b>	<b>Preservation and Maintenance</b>
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## 100+ Year Pipe Rehabilitation and Replacement

**Project Description:**

This citywide project will rehabilitate or replace some of the City's oldest wastewater pipes. This work will decrease risk of failure of vulnerable sections of the wastewater system. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Initial scoping has begun.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$100	\$150	\$0	\$0	\$0	\$0	\$250
<b>Total</b>		\$100	\$150	\$0	\$0	\$0	\$0	\$250

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 23.00

**GHG Information**

No changes to operational GHG emissions are expected for this program. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Cured-In-Place-Pipe lining*

<b>Wastewater</b>	<b>Preservation and Maintenance</b>
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### 500 Year Flood Wastewater Retrofit

**Project Description:**

This citywide project will improve sites where pump stations' incoming medium voltage switches are below the floodplain elevation. This project will improve wastewater pump stations' resiliency against flooding. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$0	\$100	\$400	\$0	\$0	\$0	\$500
<b>Total</b>		\$0	\$100	\$400	\$0	\$0	\$0	\$500

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is a planning effort. For more information about GHG estimates, see the GHG Emissions Summary.



*Wastewater utilities to be adjusted through the 500 Year Flood Retrofit project*

<b>Wastewater</b>	<b>Preservation and Maintenance</b>
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## Flexible Wastewater Pipe Connections for Seismic Resiliency

**Project Description:**

This citywide project will install flexible pipe connections where the wastewater collection system meets its pump stations. This project will improve the seismic resiliency of the wastewater system. No change to operations and maintenance costs is expected for this project.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$0	\$100	\$400	\$0	\$0	\$0	\$500
<b>Total</b>		<b>\$0</b>	<b>\$100</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 17.00

**GHG Information**

N/A



*Flexible pipe connection*

<b>Wastewater</b>	<b>Preservation and Maintenance</b>
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### Franklin Boulevard Wastewater Rehabilitation

**Project Description:**

This Ward 3 project will redesign and reconstruct a section of the wastewater system along Franklin Boulevard between 13th Avenue and Walnut Street. This section of pipe is particularly flat and causes clogging and other maintenance challenges, which will be improved by the project. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$500	\$0	\$0	\$0	\$0	\$0	\$500
<b>Total</b>		\$500	\$0	\$0	\$0	\$0	\$0	\$500

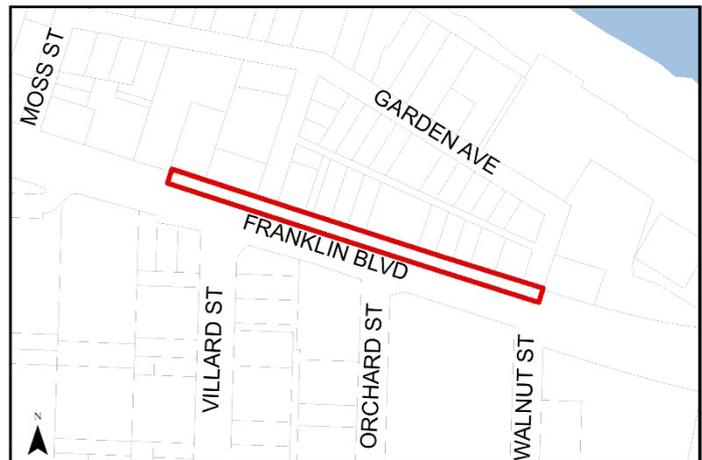
**Neighborhoods:** Fairmount

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 23.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Location of Franklin Boulevard Wastewater Rehabilitation project*

Wastewater

Upgrades and Capacity Enhancement

## Irving Wastewater Capacity Enhancements

**Project Description:**

This Ward 7 project will replace a section of undersized wastewater system along Irving Road between Northwest Expressway and River Road. This project will address high flows and related maintenance challenges. No change to operations and maintenance costs is expected for this project.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$0	\$400	\$0	\$0	\$0	\$0	\$400
<b>Total</b>		\$0	\$400	\$0	\$0	\$0	\$0	\$400

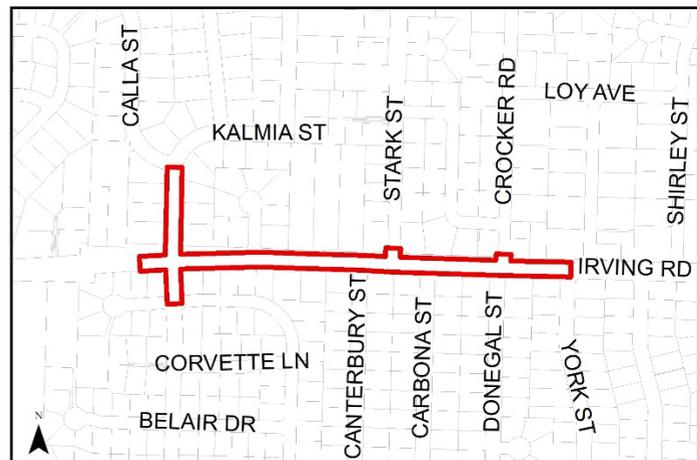
**Neighborhoods:** Santa Clara

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 53.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Location of Irving Wastewater Capacity Enhancements project*

**Wastewater** **Upgrades and Capacity Enhancement**

## Lone Oak & Division Wastewater Capacity Enhancements

**Project Description:**

This Ward 7 project will replace a section of undersized wastewater system in the area around the Lone Oak Avenue and Division Avenue intersection. This project will address surcharging to improve maintenance efficiency. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$400	\$0	\$0	\$0	\$0	\$0	\$400
<b>Total</b>		<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

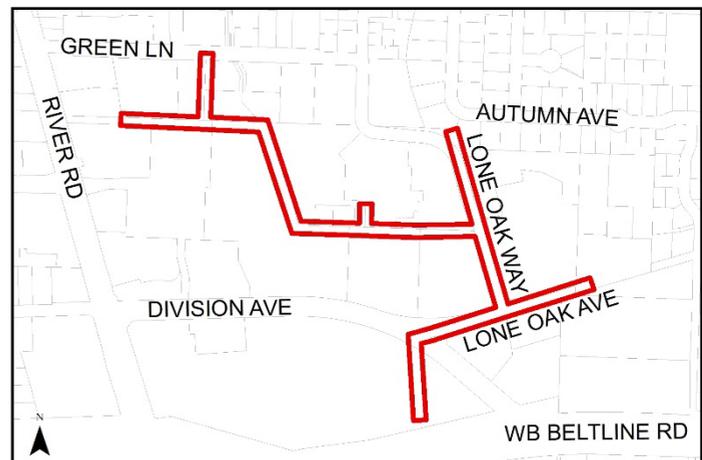
**Neighborhoods:** Santa Clara

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 89.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Location of Lone Oak and Division Wastewater Capacity Enhancements project*

