

Transportation

The following appropriation requests were received by the offices of Senator Merkley and Senator Wyden. These requests have not been vetted or approved by the Senate offices, and their inclusion in this list does not indicate any judgment about the projects' value, appropriateness, or likelihood of receiving funding. Every funding request has been included, and project summaries have been drawn verbatim from applicants' proposals. Not all of the requests received by both Senators will be submitted for funding consideration to the Senate Appropriations Committee, and that Committee will then select a limited number of projects to fund from each state.

The following appropriations for Oregon are being considered for inclusion in the Transportation appropriations bill for fiscal year 2010.

Highway 97 Intersection Project - \$10,620,000

City of Madras, OR

This project addresses intersection failures affecting two major highways (US 26 and US 97) within the State of Oregon. The highway intersection is now obsolete, inefficient and unsafe. This is a "top 10%" of dangerous/accident intersections. Federal assistance is appropriate because it helps ensure the safe and efficient flow of interstate traffic through this intersection. Federal assistance is fair and reasonable because it is proportionate to the use and design standards of a federal highway. The City of Madras is contributing a proportional share that is commensurate with its ability to pay.

Transit Bus Replacement - \$500,000

City of Bend/Bend Area Transit, OR

Replace buses that have been in service twice their expected life expectancy with more fuel efficient and more environmentally friendly buses that have the capacity needed to serve Bend residents and visitors. Bend Area Transit ridership has increased by over 20% in the last year, and public transit needs for students, employers, seniors, and visitors continue to grow rapidly in Oregon's fastest growing city.

Reconstruction of Taxiway G (Westside) and Taxiway C - \$9,600,000

City of Redmond/Roberts Field, OR

The project will provide funds to reconstruct these taxiways from the base up

Redmond Civic Center - \$7,000,000

City of Redmond, OR

The project would fund construction of a new mixed-use public facility for the City of Redmond as part of the Redmond Civic Center project in an effort to revitalize downtown Redmond, stimulate business investment and create jobs. The Redmond Civic Center will host local government functions, community meeting space and ground floor retail, as well as a 37,000 square foot Centennial Park and surrounding festival streets, situated on property that has been abandoned and deteriorated in the City Center for the past ten years.

5th and 6th Street Reconstruction - \$7,500,000

City of Redmond, OR

The project will remove and replace existing pavement surfacing and sub-grade material and restore the street section to minor arterial standard. Deteriorated curb and sub-standard sidewalk will be replaced; however existing curb and sidewalk in fair condition will be retained to reduce replacement cost. All curb ramps will be reconstructed to meet American with Disabilities Act standards.

An investment in the City's 5th/6th Street Couplet will benefit the State Highway system through Redmond and help provide economic development and re-development opportunities.

Dry Canyon Staircase - \$400,000

City of Redmond, OR

The City of Redmond's Dry Canyon Trail is an outstanding public recreation and bicycle/pedestrian commuter trail through Redmond's core. As popularity of the trail has increased, the need to construct staircase access to the trail (located in Redmond's 20 to 60 foot deep Dry Canyon) has increased. Currently three new staircases (including bike gutter amenities) are under construction.

Bend Municipal Airport Expansion and Development - \$544,000

City of Bend, OR

The project will improve the economic viability of the Bend Municipal Airport. The Bend Airport is the center of significant local commerce, with two major aircraft

manufacturing operations - Cessna and Epic - and a host of other aerospace and aviation firms. Attracting additional commerce to the airport will require investments in new infrastructure and traffic flow, and this project is for the first two key steps toward that end: Revision of the Airport Layout Plan (Master Plan); and Making improvements to Powell Butte Highway

Bend ADA Compliance - \$30,000,000

Bend, OR

Funds provided to this project would enable the design and construction of approximately 7,000 - 8,000 curb ramps around the city, enabling handicapped access to city sidewalks and commercial areas.

Gable Road Reconstruction Project - \$3,600,000

City of St. Helens, OR

Construct improvements to a 0.72-mile section of Gable Rd. including widening the sub-standard width travel lanes, addition of bicycle and pedestrian facilities, improve alignment, and construction of storm drain facilities.

North Point Tongue Acquisition and Development - \$6,200,000

Port of Astoria, OR

The Port of Astoria is seeking funding to acquire and set up operations at the Tongue Point property adjacent to the port. The North Tongue Point site has five-finger piers, 2 warehouses and a large outdoor storage area. The piers can accommodate barges and tugs, and fishing vessels but to optimize the facility will require overall site improvements and utility extensions.

While the Port of Astoria has dock space on three piers, giving the port the ability to provide services to many types and sizes of shipping vessels (which has provided the port with a competitive strength for many years), the addition of the North Tongue Point facility would provide a critical fresh water component for long-term vessel moorage at Port of Astoria, and would allow the port to return to its historic role as a maritime industrial and multi-modal transportation hub for the Lower Columbia River. Further, re-establishing rail access at this deep-water access point, and having the ability to continue to meet the local and regional commercial demand for moorage, lay berthing, warehousing, storage and various other marine related activities, adjacent to a deep-water shipping channel, the Port of Astoria would be able to enhance the multi-modal transportation activities

at this Columbia River location.

Columbia County Public Transit Facility - \$3,500,000

Columbia County Transit Department, St. Helens, OR

To purchase property and construct a Public Transit Facility in Columbia County, Oregon. Facility includes Admin Office, bus barn and park N ride facility.

Rebuilt Vernonia - \$60,000,000

City of Vernonia and the Vernonia School District

Rebuild Vernonia consists of a variety of capital projects to reconstruct and vitalize the community.

A. Replace Three Schools. The centerpiece of Rebuild Vernonia is the replacement of the elementary school, middle school, and the high school at a location outside of the floodplain.

B. Rehabilitation of Flood-Damaged Structures. There is a need to help homeowners and business owners rehabilitate their houses and business buildings, to include complete weatherization to reduce future energy use and costs. Grants and low-interest, long-term loans are needed.

C. Elevate Flood-Damaged Structures. Approximately 40 to 50 Vernonia homes will have to be elevated to prevent future flood damage. This is major renovation work and will include the weatherization of the houses. Grants and low-interest, long-term loans are needed.

D. Reduction of Future Flooding in Vernonia. The Corps of Engineers has been asked to include funding for a flood modeling study of the watersheds of the Nehalem River and Rock Creek, through the city of Vernonia.

E. Completion of Storm Drainage Master Plan. Even though the city is subject to frequent heavy rainfall and flooding, the city is without a Storm Drainage Master Plan. There is a need to complete the master plan and then to implement projects identified in the plan.

F. Construction of a New Wastewater Management Facility. The federal Corps of Engineers and the Oregon Department of Environmental Quality want the city to

move its current wastewater treatment facility (a three-cell lagoon system) out of the floodplain.

G. Downtown Urban Renewal. This component involves completion of an urban renewal plan for revitalizing downtown Vernonia and then implementation of projects identified in the plan. An urban renewal plan and program need to be completed. These two documents will describe the projects to be accomplished. Federal, State, and City funds are needed to fund the necessary work.

H. Street Improvements. Streets throughout the city are in need of a variety of work. Some streets need complete reconstruction, some need repaving, and some need major maintenance work. Federal, State, and City funds are needed to fund the necessary work.

I. Community Service Center. The Providence Health Clinic, the pharmacy, the community food bank, and the Senior Center are all in the floodplain and were all flooded in December 2007. There is a need to construct a new building that can house all of these services.

J. Broadband Internet Services. Only the downtown area along Highway 47 has broadband internet coverage. Most of the city and the rural area surrounding the city are without coverage. Providing broadband internet coverage will enhance the city's opportunities for economic development.

K. Development of Light Industrial Site. There is a 52-acre parcel zoned Light Industrial located at the northeast corner of the city. The site has excellent highway access, is flat, is located outside the floodplain, and has a 36 inch natural gas main adjacent to the site. The city would like to assist the landowner with site preparation work for industrial development, construction of the appropriate utilities and infrastructure to serve the site, and then work with the State of Oregon to market the site. Funds have been requested to analyze the site and determine how it can be divided and then developed to encourage creation of family wage jobs. Federal and State funds are needed to serve the site with roads and necessary utilities.

Neighbors For Kids New Building Project - \$1,353,000
Port of Depoe Bay, OR

This project will help complete construction of the Neighbors For Kids youth facility adjacent to its existing building in order to expand its programs and meet the growing demand for its services.

This entirely enclosed structure will provide the large indoor space needed to expand programming and safely serve larger numbers of children. The building will include a large multi-purpose gym and sports area, library and tutoring room, computer technology lab, music education room, science classroom, social recreation/games room, kids lounge, large kitchen, four ADA-compliant bathrooms, conference room, director's office, reception area and storage facilities. The new facility will allow NFK to increase total membership to as many as 200 participants, enabling the organization to serve up to 80-100 children in grades K-12 per day in its after-school enrichment program.

By providing youth with an opportunity to receive academic support, develop new skills and interact positively with peers, the project provides youth with a positive alternative to destructive behavior, helps them grow into productive adults and is a powerful deterrent to juvenile crime. This project directly supports positive youth development and future generations of children in Oregon.

Port and Fire District Public Safety Facility Building - \$770,000

Port of Alsea, Waldport, OR

This project will fund the construction of a public safety building on port property and closer to the boat launch. By locating the building that houses marine rescue equipment closer to where the equipment is needed, rescue personnel will be able to shorten their response time, thereby improving their ability to protect the public's safety in an area where recreational boating continues to increase. This new building will also include office space, shop space and living quarters for Port and Fire District staff.

Port of Newport Fisheries Center - \$835,000

Port of Newport, OR

This project will fund a Fisheries Center, a proposed collaborative community-based development effort. It will be a new, multi-use building to be constructed on Port property next to its commercial fishing marina. The facility will combine professional fishing industry offices, public meeting spaces, a demonstration kitchen, and event space.

Port of Newport International Terminal Renovation - \$2,000,000

Port of Newport, OR

This project will provide funds to renovate Newport's International Terminal. The terminal infrastructure has failed. The cargo dock was closed several years ago due to accelerated deterioration and the lower wooden wharf marginally operates under load restrictions. Upland infrastructure including office buildings and warehousing also require replacement.

Port of Toledo Shipyard and Industrial Center - \$1,490,000

Port of Toledo, OR

Funding is requested to upgrade and expand the capabilities of the Port Shipyard, including a new environmentally responsible haul out and containment area, and other site related improvements.

Sitka Center for Art and Ecology Redevelopment Project - \$600,000

Sitka Center for Art and Ecology, Otis, OR

The Sitka Center has grown significantly from a single studio constructed in 1970 from volunteer labor and materials to a campus of seven buildings today. The structures on the campus have weathered nearly 40 years of coastal weather and climate and are in dire need of improvements. These improvements include structural modifications to accommodate the growth of the Center, upgrades to the heating, water and electrical systems, and construction of new classroom spaces.

Many aspects of the current educational facilities suffer from readily apparent deficiencies and need to be updated to meet the mission of the center, modern building codes, ADA requirements, and fire safety regulations. The building program incorporates green building design and electrical efficiency improvements as part of its plan. When complete, the project will address the deficiencies and ADA requirements, reduce overall energy consumption on the Sitka campus by 65% (according to a University of Oregon led study.), and increase capacity of the residency program by 50%.

Toledo Waterfront Industrial Development - \$1,460,000

Port of Toledo, OR

This project will fund the construction of two buildings; one 11,520 square foot

and one 11,070 square foot. They are light industrial and/or manufacturing structures.

1st Street Safety Improvements / Phase II - \$1,837,000

City of Aumsville, OR

1st Street's narrow roadway will be improved with sidewalks, bike lane, travel lane and shoulder widening, streetscape and ditch improvements from Cleveland to E. Del Mar on the east side and from Willamette to Old Shaw Hwy on the west.

Bus and Fare Collection Equipment Replacements - \$7,500,000

Cherriots - Salem Area Mass Transit District, Salem and Keizer, OR

This project will replace buses and related fare collection equipment that has exceeded useful life by a significant level. Many of the large fixed route buses needing replacement are in excess of 18 years old and have over 1,000,000 miles on them. The smaller buses have now become a maintenance intensive resource that are becoming less and less reliable causing interruptions in service and potential safety issues. Fare collection equipment is out-of-date and incompatible with the current system that is integrated into the newer part of the systems fleet. This causes issues with data collection, reconciliation, and the ability to fully utilize the technology available in the new fare collection system.

Corporate Hangar/Industrial infrastructure improvements - \$5,000,000

City of Salem, OR

The project will fund infrastructure improvements at McNary Field to allow development of new corporate hangar/industrial area. Improvements include taxiways, utilities, and access ways.

Infrastructure Water Line Looping Improvements at the Mill Creek Employment Center - \$2,000,000

City of Salem, OR

At build out, the project can accommodate employment for up to 5,000 people. The project will fund a 9,000 linear foot water pipe (18 feet in diameter) extending from Deer Park Road to Aumsville Highway. The improvements are needed to increase the water pressure for fire safety and expanded use for over 500 hundred developable industrial acres at the Mill Creek Employment center, as well as sixty acres of industrial development at the Salem Renewably Energy and Technology Park, the Marion County Jail, the Oregon Police Academy and facilities

at the Oregon Department of Corrections. Development on a portion of the Mill Creek property and Salem Renewable Energy Park projects is in its initial phase; however this water line looping project is needed in order for these properties to fully develop. When completed these properties are expected to generate private development that will create 5,000+ jobs, invest one billion dollars in the regional economy, transfer nearly 600 acres from public to private ownership and create 110 acres of wetland and open space.

Keizer Transit Center - \$3,760,000

Cherriots - Salem Area Mass Transit District, Keizer, OR

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

Marion-Polk Food Share Community Kitchen - \$150,000

Marion-Polk Food Share, Inc., Salem, OR

The community kitchen will achieve many positive results for urban Salem/Keizer, as well as rural Marion and Polk counties, including: 1) increasing food box recipients' knowledge of nutrition; 2) teaching low-cost cooking and food budgeting; 3) increasing self-sufficiency through educational programs, including culinary job training; 4) expanding the capacity of Marion-Polk Food Share to prepare meals, and process produce and other foods for distribution; and, ultimately, 5) reducing the need for emergency food assistance, and; 6) reducing and/or preventing hunger in our two-county area.

New City Hall/Police Department - \$500,000

City of Aurora, OR

Replace old city hall/police department with a new facility. The old building is unsafe and infested with animals (rats, mice, squirrels, and opossums).

Salem's Alternative Transportation Initiative - \$2,800,000**City of Salem, OR**

The project will provide funds to build two bridge connections across the Willamette River, restore two short pathway connections, add an additional 310 acres of parkland and pathway connections to an existing 900 acre park.

Linking the City's major urban parks, the bridges will also unite bicycle and pedestrian networks on both sides of the river, becoming a popular spot for tourists and bringing new bicycle and running events to Salem and through downtown. Bicycle and foot commuters from West Salem will be able to reach jobs downtown and at the Capitol Mall on a safer, more pleasant, traffic-separated route. Many may abandon their cars and reduce traffic across the Willamette River vehicle bridges in favor of this safer, cheaper and faster commute option. Cycle tourists riding along Oregon's new "scenic bikeway" system will glide along this convenient, picturesque corridor to discover and explore Salem's riverfront, downtown, and parks.

Service Enriched Transitional Housing - \$1,000,000**City of Salem, Urban Development Department, OR**

The project will fund the construction of a service enriched transitional housing facility. This facility would provide temporary housing (maximum of two years) while at the same time providing services to individuals and families to move them toward self sufficiency. These services could include drug/alcohol rehabilitation, parenting, education, job skills, counseling, etc.

Silver Trolley - \$39,429**City of Silverton, OR**

The project will help replace one of the older cut-away buses with an ADA van. The proposed van will be used for 90% of our curb-to-curb trips where only 1-3 passengers are transported. The new van will have reduced maintenance and operating costs and will allow us to more efficiently meet the transportation needs of our community.

Smart Energy Program - \$300,000

City of Salem, OR

The Smart Energy Program is a new program that would identify the existing residential and commercial building stock that represents the greatest opportunity to achieve near-term improvements in energy efficiency in Salem's downtown core. The focus of the program would be to fund projects implementing solar and renewal energy improvements that would reduce energy and carbon dioxide emissions. This program compliments and works in conjunction with the State of Oregon's priorities of increasing the use solar and renewal energy programs and products.

South Salem Transit Center - \$3,760,000

Cherriots - Salem Area Mass Transit District, Salem, OR

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

Salem Willamette River Crossing - \$2,000,000

City of Salem, OR

The project will reduce future traffic congestion across the Willamette River in the Salem-Keizer metropolitan area. The Marion (westbound) and Center (eastbound) Street bridges are part of the National Highway System (Hwy 22), linking the region west of Salem and the coast to Interstate 5. The closest bridge crossings require a detour of 25 miles to the south or 60 miles to the north. Congestion on the bridges has doubled since 1980, negatively affecting safety. The five-year average crash rate on the Center Street bridge is more than two times higher than

the average statewide crash rate. Congestion is forecast to double again by 2030. The Salem River Crossing project is working with a broad group of stakeholders to complete the required environmental process, identify a preferred alternative, and start to acquire right-of-way.

Rickreall Creek Trail System - \$250,000

City of Dallas, OR

The vision for the Rickreall Creek Trail system is two-fold: (1) to create open space and restoration opportunities and create a trail that (2) offers all community residents and visitors a non-motorized travel alternative through Dallas. The proposed Rickreall Creek Trail will travel roughly parallel to Rickreall Creek and provide spur trails to locations outside the greenway, protecting and enhancing the biological, cultural, and historic resources of the corridor. As the communities continue to grow, the Rickreall Creek Trail will serve as a major transportation connection through the city, linking neighborhoods, schools, and parks along the corridor. The trail will also provide access to areas outside the corridor, such as commercial retail areas and neighborhoods, as well as provide additional recreational and open space preservation opportunities.

Senior Center - \$2,000,000

City of Dallas, OR

The Dallas Seniors have occupied a dedicated space in and adjacent to the Dallas Public Library since its completion in 1990. This space provides the recreation, social, educational and meal services for the residents of Dallas age 55 and over. Due to an increasing senior population and broader programs, including future meal service, the seniors have outgrown the space and are in need of a new facility.. The project will fund the final design and construction of a new Senior Center. The City has a preliminary design of a 4,000 square foot facility that provides a kitchen facility, classrooms, craft areas, computer area, multi-purpose room, and office. The new facility will provide meal service five days per week.

Lommen Bridge Replacement / Miami Foley Road MP 11.7 - \$8,000,000

Tillamook County Public Works

The Lommen Bridge was constructed in 1955 and is a concrete bridge on spread footings. The bridge is functionally obsolete due to narrow roadway width. The bridge is scour critical with a long history of scour problems. This project will provide funds for its replacement.

Tillamook Bus Maintenance Facility - \$762,226

Tillamook County Transportation District, Tillamook, OR

Finish construction of a permanent bus maintenance facility. The facility will allow to maintain bus equipment, by conducting maintenance (i.e. oil changes, lubes, tire changes, batteries, etc.) to prolong vehicle life.

Chehalem Cultural Center - \$1,427,000

Chehalem Parks & Recreation District

The mission of the CCC is to provide a regional arts and cultural center for an intergenerational and ethnically diverse population, which will inspire people in Yamhill County and beyond to experience the arts, humanities, and heritage of the greater Chehalem Valley. Acting as the cultural hub of the area, the CCC will also contribute to the economic vitality of this beautiful and growing region. This project will fund site work for Phase 2 of construction, which includes excavation and grading for new additions to the building, facilities construction, and landscaping.

Chehalem Historic Greenway Trail - \$500,000

Chehalem Park and Recreation District, Newberg and Dundee, OR

This project will provide funds for the planning, design and construction of a 29.7 - mile historic greenway trail connecting the cities of Dundee and Newberg, OR, with a trail along the Willamette River. The historic greenway trail will serve pedestrians, bicyclists, hikers, mountain bikers, and equestrians, and will connect numerous historical areas and natural areas. Primary trails run along major greenways: Willamette River; Hess Creek; Springbrook Creek; and Chehalem Creek. The new trail system will eventually connect to the regional trail systems that run along the Willamette River from the Portland area via Champoeg Park and from Willsonville to Corvallis. It will also connect to the trail system that runs from Portland to the coast via Forest Grove, Hillsboro, and Beaverton. The overall project also includes restoration of greenways, invasive species eradication, restoration of native vegetation, water quality improvements, and improvements to benefit native fish and other species. Additional benefits will be an increase in tourism and economic development, safe routes for children to get to and from schools, and improved health through access to recreational facilities.

Historic Rural Community Center Restoration - \$90,000

Dundee Woman's Club, Dundee, OR

The Center has been in continuous use since it was built in 1915. This project will provide funds for extensive restoration to continue to serve Dundee growing community.

Lafayette Downtown Revitalization Project - \$200,000**City of Lafayette, OR**

This project will provide funds for the Lafayette Downtown Revitalization Project to boost economic development in our city. Downtown Lafayette has the potential to be a destination spot for those traveling to the Oregon Coast or out visiting the Willamette Valley wine country. This visioning project will reinvent the downtown of Lafayette, encourage tourism, boost local economy and produce long-term jobs.

The Lafayette Downtown Revitalization Project will include plans for business district development, employment training center, beautification projects, a tourism center / Chamber of commerce, a renovated community and senior center, a city library, a fire station and a city hall.

Newberg-Dundee Transportation Improvement Project - \$5,000,000**Yamhill County, Bypass Coalition, Newberg and Dundee, OR**

The Newberg-Dundee Transportation Improvement Project (Bypass) will improve regional and local transportation in the area by routing traffic away from downtown Newberg and Dundee, thereby reducing congestion. The Bypass will be a new 11-mile highway that will depart from Highway 99W north and east of Newberg and roughly parallel 99W to the south of Newberg and Dundee, rejoining 99W at its intersection with Highway 18.

Port of Newport Commercial Docks - \$1,058,000**Port of Newport, OR**

A substantial portion of the Port's moorage and dock facilities have come to, or are fast approaching, the end of their useable life. This project will fund replacement and upgrades of existing infrastructure for the commercial harbor falls.

Terry Park /Yamhill River Front Project - \$350,000**City of Lafayette, OR**

This project will provide funds for the Yamhill River Project to boost economic development and improve existing parklands. Improvements of these facilities will encourage community involvement in outdoor activities and make Lafayette a destination place for the community at large as well as provide a showplace for potential business endeavors including but not limited to restaurants, stores and light industrial ventures. This development project would also provide a venue for outdoor concerts and children's theater events, drawing in economic resources from other areas of the county and state. This type of project will encourage new forms of commerce and business development for a rapidly growing small town.

Yamhill County Transit - \$1,800,000

Yamhill County

This project is for bus and bus facilities, including property acquisition, in Yamhill County. Funding will be used for right-of-way acquisition, design and construction of a transit mall in McMinnville, Oregon, and a Park-and-Ride lot in Newberg, Oregon. Funds will also be used to purchase and install passenger shelters throughout the County and to purchase replacement vehicles. This project will help improve and encourage the use of public transit.

Yamhill Regional Food Bank and Community Action Center - \$300,000

Yamhill Community Action Partnership (YCAP), McMinnville, OR

This project will provide funding to construct a new Regional Food Bank and Community Action Center in McMinnville, Oregon. The new facility will expand capacity to provide emergency food distribution, client services and public transportation for low-income, senior, and disabled Yamhill County residents. It will allow the Yamhill Community Action partnership to move out of a leased, cramped and limiting building and into a new facility where it can respond more effectively to the growing need for emergency food assistance, more efficiently deliver shelter, housing, public transportation, energy and youth services, and provide for a stable and sustainable future through facility ownership.