<b>Wastewater</b>	<b>Preservation and Maintenance</b>
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## Longview Wastewater Rehabilitation

**Project Description:**

This Ward 3 project will redesign and reconstruct a section of the wastewater system along Longview Street to bring the section of pipe up to current alignment and sizing standards. These improvements will improve maintenance efficiency. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$0	\$0	\$100	\$200	\$0	\$0	\$300
<b>Total</b>		\$0	\$0	\$100	\$200	\$0	\$0	\$300

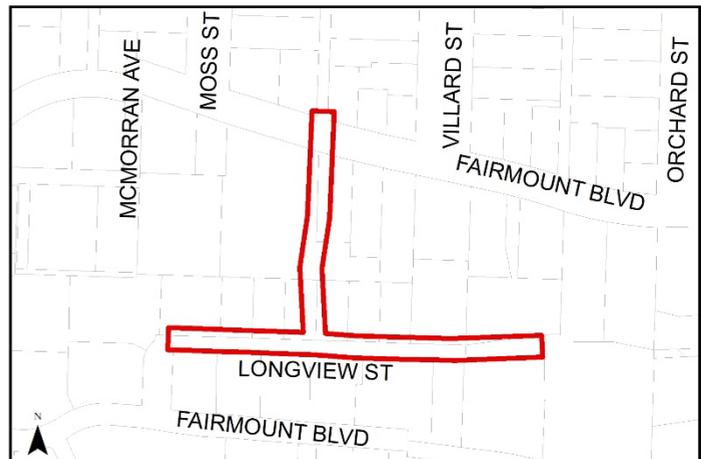
**Neighborhoods:** Fairmount

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: 27.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Location of Longview Wastewater Rehabilitation project*

<b>Wastewater</b>	<b>Preservation and Maintenance</b>
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### Park Avenue Wastewater Improvements

**Project Description:**

This Ward 7 project will redesign and reconstruct a section of the wastewater system along Park Avenue. This section of pipe has reverse grades, sags, and continuous surcharging, which will be addressed by the project to improve maintenance efficiency. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$0	\$500	\$0	\$0	\$0	\$0	\$500
<b>Total</b>		\$0	\$500	\$0	\$0	\$0	\$0	\$500

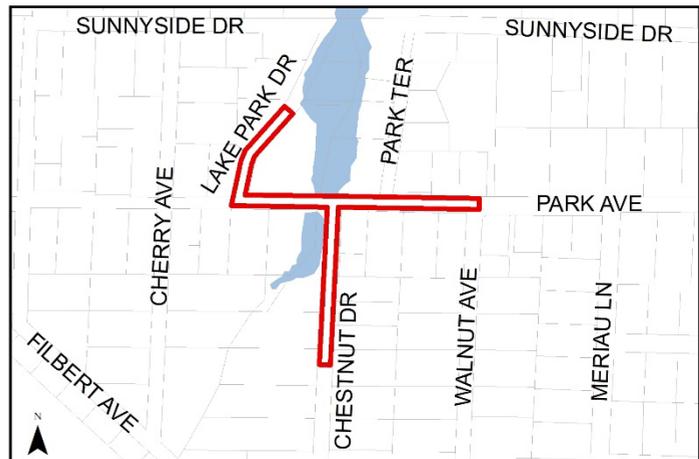
**Neighborhoods:** River Road

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 31.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Location of Park Avenue Wastewater Improvement's project*

<b>Wastewater</b>	<b>Preservation and Maintenance</b>
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## Pump Station Rehabilitation

**Project Description:**

This program is used to repair existing aging pump stations in the local system to maximize efficient operation and minimize costs and operational problems. No additional operational costs are anticipated as a result of this project.

**Project Status: *In Progress***

This is an ongoing capital program. Funds budgeted under this program are subsequently transferred to specific capital projects as those are identified and developed.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$210	\$210	\$210	\$210	\$210	\$210	\$1,260
<b>Total</b>		\$210	\$210	\$210	\$210	\$210	\$210	\$1,260

**Neighborhoods:** Multiple Neighborhoods

**Greenhouse Gas Emissions** (in metric tons)

- Baseline Annual Operational GHGs: Not Calculated
- Estimated GHGs Upon Completion: Not Calculated
- Net Change: Not Calculated
- GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Pump station pipes and pumping system*

**Wastewater** **Preservation and Maintenance**

### South Bertelsen Road Wastewater Rehabilitation

**Project Description:**

This Ward 8 project will rehabilitate a portion of the wastewater collection system along sections of South Bertelsen Road, West 18th Avenue, Churchill Street, and Harvard Drive. All nonplastic wastewater pipes in the right-of-way will be lined with cured in-place pipe. All deteriorated manholes will be sealed. The project need was identified by ongoing wastewater flow monitoring, which discovered a high amount of inflow and infiltration during wet weather. Once rehabilitated, the collection system will have increased capacity and longer service life. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater SDC	Identified	\$0	\$0	\$0	\$0	\$850	\$850	\$1,700
<b>Total</b>		\$0	\$0	\$0	\$0	\$850	\$850	\$1,700

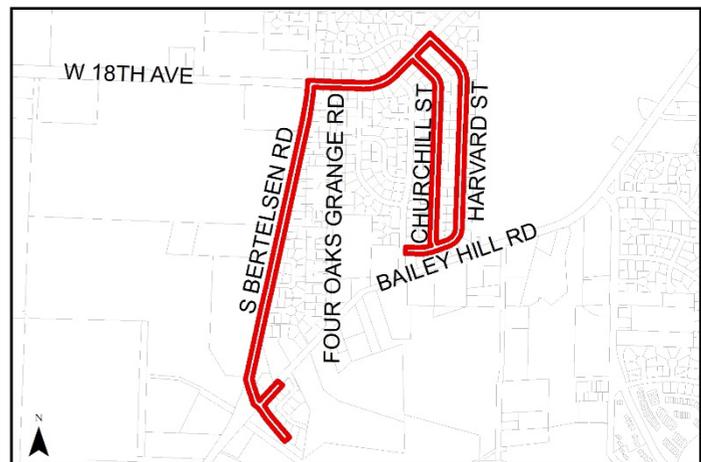
**Neighborhoods:** Churchill

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 143.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Location of S Bertelsen Road Wastewater Rehabilitation project*