NW Bridge Street Improvements Project - \$1,188,100

City of John Day, OR

This project will complete NW Bridge Street by adding 6-foot sidewalks on the west side of Bridge Street from NW 3rd St. to 7th St. and improving substandard sidewalks from Main Street to 2nd Street (both east and west) rating. A new pedestrian bridge will add safe passage for pedestrians and bicyclists on the west

side of Bridge Street. Sidewalks, curbs and gutters will replace gravel along the roadways making maintenance for Public Works Department more efficient with gutters transporting storm water to the storm drain system efficiently. New pedestrian lights will enhance the walking and bicycling experience.

City of John Day Main Street Enhancement Project - \$2,290,477

City of John Day, OR

Reconstruct sidewalks to current standards along both sides of Main Street and S. Canyon Blvd., in downtown John Day. Relocate existing overhead utilities lines to underground facilities. Replace existing highway-style "cobra-head" light fixtures and poles with ornamental type fixtures and poles. Add new park benches, and provisions for hanging baskets planters and free-standing planters with drip irrigation to add to the downtown experience.

City of Hines Street Rehabilitation Project - \$325,000

City of Hines, OR

The project is comprises asphalt overlaying and chip sealing streets and roads throughout the City of Hines. This project would relieve enormous strain on the limited yearly budget of the City, and allow it to more efficiently deliver services to residents and visitors alike.

Columbia River Gorge Scenic Improvements - \$500,000

City of Cascade Locks, OR

This project will provide funding to bury power lines located along portions of I-84, the right-of-way of Herman Creek Road which leads to and through National Forest lands, and US Forest Service land.

This project eliminates a 5 mile longitudinal man made fire hazard, improves the reliability of electric services, reduces costs to the City's electric utility and its customers, and reduces visual blight in the National Scenic Area (NSA) by removing overhead power lines that are now located in US Forest Lands or adjacent to the County roadway.

Beach Construction and Jetty Extension, Cascade Locks Waterfront Sail Park - \$750,000

Port of Cascade Locks and City of Cascade Locks, OR

This project will provide funding to construct a 1,000 ft. beach extension, extend

an adjacent existing jetty and construct a new eastern jetty as the City and Port continue the development of an economic development project that will result in a world-class Sailing Center on the Columbia River at Cascade Locks. Beach construction, jetty extension and a new eastern jetty are critical next steps in developing sailboat racing opportunities in Cascade Locks. The Cascade Locks sailing site has been identified as one of the top ten sailing sites in the world and is already an international destination for sailing events. In August, 2009, the US National Moth Pre-Worlds and Moth World Championships will be held in Cascade Locks.

City of Hood River Pedestrian Crossing Improvements - \$450,000

City of Hood River, OR

This project will provide funds to design and construct a comprehensive ADA accessible "Pedestrian Improvement" project that includes traffic light and pedestrian crossing lights, enhanced pedestrian facilities, better lighting, and turn lanes to State Highway 287 (13th Street) which is classified as a major arterial street in the City. The intersection of 13th Street with May Street has been considered a dangerous intersection for many years and the intersection is centrally located between an elementary school and middle school with a total student population of 840 students; a major medical center; a municipal park and baseball field; municipal pool; and numerous medical offices. The improvements at this intersection are appropriate because children are forced to cross the highway (major multi-lane, high-speed arterial street) to travel safely to or from school.

Fixed Base Operator Building/Aviation Training Center at Klamath Falls Airport - \$13,937,000

City of Klamath Falls, OR

The funds will be used to build a Fixed Base Operator Building including construct office space, classroom, laboratory space, reciprocating engine test and turbine engine test. Fixed Base Operators (FBO's) provide various functions on airports including de-icing, refueling, jet maintenance, piston and turbine maintenance, and avionics department.

Brett Way Extension - \$2,930,880

City of Klamath Falls, OR

This project will extend Brett Way, close a failed intersection on Highway 140, and

create a new one that would improve safety and improve access to an industrial park near the Klamath Falls Airport. The completion of this project would open up access to the underutilized airport industrial park area as well as provide a much needed alternate access to the airport.

**New City Hall Building for City of Chiloquin - \$1,525,200
City of Chiloquin, OR**

This project will include the design and construction of a new City Hall for the City of Chiloquin, including but not limited to a new 4,550 s.f. building for government offices and public meetings, parking lot, infrastructure, and landscaping.

**Construction of Public Works Shops - \$351,950
City of Chiloquin, OR**

This project will provide funds to convert the existing City Hall into a Public Works Department facility. This includes conversion of the existing building, the construction of two additional buildings for material and equipment storage, fencing and parking areas.

**Deep Creek Curves, Highway 140 East - \$12,000,000
Lake County Board of Commissioners**

This project will provide funds for realignment of highway 140 in a manner that will eliminate the length restriction for semi-truck traffic.

**Doherty Slide Curve Realignment, Highway 140 East - \$12,000,000
Lake County Board of Commissioners**

This project will provide funds for realignment of Oregon Highway 140 in a manner that will eliminate the length restrictions currently placed on semi-truck traffic.

**Lake County Library Building - \$959,128
Lake County Library District, Lakeview, OR**

This project will provide funds to complete the building of our new public library. The goal is to build a community oriented, accessible, energy and technology efficient, 10,113 square foot main library for the 7,470 residents of Lake County by December 2010

Lake County Railroad Rehabilitation, Phase II - \$2,500,000

Lake County Board of Commissioners

This project will provide funds to rehabilitate the last six miles of the Lake Country Railroad by replacing ties, adding ballast and replacing rail.

Ontario Railroad Underpass Rehabilitation and Reconstruction - \$500,000

City of Ontario, OR

East Idaho Avenue is the primary entrance to the City of Ontario and passes beneath the major Union Pacific Railroad line serving Oregon and Southern Idaho. The roadway structure and overpass was constructed in 1937. There are a number of visible problems associated with the structure which include drainage, truck clearance, concrete spalling, exposed reinforcing steel, driving surface failures, sidewalks that have settled, erosion from adjoining properties, inadequate lighting etc. This project will provide for the reconstruction of the facility, modify the clearances, change the pedestrian crossing, correct the drainage issues, reconstruct the driving surface and provide for landscaping.

Port of Morrow Cold Storage Transload - \$4,800,000

Port of Morrow, Boardman, OR

This project includes construction of a cold storage transload facility for the developing East Beach Industrial Park. This new industrial park has no cold storage facilities yet.

Port of Morrow East Beach Utility Storage - \$2,988,000

Port of Morrow, Boardman, OR

This project includes construction of utility storage for the developing East Beach Industrial Park. The current water and wastewater storage does not have the capacity to serve this park. The project will provide funds to construct a fresh water storage tank and expand the wastewater storage reservoir capacity.

4th Street Improvement Project - \$126,076

City of Moro, OR

Improvements to 4th Street will consist of widening 4th Street for four blocks between Main Street and Hood Street including paved shoulders, curb and gutters, drainage improvements from Hood Street to Azure Lane will include widening the road along with drainage improvements. 4th Street provides the primary access to the new Azure Standard facility and the proposed improvements for this street is needed in order to accommodate the anticipated

volume and type of traffic that will be going to the new facility.

Columbia Gorge Regional Airport Runway and Taxiway Strengthening - \$6,000,000

Columbia Gorge Regional Airport and the City of The Dalles, OR

The Columbia Gorge Regional Airport which is jointly owned by the city of The Dalles, Oregon, and Klickitat County, Washington, has runways that fall below the strength required for some of the aircraft using the facility. Evaluating the existing data it appears that an overlay of approximately 4-5 inches would bring the runway up to strength. In addition it is advisable to improve taxiway strength at the same time to provide a safe environment for larger aircraft operations to the airport.

Without these improvements viability and safety of larger craft landing at the airport will be compromised. This could have a negative impact on development at the airport and economic development in the region, as numerous corporations located in and around the region are utilizing this facility.

The airport is located adjacent to 600 acres Port of Dallesport Industrial Complex. The airport has 500 acres available to light industrial aviation related businesses. We are presently investing in infrastructure at the cost of over \$1.5 million for an initial phase of an industrial subdivision. The types of jobs created would be aviation related, hi-tech, light and heavy industrial manufacturing, food processing, emergency medical services, and wood products.

Brewery Grade/Highway 30 Intersection and Flour Mill Property Redevelopment - \$2,300,000

City of The Dalles, OR

Located at the intersection of Brewery Grade and Highway 30 is a 2.25-acre parcel of property with three unused, large structures; across the street is another large parcel needing redevelopment. Access to both properties is limited. This intersection is at the East Gateway to the City's Historic Downtown area. The intersection is functioning on a marginal basis. The City has proposed to join with two private developers to redevelop both properties and provide space for realignment and signalization of the intersection. On the larger parcel a six-story flour milling building will be renovated for mixed use through private development, along with new structures. The lack of transportation infrastructure

is delaying the private investment of \$25 million. This development will create jobs, both temporary construction jobs and long term jobs in the development itself. The development will create an additional tourism draw to the community creating economic stimulus for the entire area.

**The Dalles Downtown Riverfront Access Phase II: Marine Terminal (Dock) Rehabilitation & Railroad Undercrossing
City of The Dalles, OR**

For the past nine years the City of The Dalles has been pursuing reconnection of our Historic Downtown to our riverfront. This project proposes to link the downtown with the river's edge via two access tunnels under the freeway, one for pedestrians only at Washington Street and another for both pedestrians and vehicles at Union Street. The Union Street Underpass is completed. Included is a tour boat dock at the end of Union Street. The remaining Washington Street Connector includes new street construction along West First Street. A new pedestrian crossing, ADA accessible, under the railroad tracks and sidewalk along West First Street is also included. This request is for Phase II of the master concept plan. It is planned for non-vehicular use and would include a railroad undercrossing at First Street and rehabilitation of marine terminal dock. \$4.38 million is still needed due to inflation of costs. This project will reconnect the community to the river and all of the resources along the river. The dock will be constructed on the site of the community's last significant river dock. It will allow the Columbia River cruise ship fleet docking convenient to the downtown. This will help the economy of the Downtown Business District.

Fremont/Highway 197 Overpass: Phase I Right of Way Acquisitions & Design - \$1,900,000

Wasco County, The Dalles, OR

There has been a need to separate the local residential traffic of Fremont Street from the regional traffic of U.S. Highway 197 in eastern The Dalles. The Fremont Overpass would involve building a bridge to allow Fremont Street to cross over Highway 197. Accident history is driving the need for the grade separation. The construction of a left turn lane on U.S. 197 helped, but problems continue. There has been significant growth in the area served by Fremont Street; new single-family homes, a private assisted living complex, and a Veteran's Nursing Home. The push for additional single-family-dwellings needed to fuel our economic recovery continues to add to the traffic load using the intersection. In fact, fifty

acres of buildable land has just been made available for sale. School District #21 has completed a strategic planning process to build a new elementary in this area. All of this activity drives the need to construct the Fremont Overpass.

**Gorge Applied Professional Technical Training Center (APTT) - \$7,500,000
Mid Columbia Council of Governments (MCCOG)**

The Gorge Applied Professional Technical Training Center (Gorge APTT Center) will initially satisfy demand among the region's 550 contractors for knowledgeable workers in the construction industry by providing Pre-Apprenticeship Construction Training which is not currently provided in the region. Once the Pre-Apprenticeship Program is underway, emphasis will be placed on adding new green technology construction programs in support of and in cooperation with existing programs such as the Renewable Energy Technology Program underway at the Columbia Gorge Community College. As a regional training center, the Gorge APTT Center will have the ability to act quickly to community needs and support the local industry and workforce partners. Over time, other training programs will be added to support the anticipated increase in demand for jobs in renewable energy, energy efficiency and mitigating degradation to the environment and associated technologies.

It is estimated that at the end of one year, the Gorge APTT Center will train 200 workers in general construction including one specialized field such as Plumbing; Electrical and Heating, Ventilation and Air Conditioning (HVAC). Trained workers will receive placement assistance into entry level positions.

An investment in the Gorge APTT Center will provide the region with a pipeline of trained workers that will meet the needs of contractors and other employers as well as provide a career path for at-risk-youth, dislocated adults, returning veterans, and other workers facing barriers to employment or post secondary education.

**Mid-Columbia Senior Center Renovation Project - \$1,600,000
Mid-Columbia Senior Center, The Dalles, OR**

With more active adults in the area than ever before and more baby boomers retiring every day, this project will provide funds to renovate and expand the 20 year-old Senior Center building. Specifically, funds will add an additional 10,000 s.f. and provide the following: a commons area to sit and socialize, additional

office space for other organizations/agencies serving seniors, a medical clinic in the Center, a designated exercise room, two additional classrooms, and an expanded dance floor and stage.

Repairing of City Streets and Sidewalks - \$400,000

City of Fossil, Fossil, OR

This project involves major repair of paved streets in Fossil which would include new asphalt and repairing and adding to Fossil's sidewalks. The funding will be used for engineering, planning and construction.

East End Bridge Replacement - \$308,850

Mitchell Revitalization Committee & the City of Mitchell, Mitchell, OR

This projects aims to remove a dilapidated county bridge and replace it with a new bridge. It is located on the east end of the Mitchell business loop and is vital to the town's viability as well as emergency services since there would only be one way in or out of town without this bridge. The county has mentioned closing this bridge due to costs and concerns about the ability of the bridge to withstand people and trucks driving on it, as it was built in 1929.

Mitchell Kids' Center - \$725,000

Mitchell Revitalization Committee & the City of Mitchell, Mitchell, OR

This project involves purchasing an old, boarded up building and have it remodeled to be a kid's center for the city. Currently, we have very little for the children of the town to do, and this would be an area where they could have supervised fun with video games, ping-pong, pool, etc. The planning would take an architect to come in and work up plans for remodeling of the building after the purchase price of \$70,000.00. The rest would go towards construction and purchase of all the equipment as well as the creation of 2 jobs for supervision and oversight/accounting.

Mitchell Park Renovation - \$823,500

Mitchell Revitalization Committee & the City of Mitchell, Mitchell, OR

This project involves removing the few, old items of play equipment, and some very unsafe, splintered park benches and picnic tables. We have picked out some very nice, safe play equipment which has something for all ages and even an area for disabled children, along with a large swing set. The area would need to have sand hauled in for under the play area, with beams to keep the sand in those

areas. Sod would be replaced, and fencing and new plants around the park. All picnic tables and benches would be good quality that will last many years. The renovation would also include complete overhaul of the bathrooms that exist now and are near the park, which has one for men and one for women and are not able to be open in wintertime. The costs include all the items for the bathrooms including lights, mirrors, soap dispensers, etc. The costs for the park renovation include adequate lighting for nighttime, as well as a stage for concerts in the park in summer.

Mitchell Sidewalks and Solar Street Lights - \$640,000

Mitchell Revitalization Committee & the City of Mitchell, Mitchell, OR

Our sidewalks are in great disrepair which poses a liability threat as well as simple safety and beautification of our city. We would like to have the sidewalks all removed and new sidewalks put in along with ADA requirements, and solar street lights to have our city be "green" as well as increasing the beauty and safety of our town, and save some electricity. There has to be some planning, although we have gone through some of this process already - and will need to decide on which street lights for sure, and then removal of the old sidewalks and clean-up as well as construction of the new sidewalks, in accordance with all requirements being met.

Highway 140 Curve Correction - \$2,799,728

Oregon Department of Transportation, Lake County, OR

Highway 140 winds its way from the Oregon/Nevada border through Lake and Klamath counties and on to Medford. Between Lakeview and Medford the highway is a designated freight corridor, but east of Lakeview the highway faces restrictions on trucks that impede freight movement.

Among the problems facing trucks on this section of highway is a curve at mile point 21 (Warner Curve) east of Lakeview. While this section of highway is posted for 55 miles per hour, this curve has warning signs limiting traffic to 30 mph-even lower than other curves in the area, which are posted for 40 mph. This particular curve, along with others on the highway, contributes to restrictions on the length of trucks that can travel the corridor and causes safety problems, including several fatalities at this location.

ODOT is planning to correct this curve in order to allow vehicles to travel the

curve safely at 45 miles per hour. ODOT plans to straighten the curve and widen the shoulders to the standard five feet, which will improve safety. The project will also replace two culverts with a more environmentally-friendly culvert to aid fish passage. When combined with other projects that are in the development stage, this project would allow eventual removal of length restrictions on Highway 140, opening it up to freight movement.

RVTD South Gateway Transit Service - \$2,428,000

Rogue Valley Transportation District (RVTD), Jackson County, OR

The S. Gateway Public Transit Route is located in east Medford in an urbanized area with medium to high density. This area is not currently part of the transportation network, causing limited mobility and decreased options for accessing destinations other than by automobile. During the RVTD Ten-Year Long Range Planning process, the Rogue Valley community came to a consensus that establishing service in the east Medford area was critical and a region-wide priority. An approximate 1-mile stretch of transit exists today in the westerly portion of the S. Gateway area. Demand has grown considerably over the years causing bus seat capacity issues along this stretch. At times of the year passengers are requested to wait for the next bus because no room is available. Additional service will provide increased seat capacity and transfer ability for passengers to reach east Medford.

The implementation of the S. Gateway route will provide relief to congestion and high fuel prices and improve air quality by reducing reliance on the automobile. Having access to transit is essential to being able to use transit. Currently no service is provided to east Medford, which has likely caused an effect to increase congestion and pollutants. A route to east Medford will provide access within 1/4 mile to several major destinations, including RVMC and its off-site clinics. The route could enhance service on Hwy 99 to provide greater connectivity.

Highway 199 Improvements - \$1,300,000

City of Grants Pass, Grants Pass, OR

This project involves enhancing the environmental value of a section of Highway 199 in the City of Grants Pass, Oregon. Highway 199 is a designated expressway that provides the primary route connecting northern California and southern Oregon coastal communities with Interstate 5 - the main interstate highway on the west coast.

In early 2006, Grants Pass city staff and a team from the Oregon Department of Transportation (ODOT) began working on construction plans to improve safety on Highway 199 and provide an attractive entrance into Grants Pass. The initial landscape concepts were negotiated with ODOT in 2007 and since have been refined. To date, the City and ODOT have invested considerable resources in project design and are ready to proceed.

The project involves installing landscaping from Rogue Community College (at the edge of the city's urban growth boundary) through to Allen Creek Road. This encompasses the Redwood Passage and Suburban Corridor sections of the highway that approach and enter into the urban center. Not only will the landscaping make a more attractive drive for those using Highway 199, it also will serve as a means for calming traffic as it transitions from highway (55 miles per hour zone) through the Redwood Passage (50 miles per hour zone) into the heavier traffic Suburban Corridor (45 miles per hour zone) to the urban center (zones 35 miles per hour and less). Landscaping will be installed along the highway in such a manner as to provide visual clues to the driver that he/she is entering into an area with increasing amounts of congestion and needs to pay more attention to turning vehicles, cross traffic, pedestrians, and cyclists. The general landscaping characteristics for each section of highway will be as follows:

| | |
|----------|--|
| | Plantings reflect surrounding landscape character |
| Redwood | Tree clumpings transition to more consistent rhythm |
| Passage | Redwood trees create unique identity |
| | Paved median with stamped concrete |
| | Tree plantings at roadway perimeter |
| | Begin rhythm/repetition of tree species |
| Suburban | Shrub plantings in median in 300' - 400' segments; paved median |
| Corridor | in 150' segments |
| | Contour grading at triangle planter |
| | Design plantings to enhance pedestrian experience along the path |

Bandon Boat Basin Revitalization - \$3,500,000

Port of Bandon, Bandon, OR

Funding is requested to replace the port's boat basin, which is no longer safe or

adequate for the type of use demanded of it. When the boat basin was built in 1982, it was intended to accommodate the commercial salmon trolling fleet, but with the demise of that industry, along with the addition of the Bandon Dunes Golf Resort, the port now primarily serves recreational users, and has to provide moorage to several yachts as long as 147'. The current basin can simply not accommodate these types of users, which provide an important source of revenue to the economy. Specifically, funding is needed for new concrete replacement docks with upgraded utilities are needed to meet the needs of today's mariners and fishers.

Housing Relief Rehabilitation and Construction - \$6,500,000

Coquille Indian Tribe (CIT), Coos Bay, OR

This project involves \$6.5 million to fund three housing rehabilitation and construction projects on the Coquille Indian Tribal Reservation:

Development of an approximately fifty lot subdivision on the reservation for tribal members to build homes. \$2.5 million

The Coquille Indian Housing Authority is in the process of major rehabilitation work on existing units. The work is scheduled for several years out due to budget constraints, but if they had more funding they could finish the work up this coming year. \$812,000

Ten additional low income housing units. \$3.2 million.

Reservation Roads & Transportation Infrastructure - \$4,350,000

Coquille Indian Tribe, Coos Bay, OR

This project involves \$4.35 million to fund four road and transportation infrastructure projects on the Coquille Indian Tribal Reservation:

Miluk Drive (BIA Route 1000) Expansion & Extension project \$450,000

Wisconsin Road Extension (BIA Route 2100) adds an industrial park & housing lots \$3.5 million

Libby Spur Road (BIA Route 4100 Tsunami Evacuation Route) \$400,000

City Of Lakeside Transportation Systems Improvement Plan - \$9,949,564

City Of Lakeside, Lakeside, OR

This projects aims to implement actions within the City of Lakeside's Transportation Systems Improvement Plan. Funding will be utilized to upgrade high priority roads and right of ways within the City of Lakeside. Funds will be spent within the local south coast economy on construction of priority road

segments. Within 15 days of allocation, the city will post an RFP for the first ten sites within the Road and Right Away Plan. The Coos Bay Engineering firm, Dyer Partnership has engineered all improvements. It is expected that contracts can be developed and funds can be put on the ground within 30 days.

Coos Historical & Maritime Center - \$10,000,000

Coos County Historical Society, Coos Bay, OR

Funding is requested for construction of a new waterfront community center to expand an array of significant and enduring benefits for the largest metropolitan area on the Oregon coast, a severely economically-distressed community.

Lakeside Fire Station - \$4,931,789

Lakeside Fire Dist # 4, Lakeside, OR

The current Fire Station, built in 1954, does not provide adequate protection from natural disasters, such as earthquakes, nor does it provide an adequate facility to train or house emergency responders and apparatus. The design and construction of a new Fire Station and adjacent training facility will enable the Fire District to meet the immediate needs of the community. The Fire District currently owns the land necessary to facilitate this project. All allocated funds will be used to design and construct a new Fire Station and training facility. A small portion will be used to furnish the completed building.

Port of Coos Bay Ice Dock - \$422,000

Oregon International Port of Coos Bay, Charleston, OR

The Charleston Ice Dock, owned by the Port of Coos Bay, is the ONLY source for flake ice for the commercial fishing fleet on the Southern Oregon Coast. Charleston is home port to over 200 commercial fishing vessels and an additional 200 transient commercial fishing vessels rely on this facility to provide their critically needed ice. The existing ice machine is outdated, prone to malfunction, expensive to update and repair, and is an environmental and human health hazard. The requested funds will be used to replace this system with a new, energy efficient, EPA-compliant "North Star Flaker" machine.

TransPacific Road Realignment - \$1,750,000

Oregon International Port of Coos Bay, Coos Bay, OR

Funding is requested to realign an industrial road on the North Spit to eliminate one unsafe curve and two rail crossings. The road provides service for an existing

lumber mill, marine commerce dock facility and fabrication plant, daily trucking of materials and cargo, and will allow further development of this industrial property.

Port of Brookings Harbor Marina Rehabilitation Project - \$895,000

Port of Brookings Harbor, Brookings, OR

Years of rough weather, salt water and large boats, especially commercial fishers, have taken a serious toll on the POBH's docks (384 slips). Funding is needed to replace whalers, floats, electrical service and other dock related items; as well as high-dock pilings to protect commercial fishers from becoming entangled in the dock system when off-loading catch and to upgrade and repair the boat lift and ways necessary for boat maintenance. Failure to do this will seriously impair POBH's ability to generate operating income to sustain port services.