**Wastewater** **Preservation and Maintenance**

## Stewart Road Wastewater Rehabilitation

**Project Description:**

This Ward 8 project will rehabilitate a portion of the wastewater collection system in the area of Stewart Road. All nonplastic wastewater pipes in the right-of-way will be lined with cured in-place pipe. All deteriorated manholes will be sealed. The project need was identified by ongoing wastewater flow monitoring, which discovered a high amount of inflow and infiltration during wet weather. Once rehabilitated, the collection system will have increased capacity and longer service life. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater SDC	Identified	\$0	\$0	\$850	\$850	\$0	\$0	\$1,700
<b>Total</b>		\$0	\$0	\$850	\$850	\$0	\$0	\$1,700

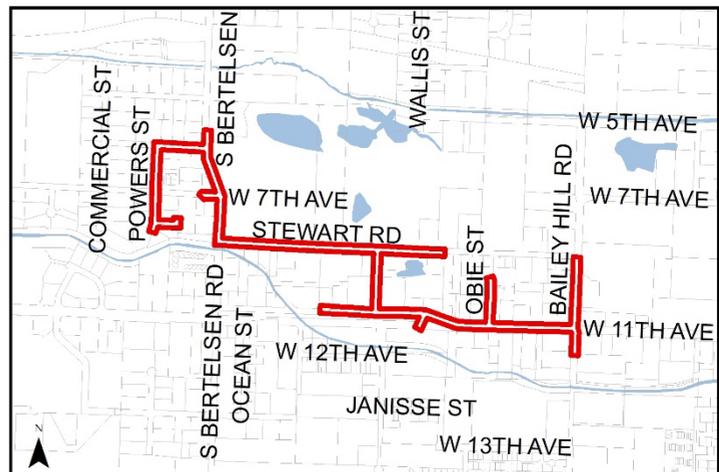
**Neighborhoods:** West Eugene

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 124.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Location of Stewart Road Wastewater Rehabilitation project*

<b>Wastewater</b>	<b>Upgrades and Capacity Enhancement</b>
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### Van Ness Wastewater Capacity Enhancements

**Project Description:**

This Ward 3 project will upsize a section of the wastewater system along Van Ness Street. This project will address high flows and improve maintenance efficiency. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$0	\$0	\$100	\$300	\$0	\$0	\$400
<b>Total</b>		\$0	\$0	\$100	\$300	\$0	\$0	\$400

**Neighborhoods:** Fairmount

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 40.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Location of Van Ness Wastewater Capacity Enhancement's project*

<b>Wastewater</b>	<b>Preservation and Maintenance</b>
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## Wastewater Lateral Replacement

**Project Description:**

This project will rehabilitate wastewater service laterals in the right of way throughout the City. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Initial scoping has begun.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$250	\$0	\$0	\$0	\$0	\$0	\$250
<b>Total</b>		<b>\$250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250</b>

**Neighborhoods:** Citywide

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 16.00

**GHG Information**

No changes to operational GHG emissions are expected for this program. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Wastewater service lateral installation*

**Wastewater****New Capital Facilities****Wastewater Services for New Development****Project Description:**

Wastewater capacity enhancement and system extension projects are funded through system development charges.

**Project Status: *In Progress***

This is an ongoing program. Funds are budgeted under this program and are subsequently transferred to specific projects as needs are identified and developed. The individual projects within this program for 2023-2029 have been identified and are included in this CIP; funding included below is reserved for unidentified wastewater projects and/or unexpected expenses.

**Specific Plans/Policies Related to this Project:**

2020 Wastewater Master Plan  
Envision Eugene

**Capital Costs** (\$ in thousands)

<b>Fund</b>	<b>Status</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
Wastewater SDC	Identified	\$100	\$100	\$100	\$100	\$100	\$100	\$600
<b>Total</b>		\$100	\$100	\$100	\$100	\$100	\$100	\$600

**Neighborhoods:** Citywide**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Wastewater manhole and pipe installation*

**Wastewater** **Preservation and Maintenance**

## Wastewater System Rehabilitation

**Project Description:**

This capital program is used to preserve and rehabilitate an aging wastewater system, decrease inflow and infiltration, reduce operational and maintenance needs, and address increased wet weather flows. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

This is an ongoing program. Funds are budgeted under this project and are subsequently transferred to specific capital projects as those are identified and developed. The individual projects within this program for 2023-2029 have been identified and are included in this CIP.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

<b>Fund</b>	<b>Status</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
Wastewater SDC	Identified	\$100	\$100	\$100	\$100	\$100	\$100	\$600
Wastewater Utility - Capital	Secured	\$495	\$495	\$645	\$945	\$1,745	\$1,745	\$6,070
<b>Total</b>		\$595	\$595	\$745	\$1,045	\$1,845	\$1,845	\$6,670

**Neighborhoods:** Multiple Neighborhoods

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: Not Calculated

**GHG Information**

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.



*Lining a wastewater pipe*

<b>Wastewater</b>	<b>Preservation and Maintenance</b>
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## West 11th Alley Wastewater Rehabilitation

**Project Description:**

This Ward 1 project will rehabilitate a portion of the wastewater collection system along 10th, 11th, and 12th alleys between Van Buren Street and Madison Street. All nonplastic wastewater pipes in the right-of-way will be lined with cured in-place pipe. All deteriorated manholes will be sealed. The project need was identified by ongoing wastewater flow monitoring, which discovered a high amount of inflow and infiltration during wet weather. Once rehabilitated, the collection system will have increased capacity and longer service life. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater SDC	Identified	\$850	\$850	\$0	\$0	\$0	\$0	\$1,700
<b>Total</b>		\$850	\$850	\$0	\$0	\$0	\$0	\$1,700