Port of Brookings Harbor RV Park Upgrade - \$1,080,000

Port of Brookings Harbor, Brookings, OR

The POBH RV park requires an upgrade of its electrical system in 82 of its 126 spaces. Approximately half the park must convert from its outdated 30 amp electrical service to RVs to 50 amp in order to accommodate modern recreational vehicles. All sub-panels (electrical service outlets) need to be replaced due to age and weathering is salt air. The POBH RV park needs to replace its outdated and non-functional restroom facilities. Both are critical in attracting visitors to the park. Port of Gold Beach Commercial Building

Funding is requested to construct a commercial building that will be used by small businesses (primarily the construction trades) and that will also contain office space, a board meeting, and maintenance shops for use by the Port. This building will replace a building that is approximately 40 years old and extensively deteriorated. Offices, Meeting Spaces, and Shop Building Construction, Port of Gold Beach, Oregon.

Port of Gold Beach Commercial Building - \$494,400

Port of Gold Beach, Gold Beach, OR

Funding is requested to construct a commercial building that will be used by small businesses (primarily the construction trades) and that will also contain office space, a board meeting, and maintenance shops for use by the Port. This building will replace a building that is approximately 40 years old and extensively deteriorated. Offices, Meeting Spaces, and Shop Building Construction, Port of

Gold Beach, Oregon.

Garden Valley Boulevard Paving Improvements - \$2,000,000

City of Roseburg, Roseburg, OR

This project would include grinding and resurfacing Garden Valley Boulevard between Interstate Five and Stewart Parkway. Garden Valley Boulevard is an arterial with the highest average daily traffic of any street in Roseburg. This section provides access to much of the commerce that occurs in Roseburg and to the Veterans Administration Hospital Campus. The City, County, and VA Hospital are currently jointly competing for placement of a state Veterans Home on the existing VA campus, which will increase traffic on this arterial route and create several hundred jobs.

Highway 138E Improvements - \$18,000,000

Oregon Department of Transportation (ODOT), Roseburg, OR

Highway 138E is a vital link between the I-5 corridor and greater Roseburg to key destinations in central Oregon and the Cascades, including Crater Lake National Park. The alignment of the highway corridor through downtown Roseburg requires maneuvering a frequently congested and circuitous course of sharp turns. While the role of a regional highway such as Highway 138 is to efficiently serve both freight and through travel, Highway 138 flows through central Roseburg and also functions as a main street, providing access to local businesses and residential neighborhoods. As the corridor has experienced continual increases in traffic volumes, these conflicting functions have led to inefficient travel for through traffic and congested and unsafe access for local businesses and pedestrians.

The Highway 138 Corridor Solutions project will modernize the highway and local streets and add capacity to relieve congestion and address high crash rates at certain intersections. The project will also add bike lanes, sidewalks, and possibly transit pullouts. These improvements will help the highway function better for through traffic on the corridor, and it will also help make the road system in downtown Roseburg work better for local residents and businesses. Solving these transportation problems on the corridor is expected to help create demand for commercial and industrial development along the corridor, which currently has a good deal of underutilized land on abandoned mill sites.

A detailed planning study has been completed, and an Environmental Assessment is currently underway. The project could go to construction in 2012. Funding in 2010 would be used for preliminary engineering and acquiring right of way.

Roseburg Regional Airport Runway Expansion - \$1,560,000

City of Roseburg, Roseburg, OR

This project would add 400 feet of length to the north end of the runway at the Roseburg Regional Airport. Currently, the runway is too short for certain aircraft based at the airfield to take off with a full load of fuel under certain weather conditions. Expansion of the runway will allow additional aircraft, typically used for business travel, to utilize the Roseburg Regional Airport. Options for expanding the runway have been studied, and the Roseburg City Council has chosen a preferred alternative. Funds would be spent on design and construction of the expansion project.

Winchester Bay Park and Recreation Expansion Project - \$11,425,051

Salmon Harbor Marina, Winchester Bay, OR

Funding is requested to complete Phase III of Salmon Harbor's Winchester Bay Park and Recreation Expansion Project, which includes two elements: Construction of a 9,378 square foot Community Recreation & Welcome Center to provide an important indoor year-round common gathering place for RV Resort guests to use especially during inclement weather. It would also be available for rent to the general public for recreation, family events, community events, meetings, conferences, and similar functions. The building will include a large meeting area that can be divided for multiple functions, a catering kitchen, lobby area for information and registration, and an administrative office. Construction of 46 RV sites to meet customer demand during the summer months. Each site will be longer and wider to accommodate today's "Big Rig" RVs with their extra vehicles and toy hauler trailers, have double electric pedestals to serve various RV configurations, and prime unobstructed views of the ocean, river, dunes, and harbor.

Phase I was completed in 1999 and Phase II was completed in 2000.

Bear Creek Greenway Crossing at Barnett Road - \$3,900,000

City of Medford, Medford, OR

The project aims to create a bicycle/pedestrian bridge carrying the Bear Creek Greenway across Barnett Road. The funds will be used for site acquisition, fees,

utility relocation and bridge construction.

Downtown Community Center at the Carnegie - \$4,050,000

City of Medford, Medford, OR

This project involves revitalization and renovation of the vacated downtown historic Carnegie Library building to accommodate and fill the need for a community center in the heart of downtown Medford. The renovated facility would provide much needed space for community gatherings, family and adult continuing education venues, display of local art and historic artifacts and public meeting space. The building and grounds are intended to be maintained to support both indoor and outdoor events such as the Medford Grower's Market, private wedding ceremonies and receptions, summer and fall art walks, organic food and wine festivals, indoor and outdoor music concerts, performing arts and holiday events for children and adults alike. Additional planned uses could include a library featuring rental of best sellers, an art gallery showing local artists with touring shows from major galleries available on occasion.

Generations Community Foster Care - \$27,039,415

OnTrack, Inc, Medford, OR

Generations will provide a new model of foster care ("The Oregon Model") that can become the way foster care is done in Oregon and maybe throughout the nation. The project is a green, (environmentally, socially and financially sustainable) intergenerational community providing 62 senior units and 19 family units for Child Welfare-involved families who have completed all of their treatment and services goals. Both senior and family outcomes will improve as seniors share the vitality of living with young children and their families, and children organically create extended "grandparent" relationships that will guide and support them and their families. Seniors can age in place with the support of the community. It will offer affordable home ownership for seniors to allow them to build equity and affordable rentals for vulnerable families and seniors.

GreenDream - Remodel of Helman/Hersey Bldg - \$1,000,000

DreamSacks, Inc., Ashland, OR

This project intends to create office space as well as a packing and shipping facility and warehouse space in an old wood processing mill. Plans include street side landscaping, outside "facelift", updating electrical wiring and transformers, solar collection panels, and making a vibrant facility in what has long been a

neighborhood eyesore. The project is \$1,000,000 in scope and we are requesting funding for 40%.

This is a shovel-ready project. The plans have been drawn and are in the city offices with all indications they will be approved. The bidding process has been completed. The initial electrical retrofitting is completed. The funds will go to the remodel: site work, concrete, masonry, structural steel, solar panels, framing, millwork, siding, insulation, doors, windows, roofing, plumbing, heat and cooling system, electrical, flooring, painting, landscaping, fire suppression system, bike racks.

Medford City Hall Space Utilization - \$8.7 million

City of Medford, Medford, OR

This project involves adding two floors to the City Hall Annex to provide for development services consolidation to provide one stop services for all development customers. The one stop program was cited by a recent study as the most effective way to improve development services and reduce time from inception to completion in the development process. The space would also provide accommodations for the Engineering Division of Public Works who have been housed in temporary modular quarters for the past seven years. In addition the extra space created would provide for Police Department expansions to allow for detective interview rooms, extra patrol space and provide for future personnel needs.

RCC Justice Education and Training Center (JETC) - \$3,550,000 to \$4,500,000

Rogue Community College District, White City, OR

RCC is seeking \$2.84 mil to \$3.6 mil to remodel and equip a portion of the college's Table Rock Campus to create a regional Justice Education and Training Center (JETC). The JETC will serve as a state-of-the-art center to prepare students for careers in municipal, county, state and federal criminal justice and public safety careers as well as prepare them for their successful transfer to a higher level educational institution.

The center for regional in-service training and continuing education to meet the needs of law enforcement, corrections and public safety agencies in the College district and potentially northern California.

RVTD Expanded Service Hours - \$5,720,000

Rogue Valley Transportation District (RVDT), Jackson County, OR

RVTD is a public transit agency under ORS 'Transportation District'. RVTD is the primary public transit provider in Jackson County, Oregon serving approximately 159,000 residents in 158 square miles with fixed-route, para-transit and public outreach services.

RVTD does not have a sales tax or payroll tax to rely on for operations funding making expanding services extremely difficult, yet transit is an increasingly essential part of our urban services. We rely on a 17 cents per thousand property tax levy and Federal/State grants.

RVTD currently has severely limited hours of operation that does not meet the needs of commuters, students or visitors. RVTD's routes begin at 5:30 AM and end at 6:30 PM, and run only Monday through Friday. Workforce and other trips are not easily accommodated with a 13-hour service day. For example, a person who lives in Talent but works in White City would arrive in White City at 7:35AM by catching the earliest bus possible with a 1:15 minute commute. To return this person would need to catch a bus no later than 5:30PM to transfer to the last bus leaving for Talent. While this schedule might work for the typical 8-5 day, with no wiggle room, only a small portion of employment throughout the Rogue Valley can use this type of schedule. The majority of workforce and higher education schedules are not accommodated by the current RVTD hours of operation. Non-workforce trips such as recreation, visitor or shopping would also be better accommodated with extended service hours and thereby increasing the area's quality of life. For the person in the above example, this would allow them to stop and do some errands before heading home.

With inadequate transit operating hours, the likelihood that the private automobile is the primary transportation choice is very high. When the only alternative is to drive a car, air quality and congestion suffer. The additional costs of owning a car during these economic times is also causing hardship on Rogue Valley residents. If transit service were available earlier in the morning and later in the evening, more residents could utilize their local transit system.

RVTD conducted community planning in the fall of 2007 allowing us to better understand the varied demographics throughout the Rogue Valley. A Long Range Plan and Strategic Business and Operations Plan (available on our website at

www.rvtd.org) followed the community planning which identified Expanding Service Hours in the top two service enhancements. Recent analysis of the t12 largest employers and other major destinations has shown their hours of operation will be accommodated with an 18-hour service day.

RVTD Fleet Expansion - \$2,714,600

Rogue Valley Transportation District (RVTD), Jackson County, OR

RVTD is a public transit agency under ORS 'Transportation District'. RVTD is the primary public transit provider in Jackson County, Oregon serving approximately 159,000 residents in 158 square miles with fixed-route, para-transit and public outreach services.

RVTD does not have a sales tax or payroll tax to rely on for capital funding making expanding services the fixed-route fleet difficult, yet transit is an increasingly essential part of our urban services. We rely on a 17 cents per thousand property tax levy and Federal/State grants.

Shady Cove Street Infrastructure Project - \$11,740,000

City of Shady Cove, Shady Cove, OR

This project aims to survey, design and construct all streets in the community to meet ODOT/APWA standards. Design and construction to include; water distribution & fire hydrants, sewer where necessary, storm drains with greenways and retention basins to assist in meeting TMDL's for the Rogue Basin, all other utilities underground, curb & gutter with asphalt surfacing, sidewalks and bike lanes, and new streets to provide connectivity.

Table Rock Road - \$3,760,000

Jackson County, Medford & Central Point, OR

Table Rock Road from the Interstate 5 over crossing to Biddle Road is a narrow two-lane rural road with 12-foot travel lanes and 4-foot shoulders. This unimproved section of urban roadway has no sidewalk, curb and gutter, bicycle lanes, or drainage features. Numerous business and residential accesses, as well as two connecting streets (Airport and Hamrick Roads), are located on this section and the lack of turn lanes on this facility is increasingly causing traffic delays and safety problems. Current average daily traffic (ADT) for this section exceeds 11,000 trips per day and is projected to increase to 15,000 by year 2023.

The proposed project will widen Table Rock Road to Jackson County Urban Arterial design standards and will include a 5-lane facility with four travel lanes, two-way left-turn lane, bike lanes, curb, gutter and sidewalks from Biddle Road to Airport Road. The project will be designed to accommodate a future signal at the intersection of Airport Road. From Airport Road to the Interstate 5 over crossing, the typical section will be a 3-lane facility with two-through travel lanes, a two-way left-turn lane, bike lanes, curb, gutter and sidewalks. The project length is approximately 5000 feet.

Additional matching funds from private developers, including right-of-way donation, may be available if project funding is secured.

A significant key to long-term traffic congestion and mobility problems within the North Medford / Central Point area is the development of a grid system of streets and less reliance on 1 or 2 major arterials. Table Rock Road serves as an important parallel route to Highway 62. As Table Rock Road becomes increasingly congested, trips will divert to Highway 62, adding to capacity problems already existing on this congested state highway. The improvement of this section of Table Rock Road complements the recent widening project north of Biddle Road and further develops Table Rock Road as a parallel route to the highly congested Highway 62.

Highway 199 Improvements - \$4,583,500

City of Grants Pass, Grants Pass, OR

Redwood Avenue is an arterial that parallels Highway 199. The street is currently a two lane road with barrow ditches along the sides. Other than Highway 199, Redwood Avenue is the only continuous east/west route through the area. As a result, it carries significant traffic (1,330 trips in peak hour in 2004).

The improvements to Redwood Avenue are important to the State. Redwood Avenue provides an alternate route for Highway 199 and is the only reasonable detour route should there be significant problems on Highway 199.

This route is already experiencing problems. A few years ago, the Oregon Department of Transportation (ODOT) removed a left turn onto Highway 199 at an intersection that had been the scene of serious accidents. The removal of the left turn lane was a very effective solution for the highway but it forced more traffic to use Redwood Avenue. Rather than use the planned traffic signal which

would have safely allowed vehicles to turn left at the highway, the traffic was forced to stay on Redwood Avenue where it added to the congestion.

The congestion is made worse by the lack of sidewalks and bicycle lanes. Bicycles and pedestrians must use the shoulder immediately adjacent to Redwood Avenue. Many of the older homes have access directly off the arterial resulting in many turns off the road. Vehicles will pass the vehicles waiting to turn left by using the shoulder as a travel lane, further increasing the danger for pedestrians and bicyclists. Even the right turns add more danger as drivers often do not look for the bicyclists or the walker.

The crash data shows the seriousness of the safety issues. In 2006 there were 16 crashes within the project boundaries, 19 in 2007 and four through June 2008. One of the crashes was a rollover. This is significant for a city street and is particularly dangerous for pedestrians and bicyclists.

There is a clear state benefit to get the traffic off Highway 199 and onto Redwood Avenue. There is a clear state responsibility to address the impacts of diverting traffic onto underdeveloped local streets that are experiencing high accident rate.

The solutions in the area will be the responsibility of the City. The City and County have an intergovernmental agreement that gives the City the lead on any development in the urbanizing area outside the City limits. The City has taken the lead and, to date, provided all of the funding for the projects. The County is not in the position to be able to financially participate in any solution.

In this case, the solution is to widen the road for 4,900 feet to 48 feet and install a center turn lane, two travel lanes and two bicycle lanes. In addition, curb, gutter, sidewalks and a planter strip will be installed along both sides.

This project is included in the adopted Master Transportation Plan. That Plan, adopted in 1998, identifies this project as "high" priority and provides a list of funding sources including state, local and private funding for this project. The City was able to form a local improvement district to provide 42% of the funding to install the improvements through the commercial area. It will be more difficult to form the local improvement district through the residential section of the road.

The City was able to address some of the congestion issues through the installation of two signals. The remaining solution must address safety for all users of the road.

While the focus is on safety, the project also will benefit transit as the project can be designed with transit stops. In a time when travelers are looking for alternative modes, the addition of transit shelters will be welcomed.

This project has very strong support in the community. There is clear consensus on the need for the improvements and the conceptual design for project. The City has the conceptual design completed and a cost estimate. The project can be ready to construct as early as summer 2010.

The scope and expense of the project and critically needed public safety benefits justify use of taxpayer dollars. Improvements along this roadway will support the state highway system by providing a safe, alternative route in the event a detour is needed.

**Food Bank Family Remediation and Development Grants Pass - \$1,700,000
City of Grants Pass, Grants Pass, OR**

The City of Grants Pass acquired a 250-acre former farm just outside the city limits for park, open space and community garden purposes. An environmental contamination problem has been identified on a small portion of that property (less than 1 acre). The contamination is associated with an old dip tank operation to apply pentachlorophenol treatment to wood poles.

The City must clean up the contamination before the site can be used for public purposes. One of those public purposes is to create a Food Bank Family Gardens program. The program includes family gardening, education, community kitchen food preparation, storage, distribution to the needy and offices.

Our Federal Appropriations funding request will be used to eliminate the pentachlorophenol contaminated soil problem and establish a permanent home for the Food Bank program. With the soil remediation, the food bank operation will develop a permanent home on 10 acres of adjoining land, not on the reclaimed contamination site.

The project is vital as hunger is a real problem in our community. Josephine County, of which the City of Grants Pass is the county seat, is considered by the State of Oregon as one of seventeen "severely distressed" communities in the state. Unemployment is well in excess of 11%, and climbing. In 2000, the US Census identified 50% of families living in Grants Pass as low- to moderate-income. Given the status of the current local and national economies, we know this number to be dramatically underestimated. Many of these families rely on government and non-profit support programs to survive. Sustainability of food production, distribution and education will help alleviate hunger. Last year the food bank gave out over 1.7 million pounds of food.

This project focuses on sustainability by providing home grown fresh produce to the county's needy children, families, and elderly. Furthermore, the project provides a permanent home for the food bank with preparation, storage and distribution facilities. The food bank establishing garden plots and teaches food growing and preparation classes so individuals can learn to grow, preserve, and prepare their own produce.

Grants Pass Forest Service Property Acquisition - \$2,372,000

City of Grants Pass, Grants Pass, OR

This project involves the acquisition of property from the US Forest Service. The property is a historic forest service compound located on J Street in the City of Grants Pass, Oregon. This property is of no further use to the Forest Service. The US Forest Service is seeking to sell the property. The City of Grants Pass would like to acquire the property for conversion into a community hall. While preserving the historic elements of the property, the City of Grants Pass will modify the facility to serve as a meeting place for non-profit groups active in the Grants Pass area. Groups expressing interest in the project include Meals on Wheels, Rascals (a senior citizen computer club), Willamette Steelheaders, and the local Lions Club. A commercial kitchen will be built at facility as part of the renovations. Rogue Community College will use this kitchen for a new cooking school (part of a strategy to provide more career training opportunities locally). The new kitchen facility also will provide a location for Meals on Wheels to prepare their food.

Community centers, such as this, play a critical role in community development. They provide safe, accessible community space for activities that meet community needs. This facility will serve to strengthen and unite the community,

a function that is critical in this time of economic hardship. The community center will open opportunities to raise public consciousness through public education, art, music, culture, craft, communication, and civic discourse and debate. The City of Grants Pass currently has no public facility to serve these purposes.

**Highway 99 Improvements (from Hamilton Lane to the city limits) - \$2,020,332
City of Grants Pass, Grants Pass, OR**

The City of Grants Pass will use the requested funds for safety improvements along a 1,375 foot section of the Rogue River Highway (OR 99) in Grants Pass between Hamilton Lane and the city limits. The Oregon Department of Transportation (ODOT) has identified this section of OR99 (Rogue River Highway) as one of the most hazardous roads in the region. This roadway ranks in the top 10% of roads listed under ODOT's Safety Priority Index System (SPIS), a method developed by ODOT for identifying high crash locations on state highways.

This section of OR99 that runs through the City of Grants Pass currently has no sidewalks or bike lanes to accommodate non-motorized traffic. Pedestrian and bicycle traffic has been increasing as the area has developed. In recent years, an elementary school, several parks, and multifamily housing have been built in the area near this section of highway, resulting in a significant increase in pedestrian and cycling activity. The high-speed traffic along this section of OR 99 and lack of pedestrian and bicycle facilities make this neighborhood in Grants Pass extremely hazardous.

Not only do sidewalks serve to keep pedestrians safe, experience from other communities shows they also enhance the community and make it easier to attract businesses to the area. Non-motorized transportation improvements including sidewalks and bicycle lanes have long been considered among the best practices for promoting community livability -- the environmental and social qualities of an area as perceived by residents, businesses, and visitors.

OR 99 in Grants Pass has long been referred to locally as "the Miracle Mile". This section of highway serves as a point of entry into the City and Rogue River parks. By replacing dirt turnouts with sidewalks and landscaping, the City can help revitalize this once thriving part of Grants Pass; thereby, renewing a source of pride for the community to be enjoyed by residents and visitors alike. The proposed improvements will increase property values in the area. More

transportation options in a more esthetically pleasing environment will attract more individuals to the area to frequent local businesses, which should entice new businesses to the area and encourage business growth.

The project's urgency is driven primarily by safety issues along the Rogue River Highway. As mentioned earlier, this is a dangerous section of Oregon highway, ranking in the top 10% SPIS sites in Region 3. Population growth in this area, especially among young families with children, has greatly increased concerns about pedestrian and cyclist safety. The City is unable to move forward with these improvements in the foreseeable future without federal support.

The use of taxpayer dollars is clearly justified with this project. First, the project will directly benefit a state highway. The bicycle and pedestrian facilities proposed will provide for a safe and pleasant environment along OR 99. All improvements will occur within the state right-of-way. Second, the project benefits a rural/distressed community. The section of OR 99 identified for improvements is located within Josephine County. In 2007, the Oregon Economic and Community Development Department identified Josephine as one of seventeen severely distressed counties in Oregon. Third, the project clearly benefits economic development in the area. Improving the environment for non-motorized transportation will greatly enhance the livability of the area. These improvements will help revitalize an aging commercial area in Grants Pass, helping to restore a sense of community pride in the area. A more attractive and pedestrian-friendly environment will help attract consumers and other visitors to the area, helping to improve sales at existing businesses and encourage new business growth.

Hubbard Lane Improvements - \$4,583,500

City of Grants Pass, Grants Pass, OR

Hubbard Lane is the traditional country lane serving a growing urban area. The intersection at Hubbard Lane and Highway 199 will be the last signalized intersection with the urban section of Highway 199.

Two critical facilities, an elementary school and the Fire/Police station which serve the entire southwest area, rely on Hubbard Lane.

Hubbard Lane provides only 22 feet of asphalt surface for vehicles. This leaves next to no width for a shoulder for pedestrians and bicyclists. As a result, parents

will testify that they drive their children to school, even if it is only a few blocks away rather than allow the children to walk under such dangerous conditions. This will become more critical when the Fire station is open and the narrow asphalt lane must be shared with fire trucks.

The improvement of Hubbard Lane is important to the State. The locally maintained roads of Redwood Avenue and Hubbard Lane provide an alternate route for Highway 199. It is the only reasonable detour route should there be significant problems on Highway 199. This alternate route has the potential to safely divert more traffic off the highway as more vehicles begin to use the signalized left turn at Hubbard and then a right turn onto Redwood Avenue. Any reduction in traffic on Highway 199 is a benefit to the State system.

At the same time, this is also a safety issue for the State system. The intersection of Hubbard and Highway 199 has been the scene of terrible accidents. A signal is planned for the intersection and the community is very supportive of this. The new signal will encourage the use of Hubbard as part of a bypass to Highway 199. However, a 22 foot wide Hubbard Lane is not designed to handle this additional traffic. The solution to the safety issue on the highway should not simply move the problem off the highway and on to a clearly inadequate local street. The widening of Hubbard Lane is a State need.