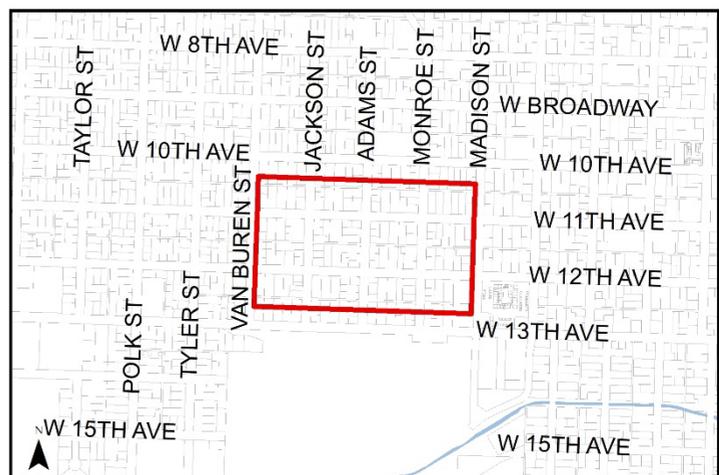
**Neighborhoods:** Jefferson Westside

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 90.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Location of West 11th Alley Wastewater Rehabilitation project*

<b>Wastewater</b>	<b>New Capital Facilities</b>
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## West 11th Avenue and Crow Road Wastewater Extension

**Project Description:**

This Ward 8 project will construct new wastewater pipe and manholes to extend the wastewater system. The result will be new wastewater service along 11th Avenue and Crow Road between Green Hill Road and Terry Street and adjacent areas. This project is specifically identified in the Major System Expansion section of the 2020 Wastewater Master Plan and is based on the Housing Implementation Pipeline goal to include a wastewater extension project that supports new housing. This project was selected based on the number of potential new housing units for the estimated cost. Additional operations and maintenance costs are expected for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Housing Implementation Pipeline (HIP)

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Special Assessments Cap.	Identified	\$2,100	\$0	\$0	\$0	\$0	\$0	\$2,100
Wastewater SDC	Identified	\$100	\$0	\$0	\$0	\$0	\$0	\$100
<b>Total</b>		\$2,200	\$0	\$0	\$0	\$0	\$0	\$2,200

**Neighborhoods:** West Eugene

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated

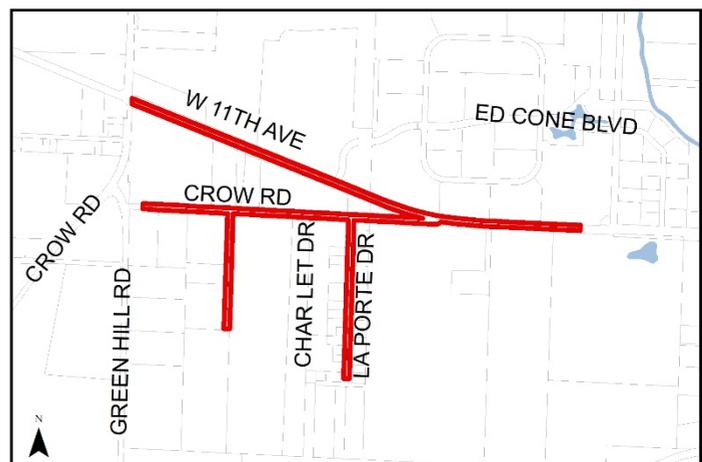
Estimated GHGs Upon Completion: Not Calculated

Net Change: Not Calculated

GHGs from Project Construction: 922.00

**GHG Information**

N/A



*Location of West 11th Avenue and Crow Road Wastewater Extension project*

Wastewater

Upgrades and Capacity Enhancement

### West Enid Wastewater Capacity Enhancements

**Project Description:**

This Ward 6 project will upsize a section of the wastewater system along West Enid Road. This project will address high flows and related maintenance challenges. Operations and maintenance costs are expected to be reduced in the short term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

**Project Status: *In Progress***

Preliminary scoping has started for this project.

**Specific Plans/Policies Related to this Project:**

- 2020 Wastewater Master Plan
- Climate Action Plan 2.0
- Climate Recovery Ordinance

**Capital Costs** (\$ in thousands)

Fund	Status	2024	2025	2026	2027	2028	2029	Total
Wastewater Utility - Capital	Secured	\$0	\$0	\$100	\$300	\$0	\$0	\$400
<b>Total</b>		\$0	\$0	\$100	\$300	\$0	\$0	\$400

**Neighborhoods:** Industrial Corridor

**Greenhouse Gas Emissions** (in metric tons)

Baseline Annual Operational GHGs: Not Calculated  
 Estimated GHGs Upon Completion: Not Calculated  
 Net Change: Not Calculated  
 GHGs from Project Construction: 40.00

**GHG Information**

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.



*Location of West Enid Wastewater Capacity Enhancements project*

## Glossary of Terms

## Glossary

### **ADOPTED BUDGET**

Financial plan that forms the basis for fiscal year appropriations, as adopted by the appropriating governing body (City Council). Contains the operating and capital budgets for the City of Eugene and the Urban Renewal Agency.

### **ASSESSMENT**

Any fee, charge or assessment that does not exceed the actual cost incurred by a unit of government for design, construction and financing of a local improvement such as streets and alley paving, sidewalks and sewers.

### **ASSETS**

Resources having a monetary value and that are owned or held by an entity.

### **BEGINNING WORKING CAPITAL**

The accumulated unspent resources carried forward from the prior year into the next fiscal year that become a resource to support the appropriations for the next fiscal year.

### **BOND or BOND ISSUE**

A certificate of debt guaranteeing payment of the original investment plus interest on specific dates. Bonds are typically used by governments to pay for large public projects like fire stations.

### **BORROWING**

Funds for major capital improvement projects can be acquired through borrowing, which is repaid either through property taxes or project revenues. Borrowing is a way to match the benefits of a capital project with the users of that project over time. The City of Eugene uses short-term and long-term borrowing to create, acquire or renovate capital assets. The City does not borrow on a short-term basis to support on-going operations.

### **BUDGET COMMITTEE**

Fiscal planning board of a local government consisting of the governing body plus an equal number of electors appointed by the governing body. (ORS 294.336)

### **BUDGET DOCUMENT**

Written report showing a government's comprehensive financial plan for a specified period (usually one or two fiscal years), including both the capital and operating budgets. In Eugene, the budget document is prepared by the City Manager and submitted to the public and the Budget Committee for review.