The solution is the widening of the road for 2,300 feet to add bicycle lanes, curb, gutters and sidewalks which are separated by a parkway strip. The road surface is planned at 42 feet wide with 6 foot bike lane, 5 foot planter and 6 foot sidewalk. The project will need to acquire right of way as this section has only 40 foot of right of way. In addition, the roadway will need to cross an irrigation ditch as well as Sand Creek which will increase the cost of the project.

The project will add both capacity and safety. The curbs and gutters will define and limit the driveways. There will be adequate space for the bicycles and the sidewalks will provide safety for pedestrians.

This project is included in the adopted Master Transportation Plan and the design work is budgeted for this fiscal year. Over the next year, the design will be completed and the right of way purchased. It will be ready to build in 2011.

The City recognizes it is a partner in this. This is not solely a state responsibility. The City has set aside \$870,000 to fund this project through the Transportation System Development Charges (SDC). In addition, the City currently is collecting a signal S.D.C., which will be provided to Oregon Department of Transportation to defray some of the costs for the signal at Hubbard Lane and Highway 199.

Locally, the solutions in the area will need to come from the City. The City and County have an intergovernmental agreement that gives the City the lead on any development in the urbanizing area outside the City limits. The City has taken the lead and provided all of the funding for the projects. The County is not in the position to be able to financially participate in any solution.

The scope and expense of the project and critically needed public safety benefits justify use of taxpayer dollars for this project. Improvements along this roadway also will support the state highway system by providing a safe, alternative route in the event a detour is needed.

**JPR Broadcast Center & Western States Museum of Broadcasting - \$15,140,607
JPR Foundation, Inc., Ashland, OR**

This project will create The JPR Broadcast Center and Western States Museum of Broadcasting (WSMB) on the campus of Southern Oregon University (SOU) in Ashland, Oregon. This innovative new educational and cultural facility will integrate new radio studios for SOU's regional public radio network, Jefferson Public Radio (JPR), with an interpretive center that explores the rich history of the broadcasting industry in the United States.

Funds will be used to conduct architectural design and pay a portion of the building permits and fees necessary for construction of a new 41,000 square-foot facility that will be unique on the American broadcast, academic and cultural scene. The project will augment Ashland's existing economic base, which focuses extensively on cultural tourism, and further strengthen the community's economic life. Specifically, the project will accomplish three goals:

- 1) Create the WSMB, a facility dedicated to interpreting the historical, cultural and sociological impact of broadcasting and the media on American society. The WSMB will explore the powerful ways that broadcasting has shaped American culture through media operations on-view, interactive exhibits, a research library/program archive and public lectures and performances. One of only a

handful of facilities in the U.S. devoted to this area, the WSMB will be the only enterprise of its type in western America. In a study commissioned by the JPR Foundation to assess the economic impact and feasibility of the WSMB, Economic Research Associates (ERA), a leading international consulting firm specializing in developing financial analyses and attendance projections for museums and cultural attractions around the world, projected that the WSMB would attract 30,000 visitors annually. ERA further noted the synergistic relationship between the WSMB and JPR's broadcast operations in a common space would create a broad "public radio media experience" helping extend the value and vigor of both entities.

2) Through innovative architectural and operational interplay between JPR and the WSMB, create a living opportunity for both the public and students in the region to experience the world of broadcasting and electronic media at the operational, intellectual and experiential levels.

3) Establish new radio studios for JPR, supporting JPR's conversion to new digital radio standards consistent with priorities established by the U.S. Congress to have all public radio stations transition from analog to digital broadcast technology. Conversion to new HD Radio standards will allow JPR to expand its programming and offer new services to citizens which will require new operational studio space.

JPR is one of the nation's largest regional public radio networks serving a potential audience of over 1.5 million listeners in Southern Oregon and Northern California. JPR has built one of the most extensive and complex networks of transmitters and translators in U.S. public radio, achieving national recognition as a leader in the public broadcasting community. In the early 1990s, JPR became the first public radio organization in the nation to create and broadcast three unique program streams from a central studio - one dedicated primarily to classical music, one dedicated primarily to in-depth news and public affairs programming and one dedicated primarily to contemporary music and jazz. Completion of this project will build on JPR's past accomplishments and allow it to embark on a new vision for public service.

South Clackamas Transportation District Bus Replacement - \$374,000

South Clackamas Transportation District, Molalla, OR

This project involves purchasing two 25 passenger, lift equipped buses to replace

aging and high mileage 2005, 16 passenger buses.

South Clackamas Transportation District Bus Replacement - \$500,000

South Clackamas Transportation District, Molalla, OR

This project involves the South Clackamas Transportation District Bus Facility phase one construction.

This will include preparing property for construction of facility, for storage of SCTD vehicles, and office space. The project will also include property grading, surface preparation, and fencing.

Specialty Court Supported Housing - \$2,000,000

Multnomah County Department of County Human Services - Mental Health and Addiction Services Division, Portland, OR

The project for which funding is being requested will result in the purchase and rehabilitation of a ten unit facility that will provide supported housing to individuals with mental illness. The facility will be dedicated to serving individuals with mental illness who are participants in the county's specialized court diversion programs, Mental Health Court Program and the Aid and Assist in Criminal Defense Project. The supported housing facility will provide a spectrum of onsite intensive case management and mental health treatment services. These services will allow for stabilization and longer term planning for return to employment, vocational training, education and permanent housing.

Pioneer Parkway EmX - \$4,295,000

Lane Transit District, Eugene-Springfield, OR

LTD is about to start construction of the second EmX (bus rapid transit) line, the Pioneer Parkway EmX. The first line has been in operation since January 2007 and has already exceeded 20-year ridership projections. Funding for the Pioneer Parkway EmX has been included in a recently-signed Project Construction Grant Agreement, and part of the funding has been allocated in previous appropriations cycles. This request would complete the project funding. It is expected that this funding will be recommended in FTA's New Starts report to be released this winter (2009).

LTD has been a pioneer in the implementation of bus rapid transit, and implementation of the first EmX line has been very successful and well received within the community. This second line will extend the EmX service from

downtown Springfield to the rapidly growing Gateway area to the north, including the new Sacred Heart Medical Center at RiverBend. There have been many groups from throughout the United States and elsewhere in the world who have come to tour LTD's EmX system.

Halsey Community Center/City Hall - \$500,000

City of Halsey, Halsey, OR

Completion of the lower level of a two story building which will include a community center for the Central Linn area that will provide a meeting place for seniors and youth, a facility for public health and education, as well as an emergency shelter. The upper level is the rejuvenation of a train depot to be used for a City Hall, Council Chamber, Municipal Court, and museum.

The funding will be used for completing the construction of this two story building. The funding for lower level, which is designated as the community center, will be used to complete the interior finish work. Interior doors and framing material for them, as well as, materials for framing windows and the baseboard flooring area will be purchased. The community center portion includes a full kitchen. The commercial grade kitchen equipment has been donated, however it must be installed and cabinets and countertops need to be purchased. There are two bathrooms requiring completion which includes the fixtures and the installation of walls for the separation of three stalls in one of them. In addition, all flooring material must be purchased. With all of this comes the need to hire individuals for the installation and finish work required on this lower level. Two stairwells leading to the upper level must be completed also. Finally, a parking lot at the south and north end of the building, which will include a sheltered area at the south end, and a concrete sidewalk connecting the two parking areas are necessary.

The upper level which is a train depot that was relocated to house the City Hall offices, Council Chambers, Municipal Court and a museum is completely unfinished. It will require interior framing, insulation, sheetrock and painting. All electrical requirements must be completed as well as a separate mechanical system will be installed. The construction on this level includes one bathroom. All finish work will need to be completed including doors, finish framing, and flooring. Finally, the need to construct a deck and stairway entrance/exit is also required on the east side of this building.

Rad Wand - \$1,600,000

White's Electronics, Inc., Sweet Home, OR

The Rad Wand will be used as support for an area radiation detector. The Rad Wand will allow identifying the location or person of radioactive material without alerting bystanders of the detection.

This allows security to isolate the individual and/or material. The device would be similar to a conventional airport hand-held metal detector.

Planning is 90% complete. Funds will be used construction, R & D, PCB, code, testing and evaluation of final product, production and marketing and for the development and planning of a 1) security gate retrofit kit using current sensors for addition of radiation sensing walkthrough detection gates presently in use and 2) an isotope-identifying radiation sensor of reduced size and cost for integration into walkthrough detection gates and hand-held wands.

Westfir Water System Repairs and Improvements - \$465,000

City of Westfir, Westfir, OR

Funds will be used to update the City of Westfir's Water Plant. The project will include preparing and reconstructing the municipal water filter, increase water storage and secure a secondary water source to address the city's likely population increase and tripled density. The City of Westfir's current source of water is supplied by surface water.

Flexible Manufacturing Incubator Building - \$2,000,000

City of Florence, Florence, OR

The City owns property adjacent to the airport which is part of the Pacific View Business Park. Money is needed to construct an incubator building that would provide rental space for local start-up businesses that do not have the initial capital to construct their own buildings. Once established and growing, businesses would be able to purchase their own lots within the park and also take advantage of the enterprise zone tax exemption program.

The funds would go towards design, construction materials, and labor for a flexible manufacturing incubator space on the leased property. The size of the building would be between 18,000-20,000 square feet and could be utilized by 3 or 4 manufacturing occupants.

Willamette Park Redevelopment Project - \$2,200,000

City of Corvallis, Corvallis, OR

Willamette Park was designated and developed as a regional park in 1970; however, the residential areas around the park are growing. Working with the residents of south Corvallis, it has been determined that a portion of the park should be designed with neighborhood park features as the primary use of the park. The upper shelf of the park has been designed to include such features as playground equipment, small picnic shelter, community garden, restroom, and play courts. The main portion of the park would allow for more parking to accommodate park visitors, a large picnic shelter that would accommodate large parties, walking paths, fitness loop, a restroom, and areas along the multi-modal path for viewing the river. An entrance to the park with a segregated automobile and pedestrian path would welcome visitors to the park in a safe manner. Street improvements along the western boundary of the park will provide access and parking to people using the neighborhood park.

The Willamette Park Enhancement Project has undergone considerable planning, design, and review efforts.

Transit Bus Replacements - \$1,100,000

City of Corvallis, Corvallis, OR

The project aims to replace two (2) 35-foot diesel (bio-diesel) buses and add one (1) bus. The City of Corvallis operates the Corvallis Transit System. The two buses are beyond their life expectancy. The City expanded peak transit service in fiscal year 08-09 which reduced our spare capacity from three buses to one. The additional bus would provide two spare buses in the fleet. Acquiring these buses will ensure continued reliable, cost-effective provision of transit services to the Corvallis area.

Business Incubator and Technology Accelerator Facility - \$4,000,000

The Business Enterprise Center, Corvallis, OR

The BEC's current operation in leased space with few improvements limits operating income and the types of businesses that can be supported. This project would construct a 20,000 square foot permanent facility for continuation of a small business incubation effort. The new facility would include improvements required to transfer emerging bio- and alternative energy-technology from

regional research facilities into the marketplace. The City of Corvallis has State-approved shovel ready land, the business plan for the new facility is complete, and a preliminary building design is available.

Corvallis to Albany Multi-Use Path - \$10,000,000

Benton County Public Works Department, Corvallis to Albany, OR

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

Museum Hardscape Project - \$469,190

Benton County Historical Society & Museum, Philomath, OR

The Society is required by the City of Philomath to improve the hardscape (curbs, access roads, and gutters) at the Benton County Historical Museum due to a new construction on site. With private funds, the Society built a 13,500 sq. ft. building (\$1.3 million) to preserve Museum collections on its 3 acre campus. The hardscape has been improved north of the building during construction, but work still needs to be accomplished on the south side.

The improvements must be made by June 30, 2009.

Purchase and Rehabilitation of Westside (Bailey) Railroad Branch - A

Public/Private Partnership - \$2,175,437

Benton County Government, Corvallis, OR

Note: The rail line is embargoed by Portland and Western (P&W, a subsidiary of Genesee & Wyoming). The P&W, the operator and lessee, and Union Pacific are proceeding with abandonment of the line.

The requested funding is for purchase of approximately 23 miles of rail and right-of-way proposed for abandonment by Union Pacific. The request includes some

money for maintenance and rehabilitation.