### **CAPITAL BUDGET**

A plan of proposed capital projects and the means for financing them. The City's Capital budget includes funding for assets that have a useful life of one or more years such as buildings, public infrastructure, and land acquisitions.

### **CAPITAL IMPROVEMENT**

A term defined in ORS 310.410(19) to include land, structures, facilities, machinery, equipment or furnishings having a useful life longer than one year. See *Capital Project*.

### **CAPITAL IMPROVEMENT PROGRAM (CIP)**

A major budgeting and planning tool through which needed capital projects are identified, evaluated, priced and discussed with the general public and the Budget Committee.

### **CAPITAL OUTLAY**

A departmental expenditure. Includes items that generally have a useful life of one or more years, such as machinery, land, furniture, equipment, or buildings (ORS 294.352(6)). For the City, an operating budget expenditure for items like furniture, equipment, portable machinery, and vehicles that have a useful life of one or more years. Capital outlay expenditures are reviewed at each fiscal year end for purposes of classifying expenditures as "fixed assets".

## Glossary of Terms

## Glossary

### ***CAPITAL PROJECT***

The acquisition, creation or extension of the useful life of a fixed asset that has a life expectancy greater than one year and a monetary value greater than a pre-defined threshold (\$5,000 for Eugene), such as a public building. Repair or renovation of an existing fixed asset, acquisition of equipment or general planning and design activities can also be considered a capital project under certain circumstances. See *Capital Improvement*.

### ***CAPITAL PROJECT FUND***

A fund created to account for financial resources to be used for the acquisition or construction of major capital facilities other than those accounted for in specific funds.

### ***CATEGORY***

Capital projects in the CIP are grouped into specific program categories by program. Categories in the CIP are: Airport, Parks and Open Space, Public Buildings and Facilities, Stormwater, Transportation, or Wastewater.

### ***CHARGES FOR SERVICE***

Charges or fees established to recover part or all of the costs incurred in the provision of services by a government; based on the philosophy that the recipient of the benefits should pay for the services. See also *User Fees*.

### ***DEBT***

An obligation resulting from the borrowing of money or from the purchase of goods and services. Debt of governmental units can include such items as general obligation bonds, revenue bonds, short-term notes, lines of credit and leases.

### ***DEBT SERVICE***

The amount of money needed to make periodic payments on the principal and interest on an outstanding debt. Debt service is usually expressed as an annual amount.

### ***ENTERPRISE FUND***

A fund established to account for operations that are financed and operated in a manner similar to private business enterprises. They are usually self-supporting. In Eugene, the airport operations are accounted for as an Enterprise Fund, for example.

### ***EXPENDITURES***

Expenditures include current departmental expenditures (personnel services, services and materials, capital outlay) and non-departmental expenses (interfund transfers, loans, debt service, contingency, reserves, balance available and unappropriated ending fund balance).

### ***FISCAL YEAR***

A 12-month period that determines the time frame for financial reporting, budgeting and accounting. At the end of the fiscal year, the financial position and results of operations are determined. For the City of Eugene, the fiscal year is July 1 to June 30.

### ***FUND***

A fiscal and accounting entity to record cash and other financial resources, related liabilities, balances and changes, all segregated for specific, regulated activities and objectives. Each fund is established for the purpose of carrying out specific activities or to attain certain objectives in accordance with legal restrictions or agreements.

### ***FUND TYPE***

There are seven generic governmental fund types: General, Special Revenue, Debt Service, Capital Projects, Enterprise, and Internal Service Funds.

## Glossary of Terms

## Glossary

### **FUNDING IDENTIFIED**

This funding status represents projects with a high likelihood of having available funding such as state monies or ongoing grants.

### **FUNDING SECURED**

This funding status represents projects with secured/dedicated funding such as SDCs and voter-approved bonds.

### **FUNDING STATUS**

Capital projects in the CIP are assigned one of two funding status levels: Funding Secured or Funding Identified. See individual project listings.

### **GENERAL CAPITAL PROJECTS FUND**

Capital fund used to account for all financial resources for capital activities, except those required to be accounted for in another fund. Source of revenue is the General (operating) Fund of the City. Only expenditures related to capital activities are made from this fund.

### **GENERAL FUND**

General operating fund of the City. The General Fund is used to account for all financial resources except those required to be accounted for in another fund. Principal sources of revenue are property taxes, charges for services and intergovernmental revenues. Primary expenditures of the General Fund are made for public safety, parks, recreation and cultural services and general administration.

### **GENERAL OBLIGATION (G.O.) BOND**

A bond that is secured by the pledge of a government's "full faith and credit". General obligation bonds issued by a local government are secured by the government's ad valorem taxing power, which is typically not subject to a constitutional limitation on the tax rate. In Oregon, Measure 5 and Measure 50 define those general obligation

### **GENERAL OBLIGATION (G.O.) BOND (continued)**

bonds that are excluded from the M5 tax rate limits.

### **GOVERNING BODY**

County court, board of commissioners, city council, school board, board of trustees, board of directors, or other governing board of a local government unit. (ORS 294.311(20))

### **GREENHOUSE GAS (GHG)**

Refers to gases that contribute to global warming by trapping heat within the earth's atmosphere. GHGs in the CIP are reported as metric tons of carbon dioxide equivalent (CO<sub>2</sub>e) or the amount of CO<sub>2</sub> that would have an equivalent global warming impact.

### **INFRASTRUCTURE**

Public domain fixed assets such as roads, bridges, streets and sidewalks and similar assets that are immovable and of value only to the government unit.

### **INTERFUND LOANS**

Loans made by one fund to another; a non-departmental expenditure. (ORS 294.468)

### **INTERFUND TRANSFER**

Amount distributed from one fund to finance activities in another fund. Shown as a non-departmental expenditure in the originating fund and as revenue in the receiving fund. (ORS 294.463)

### **INTERGOVERNMENTAL REVENUE**

The City receives grants from federal, state and local governments, as well as a share of the state's cigarette and liquor taxes.

## Glossary of Terms

## Glossary

### **LEVY**

Gross amount of property taxes imposed on taxable property. The net amount received by a government will be less than the gross levy as a result of delinquent or uncollectible payments or early payment discounts. Budgets are developed on the basis of the projected amount of property taxes receivable.

### **LIMITED TAX GENERAL OBLIGATION BOND**

A bond that is secured by the pledge of a government's taxing authority that is limited as to the rate or amount.

### **LOCAL GOVERNMENT**

Any city, county, port, school district, public or quasi-public corporation (including a municipal utility or dock commission). ORS 294.311(19))

### **LOCAL IMPROVEMENT**

Capital construction project, or part thereof, undertaken by a governmental unit, which provides a special benefit only to specific properties or rectifies a problem caused by specific properties. The costs of the local improvement are assessed against those specific properties upon the completion of the project. The property owner may elect to pay for the assessment plus interest over a period of ten years.

### **LOCAL OPTION LEVY**

Under Measure 50, local governments and special districts were given the ability to ask voters for temporary authority to increase taxes through approval of a local option levy. The maximum length of time for a local option levy is 10 years, depending on the purpose of the levy.

### **MARGINAL BEGINNING WORKING CAPITAL**

The difference between the Beginning Working Capital estimate in the budget and the actual audited Beginning Working Capital. The adjustment is made on the Supplemental Budget in December of each year.

### **NON-GENERAL FUNDS**

All funds other than the General (operating) Fund. These include: Special Revenue, Debt Service, Capital Project, Enterprise, and Internal Service Funds.

### **OPERATING BUDGET**

Financial plan for paying general operating expenditures. The operating budget includes funding for the City's daily operations, such as labor, materials, services and equipment acquisition, as well as debt service, miscellaneous fiscal transactions and reserve funds needed to provide services to the public.

### **OPERATIONS AND MAINTENANCE**

Includes operating expenses, such as labor, materials, supplies and equipment, plus maintenance expenses for capital infrastructure. Does not include capital improvements, debt service on outstanding borrowing, reserve funds and other miscellaneous financial transactions.

### **PROGRAM**

A group of related activities to accomplish a major service or function.

### **PROPERTY TAX**

A tax assessed equally against the assessed value of all taxable property within a government's boundaries.

### **RESOURCE**

Estimated beginning funds on hand plus anticipated receipts. (ORS 294.316)

## Glossary of Terms

## Glossary

### **RESOLUTION**

A decision, opinion, policy or directive of a municipality expressed in a formally drafted document and voted upon.

### **REVENUE BOND**

A bond that is payable from the revenue generated from the operation of the facility being financed by the bond, such as a parking facility. A revenue bond can also be secured by any other revenues a jurisdiction decides to pledge.

### **REVENUES**

Monies received or anticipated by the City from either tax or nontax sources.

### **SPECIAL ASSESSMENT**

Charges imposed against property in a particular locality because that property receives a special benefit by virtue of some public improvement, separate and apart from the general benefit accruing to the public at large. Special assessments must be apportioned according to the value of the benefit received, rather than the cost of the improvement and may not exceed the value of such benefit.

### **SPECIAL REVENUE FUNDS**

A fund used to account for the proceeds of certain revenue sources that are legally restricted to expenditure for specific purposes. In Eugene, the Road Fund is a Special Revenue Fund that accounts for maintenance and construction of the City's roads with resources provided by the City's share of the State Highway Trust Fund and utility fund payments for use of right-of-way.

### **SUBCATEGORY**

Projects in the CIP are assigned to a specific subcategory. Subcategory represents a distinct area of capital improvement such as a preservation and maintenance activity or

### **SUBCATEGORY (continued)**

construction of a new capital facility. See the Reader's Guide for a full listing of subcategories.

### **SUPPLEMENTAL BUDGET**

A financial plan that is presented to the City Council subsequent to the passage of the fiscal year appropriation act (adopted budget) to recognize unexpected needs or to spend revenues not anticipated at the time the annual budget was adopted. A supplemental budget cannot be used to authorize a property tax levy. See (ORS 294.480).

### **SYSTEM DEVELOPMENT CHARGE (SDC)**

Designed to finance the construction, extension or enlargement of a park, street, storm sewer or sewerage or disposal system. SDCs are imposed by a governmental unit as a condition to issuance of any occupancy permit or imposed by a governmental unit at such other time as, by ordinance, it may determine. See (ORS 223.299).

### **TAX**

Compulsory charges levied by a government for the purpose of raising revenue. Taxes are used to pay for services or improvements provided for the general public benefit.

### **TAX LEVY**

Total amount of property taxes imposed by a local government unit.

### **TAX RATE**

The tax rate is applied to the assessed value of each property in order to determine a property's total tax bill. Tax rates are stated in dollars per \$1,000 of assessed value.

### **URBAN RENEWAL AGENCY**

The Urban Renewal Agency of the City of Eugene was established in 1958 as a separate corporate public body charged with the responsibility to implement adopted renewal plans. The Urban Renewal Agency administers the Downtown and

## Glossary of Terms

## Glossary

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### ***URBAN RENEWAL AGENCY (continued)***

Riverfront Districts. The Mayor and City Council act as the governing board of the Agency.

### ***URBAN RENEWAL DISTRICT***

Urban renewal districts attempt to prevent the erosion of property values, as well as increase those values, by stimulating private investment in an urban renewal area. Urban renewal districts are authorized by the Oregon Constitution and state statutes. About 50 urban renewal districts exist in Oregon. They were created to economically improve areas that are blighted, under-developed or depressed. Urban renewal projects include land purchases, development of utilities and public infrastructure (for example, streets, water, sewer, lighting, public spaces, parks, etc.).

### ***USER FEES***

Fees established to recover part or all of the costs incurred in the provision of services by a government; based on the philosophy that the recipient of the benefits should pay for the services. Also called charges for service. In Eugene, for example, Wastewater user fees are charged based in part on the amount of water used through a flow-based fee.

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



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**ACTION:** An Ordinance Concerning Budget Committee Term and Amending Sections 2.013 and 2.604 of the Eugene Code, 1971.

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Meeting Date: March 13, 2023  
Department: Central Services  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: 7  
Staff Contact: Vicki Silvers  
Contact Telephone Number: 541-682-5082

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## **ISSUE STATEMENT**

The City Council is scheduled to take action on an ordinance proposed to amend the terms of the Budget Committee to four years as required by Oregon Revised Statute (ORS) 294.414 (5) for agencies that adopt a biennial budget and amend Code section 2.013 and 2.604.

## **BACKGROUND**

The City of Eugene is moving from a one-year budget process to a biennial (24-month) budget as authorized by Oregon Revised Statute (ORS) 294.323 and City Council resolution adopted on November 8, 2022.

The intent of moving to a biennial budget cycle is to allow time for more robust public engagement, better align with Council goals and strategies, and create space for staff to support those efforts. Coupled with Priority Based Budgeting, the aim is to provide more financial transparency, flexibility to address new and emerging community needs, and accountability.

Per ORS 294.414 (5) appointive members of a Budget Committee that prepares a biennial budget shall be appointed to terms of four years. Currently City Code 2.013 specifies Budget Committee members serve for terms of three years, this ordinance amends City Code 2.013 sections (1) and (11) for Budget Committee terms to four years.

City Code section 2.6014 (1) uses the word annual in reference to adopted budget. The amendment strikes the word annual.

The City Council held public hearing on February 21, 2023 to receive testimony from interested community members on the proposed ordinance. No member of the community provided input.

## **PREVIOUS COUNCIL DIRECTION**

[February 14, 2022, Work Session](#)

The City Manager and Abby Alway provided information on a change in approach to the City of Eugene's budget process. The presentation was informational and provided an opportunity for

March 13, 2023 Public Hearing – Item 7

Council to ask questions and share comments on the process.

[May 9, 2022, Work Session](#)

The City Manager provided information on a change in approach to the City of Eugene’s budget process. This presentation was informational and an opportunity for Council to ask questions and share comments on the process.

[November 28, 2022, Council Meeting](#)

City Council adopted a resolution authorizing a biennial (24-month) budget.

**COUNCIL OPTIONS**

The City Council may:

1. Adopt the ordinance as proposed in Attachment A to this AIS
2. Take no action

**City Manager’s Recommendation**

The City Manager recommends adoption of the ordinance as provided in Attachment A.

**Suggested Motion**

Move to adopt An Ordinance Concerning Budget Committee Term and Amending Sections 2.013 and 2.604 of the Eugene Code, 1971.

**ATTACHMENTS**

1. An Ordinance Concerning Budget Committee Term and Amending Sections 2.013 and 2.604 of the Eugene Code, 1971.

**FOR MORE INFORMATION**

Staff Contact: Vicki Silvers  
Telephone: 541-682-5082  
Staff E-Mail: [vsilvers@eugene-or.gov](mailto:vsilvers@eugene-or.gov)

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE CONCERNING BUDGET COMMITTEE TERM AND AMENDING SECTIONS 2.013 AND 2.604 OF THE EUGENE CODE, 1971.**

**THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:**

**Section 1.** Subsections (1) and (11) of Section 2.013 of the Eugene Code, 1971, are amended by revising the Budget Committee term to provide as follows:

**2.013 City Council – Boards, Commissions and Committees.**

(1) Except for boards, commissions or committees established pursuant to ordinance, state statute, or intergovernmental agreement, the following are the presently constituted boards, commissions and committees of the city with the number of members and names of the appointive authority indicated thereafter, together with the term and the authority for such board, commission or committee:

**Budget Committee**

No. of Members:	8 Citizens 8 Councilors
Appointment Process:	Council appoints
Term:	[3 years] <b>4 years</b>
Authority:	EC 2.013, ORS 294.336

....

(11) Pursuant to the requirements and provisions of section 294.336 of Oregon Revised Statutes, a budget committee shall consist of all members of the council and a like number of qualified electors of the city, who shall be appointed by the council for terms of [~~three~~] **four** years. The term of an appointive member shall expire as provided in subsection (9) of this section, and, upon council approval, an appointive member may be reappointed once to such position upon expiration of the term for which originally appointed. Vacancies in the appointive membership of the budget committee shall be filled in the same manner as original appointments.

**Section 2.** Subsection (1) of Section 2.604 of the Eugene Code, 1971, is amended to provide as follows:

**2.604 Fire and Ambulance Services.**

(1) The city shall provide fire suppression and fire prevention and may provide ambulance

services. The scope of these services inside and outside the city limits are to be established [annually] by the adopted budget of the city and organized as directed by the city manager.

.....

**Section 3.** Based on the amendment to Section 2.013 of the Eugene Code, 1971, as set forth in Section 1 of this Ordinance, the current terms of the Budget Committee positions are adjusted as follows:

Position Number	Current Term Ends:	New Date Current Term Ends:
1	6/30/2023	6/30/2024
2	6/30/2023	6/30/2024
3	6/30/2025	6/30/2026
4	6/30/2024	6/30/2025
5	6/30/2025	6/30/2026
6	6/30/2024	6/30/2025
7	6/30/2023	6/30/2024
8	6/30/2024	6/30/2025

**Section 4.** The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

**Passed by the City Council this**  
 \_\_\_\_ day of \_\_\_\_\_, 2023

**Approved by the Mayor this**  
 \_\_\_\_ day of \_\_\_\_\_, 2023

\_\_\_\_\_  
**City Recorder**

\_\_\_\_\_  
**Mayor**

# URBAN RENEWAL AGENCY AGENDA ITEM SUMMARY



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## Action: Ownership Transfer of Farmers Market Pavilion and Plaza

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Meeting Date: March 13, 2023

Agenda Item Number: 8

Department: Library, Recreation, and Cultural Services  
[www.eugene-or.gov](http://www.eugene-or.gov)

Staff Contact: Dylan Huber-Heidorn  
Contact Telephone Number: 541-682-5475

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### ISSUE STATEMENT

This item addresses the transfer of ownership of the property that includes the Farmers Market Pavilion and plaza from the Urban Renewal Agency to the City. The property disposition policy adopted by the Agency Board requires the Board to make final decisions regarding disposition of Agency-owned property.

### BACKGROUND

The Agency currently owns the Northwest Park Block in downtown Eugene, located at the corner of 8<sup>th</sup> Avenue and Oak Street. This .56-acre quarter-block property is now home to the new Farmers Market Pavilion and plaza (the Pavilion Property). See Attachment A for a map of the property.

The Agency purchased the Pavilion Property from Lane County in 2019 as part of an exchange for the vacant site of the previous Eugene City Hall. At that time, a two-deck parking garage known as the Butterfly Lot occupied most of the Lane County property. The Agency acquired the southern half of the property and the City acquired the northern half. The Agency's acquisition of the property was a milestone in returning the land to community use as a gathering place, which had been its intended purpose in plans dating back to the original plat of Eugene.

The Agency acquired the Pavilion Property with the intention of constructing the Farmers Market Pavilion and plaza to support a permanent, year-round Farmers Market. The Pavilion and plaza were funded by \$9.3 million from the Urban Renewal Agency and financial contribution from Lane County. Construction began with the demolition of the parking garage in July 2021. Now that the Pavilion and plaza are complete and the Pavilion has been in use by the Lane County Farmers Market since June 2022, it is in the public interest for the Agency to transfer ownership of the Pavilion Property to the City of Eugene to allow for the City to operate and manage the Pavilion and Plaza for use by the public. The transfer will be completed for no consideration (i.e., no cost).

The Park Blocks have hosted a farmers market as far back as 1915. The new building known as the Farmers Market Pavilion was constructed both to house the Lane County Farmers Market as an anchor tenant and to be a multi-use community facility. In addition to supporting the Lane County Farmers Market, the City has hosted numerous public events in the Pavilion and plaza

since June 2022. The transfer of the Pavilion Property to the City will allow Cultural Services to establish the Farmers Market Pavilion and plaza as a true community gathering space by creating policies and fee structures to encourage diverse and inclusive programming by local organizations and ensure availability for commercial and private rentals. The ownership transfer will also ensure that revenue realized through use of the Pavilion and plaza is allocated to the City—who will be managing the facility—instead of the Agency.

### **AGENCY BOARD OPTIONS**

1. Direct the Agency Director to take the actions necessary to transfer ownership of the Pavilion Property from the Urban Renewal Agency to the City of Eugene for no consideration.
2. Do not approve moving forward with the transfer of the Pavilion Property at this time.

### **AGENCY DIRECTOR'S RECOMMENDATION**

The Agency Director recommends transferring ownership of the Pavilion Property from the Urban Renewal Agency to the City for no consideration.

### **SUGGESTED MOTION**

Move to direct the Agency Director to take the actions necessary to facilitate the transfer of ownership of the Pavilion Property from the Urban Renewal Agency to the City of Eugene for no consideration.

### **ATTACHMENTS**

A – Map of Property

B – Agency Approved Property Disposition Process

### **FOR MORE INFORMATION**

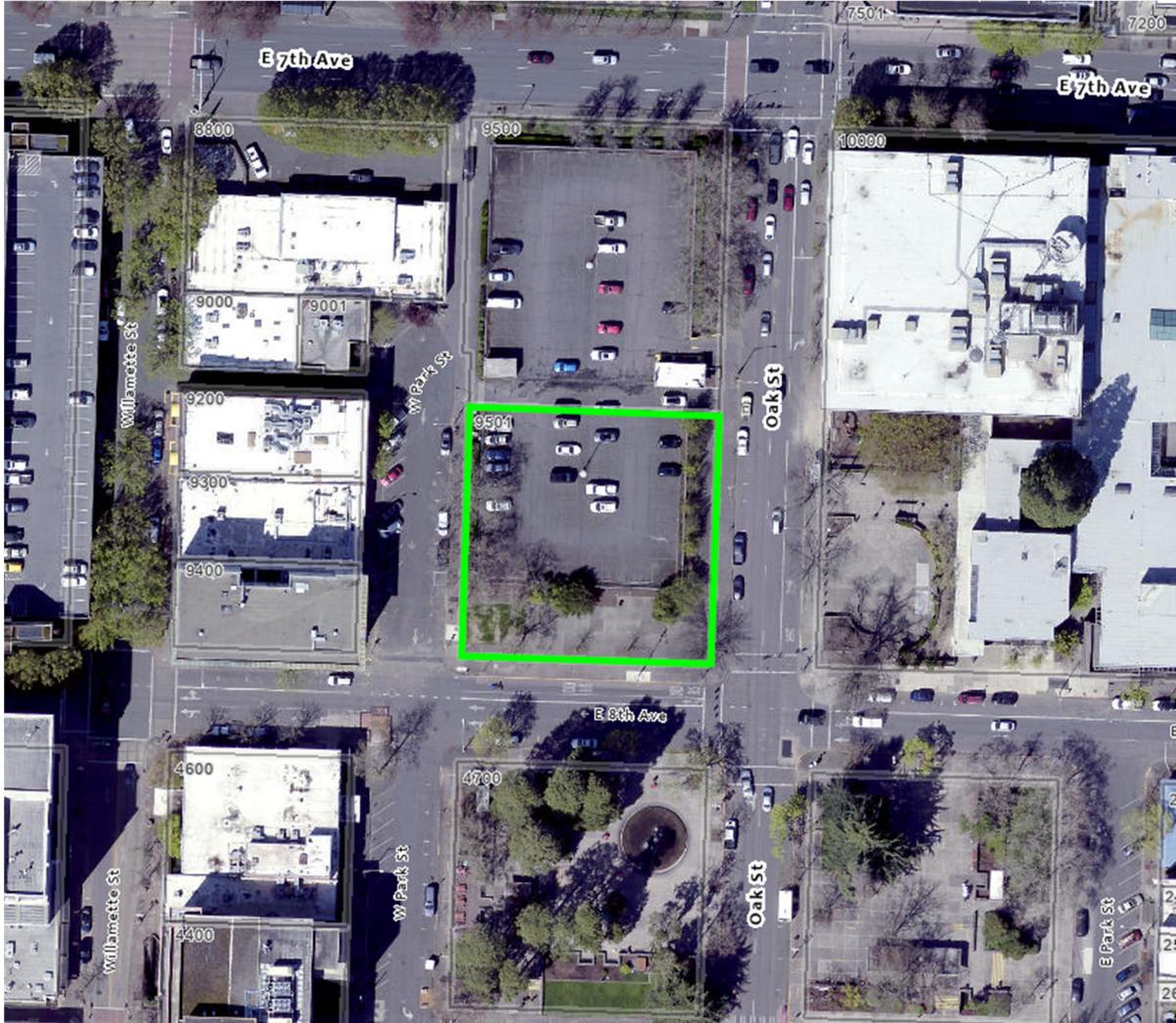
Staff Contact: Dylan Huber-Heidorn

Telephone: 541-682-5475

Staff E-Mail: [dhuber-heidorn@eugene-or.gov](mailto:dhuber-heidorn@eugene-or.gov)

# Farmers Market Property

Assessor's Map 17-03-31-11-09501



# Agency Board Approved Property Disposition Process

November 2017