Venell Farms and others have rail shipping access or lose substantial business. Approximately 600 cars per year are used to move a variety of goods, including wheat, livestock feed pellets, chips, logs, etc for which no other economical transportation alternative is available.

To insure continuity of operations, Venell Farms has submitted an offer to Union Pacific on the first 6 miles of 23 miles of line to be abandoned. The six mile segment also provides rail service to the Corvallis Industrial Park and Airport.

Preservation of the 23 miles of rail paralleling State highway 99W offers redundancy to the Class 1 line parallel to Highway 99E, and possible future freight service connection to the Mahlon Sweet Airport and Eugene. The Rail Division of ODOT has updated the Oregon State Freight Rail Plan, which details the work to be completed.

The project will continue to provide service to the affected businesses to retain jobs and promote economic development. Lastly it will be preserving our vital transportation infrastructure.

**Seavey/Alexander Affordable Housing Development Project - \$12,882,139
Willamette Neighborhood Housing Services through the City of Corvallis,
Corvallis, OR**

The housing to be built in this development project will create 62 affordable rental units under the income, affordability and rent restraints imposed by the HOME Investment Partnerships Program. Plans call for 18 of the units to be HOME-assisted, and the developer has committed to a 50-year period of affordability for all 62 units. Ten units will provide permanent supportive housing for survivors of domestic violence; eight units will house elderly renters who need some, but not intensive assistance to live independently. The remaining units will provide affordable units of housing for low income Corvallis families, in all cases below 55% of the area median income.

Receipt of the requested funding would allow this project to move forward without the need for an allocation of federal Low Income Housing Tax Credits (LIHTCs - \$5,950,000 needed), and would also allow Corvallis to use requested

CDBG funding (\$200,000) to address affordable housing and homeless issues emerging out of the development of a local Ten Year Plan to End Homelessness.

Transit Maintenance and Operations Center - \$4,000,000

City of Corvallis, OR

This program aims to construct a transit maintenance and operating center for the Corvallis Transit System, including the Philomath Connection and paratransit vehicles. The City of Corvallis operates the Corvallis Transit System. The maintenance and operations are currently contracted out, and the maintenance facility is provided by the contractor

US 20 Bicycle Safety Improvements - \$1,000,000

Oregon Department of Transportation (ODOT), Between Albany and Corvallis, OR

US 20, a National Highway System route, winds its way through Willamette Valley farmland and carries large volumes of commuters and other traffic between the communities of Albany and Corvallis. The road also carries a significant number of bicyclists. Unfortunately, there are four locations along this stretch of highway where the shoulders are less than four feet in width and thus cause safety concerns for bicyclists. ODOT is planning a pavement preservation project on this stretch of highway, and additional funding would allow ODOT to widen these narrow shoulders as part of the larger project.

Widen Hwy 99W between SPRR overpass and NW Circle Blvd - \$1,335,000

City of Corvallis, OR

This project is the last of a 3 phased project to widen Highway 99W from the SRPP overpass (currently 4 lanes) to north of NW Elks Drive in Corvallis. The first two phases, NW Circle Blvd to NW Walnut and NW Walnut to north of Elks, have been completed. This two lane segment is the only 2 lane segment on this heavily used highway between the south city limit and the north city limit.

12th Street Bike Path - \$420,000

City of Florence, OR

The City needs to complete a path from Rhody Drive to Kingwood Street to connect several residential areas to major activity areas such as parks, schools and the hospital. Completing the path would also allow residents and tourists the opportunity to use alternative transportation methods for recreation and

shopping. It would also provide recreational activities for local residents to reach jobs and services at the hospital, within the city's industrial/business park and in the Florence downtown plan.

Beltline Highway/Delta Highway Intelligent Transportation Systems - \$3,000,000
Oregon Department of Transportation (ODOT), Eugene, Oregon Springfield, OR
Intelligent Transportation System (ITS) solutions can help address the more immediate needs by improving the efficiency of traffic operations in the corridor and optimizing the use of the existing facilities.

Regional partners in Lane County, including the Central Lane Metropolitan Planning Organization, have developed a plan to deploy ITS features in the corridor, at the interchanges, and on the major arterials connecting the state highway system to the local roadway system. These features will improve travel time and reduce crashes, disseminate traveler information to the public to facilitate making intelligent choices on which routes to use, reduce incident response time and ease incident-related congestion, and collect roadway performance data. ITS components will help adjust operations of the highways, which will improve both throughput and safety within the corridor. By utilizing ITS assets, improved operations will be obtained at much lower cost, and with much earlier implementation, than by adding additional lanes.

Bohemia Park - \$750,000
City of Cottage Grove, OR

The City of Cottage Grove requests funding to assist in the development of a community park. This effort will turn a 14-acre eyesore at the center of downtown Cottage Grove into a public open space that compliments the downtown, the adjacent Row River Trailhead and surrounding neighborhoods. The park will revitalize the community, serve as an economic generator, promote health and welfare among all demographics, contribute to a decrease in crime and anti-social behavior, and preserve local heritage.

Bulkhead Restoration Phase I - \$1,650,000
Port of Siuslaw, Florence, OR

This economic development and infrastructure project restores and enhances the bulkhead (retaining wall) at the Port of Siuslaw. It replaces the existing bulkhead which is failing in several spots, extends the bulkhead to safely access the marina, ensures public safety by raising and leveling the grading, protects Port and City of

Florence property from flood damage and sets the stage to enhance Port operations and accompanying tax revenues that accrue to City, State and Federal authorities. The Port of Siuslaw has maintained the bulkhead with repairs. Despite these measures, this 43+ year old infrastructure continues to deteriorate and the public needs safer and upgraded facilities.

Creswell Airport Improvements - \$4,487,824

City of Creswell, OR

There is currently a moratorium on development at the airport due to insufficient water service for fire suppression. The City has a hangar waiting list of 35 names with an average wait time of six years for an airport hangar opening. This project includes: installation of City water line to provide sufficient fire suppression and water to Airport users and businesses; security fence; road improvements; T hangar construction; and Airport Terminal Building construction. The aforementioned components will improve airport safety as well as provide economic development opportunity for airport and surrounding area businesses.

Eugene Rail Crossing Quiet Zone - \$10,000,000

City of Eugene, OR

The City of Eugene seeks to have a downtown railroad quiet zone established. The area being considered for a railroad quiet zone includes 10 crossings from Van Buren Street on the west to Eighth Avenue at Hilyard Street on the east. The rail line passes through numerous existing residential neighborhoods. Residents in those areas are currently subjected to more than 1,000 horn blasts per day. The impact of the train horns has reduced economic viability, property values, and neighborhood livability. A quiet zone would substantially improve the quality of life for thousands of residents who live within earshot of the trains.

Franklin Boulevard Corridor Redesign - \$5,000,000

Lane Transit District, Springfield and Eugene, OR

Funding is requested to conduct an environmental analysis of possible improvements to Franklin Boulevard between the Springfield Bridges and Hilyard Street.

The existing design of Franklin Boulevard accommodates current volumes of automobile use, but without capacity for growth; it has some transit improvements, but is woefully lacking in accommodating other transportation modes. Sidewalks and bike lanes do not exist in much of the corridor east of I-5.

Highway 126W Improvements: Veneta to Eugene - \$4,045,500

City of Veneta, OR

This segment of Highway 126W is experiencing a significant increase in traffic volumes due to designation as an Oregon freight route, growth in local municipalities and as the main corridor for recreational visitors headed to and from the Oregon Coast. Currently, no planned transportation improvements exist for this corridor, which is subject to high levels of congestion during peak times.

This project is intended to begin the planning process to identify the problems and solutions for this corridor. This project can utilize past safety studies and will allow funding to complete technical analysis, identify problems, and identify potential solutions; ultimately, leading to the environmental process known as NEPA.

Holt International Headquarters Revitalization Project - \$500,000

Holt International Children's Services, Eugene, OR

The building is in urgent need of being restored and updated. Expansion will result in greater efficiencies by having all staff in one building and eliminate \$15,000 annually to rent additional office space. This project aims to create 7347 sq. ft. second floor addition with project budget of \$2,460,000. This would include the cost of an additional 10 parking spaces, a new elevator, rooftop HVAC units, seismic upgrades to the existing building, re-roofing the remaining existing building roof area, design fees, City fees, and an allowance for furnishings and equipment.

HUD and PHA National Housing Locator - \$132,400

Alliance Housing, 501 c 3 (Public Non-profit organization), Eugene, OR

Funds will be used for providing a free service in connection with the non-profit, such as finding and listing the properties into database/programming, providing information to the tenants, HUD in finding rental properties for the returning military and in emergency situations, and Public Housing Authorities (PHAs) to post their listings.

LTD Bus Replacement - \$8,800,000

Lane Transit District, Eugene-Springfield, OR

LTD routinely operates buses that are rated at 12 years by the federal

government for 15 to 16 years. This request would fund replacement of 20 buses that will be 16 years old in 2010. The new buses would be 40-foot hybrid-electric coaches. This funding will allow LTD to replace aging buses with high maintenance and operating costs with new hybrid-electric buses that use less fuel, produce fewer emissions, and are less expensive to maintain.

LTD Maintenance Facility Expansion - \$4,400,000

Lane Transit District, Eugene-Springfield, OR

The LTD operations and Maintenance facility was completed in 1990. This project would fund expansion of the facility to accommodate additional articulated coaches and a new training facility, and provide for upgrades to various systems. It would also fund the installation of new energy efficient systems, including photovoltaic panels on the roof of the facility.

McKenzie Highway (OR 126) - Main St./Straub Parkway Intersection - \$2,000,000

City of Springfield, OR

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

Middle Fork Willamette River Path - Phase 2 - \$4,400,000

Willamalane Park and Recreation District, Springfield, OR

Willamalane proposes to construct the final phase of the 4-mile Middle Fork Willamette River Path from historic Dorris Ranch Living History Farm to Clearwater Park, in Springfield. An initial appropriation in SAFETEA-LU allows Willamalane to proceed with the design, engineering, permitting, and acquisition of necessary property for the entire length of the path.

Oakridge-Westfir Ride Center - \$442,000

International Mountain Bicycling Association, Oakridge, OR

IMBA seeks funds to facilitate this Ride Center through implementation of the Oakridge-Westfir Community Trails Plan by providing trailbuilding expertise, site planning, community development, and fundraising. The Community Trails Plan envisions a trail network that connects Oakridge-Westfir area communities, regional parks and open space to trails and recreation opportunities on the Willamette National Forest.

Old Town Wharf Economic Development Project Phase I - \$700,000

Port of Siuslaw, Florence, OR

This is the port's top non-dredging priority. This economic development project builds on current economic activities to develop new sources of income for fishermen, the Port, and for other tourist related activities that benefit the greater community. The project adds square footage to the dock, increases electrical capacity to serve projected needs of an ice machine, fish cannery, smokehouse, buying station and addresses structural deficiencies across the entire dock. The ice machine, which sat on the wharf and is a key element for commercial fishing, broke down in 2004 following poor maintenance and a refusal to repair it by the former owner/operators.

South Lane County Aquatic Wellness Center - \$700,000

South Lane School District - Cottage Grove

The south Lane County community, led by the South Lane School District, City of Cottage Grove, and Cottage Grove Community Hospital, will build a modern, efficient Aquatic Wellness Center that would serve approximately 600 square miles. The center will feature a 25-yard, 8-lane competition pool and a smaller, warm-water teaching and therapy pool.

West Bank Trail Extension - \$1,750,000

City of Eugene, OR

This project will eliminate one of the few remaining gaps in the city's riverbank path system and greatly improve the quality of the experience for bicyclists and pedestrians who must now exit the riverbank path at Formac Street and negotiate with motor vehicles along Copping Street before returning to the riverbank path at Owosso Drive. The extension will allow path users to experience unique and scenic river features in an urban setting while making a safer and more comfortable traffic free trip.

West Eugene, EmX Extension Environmental Analysis - \$2,000,000

Lane Transit District, Eugene - Springfield, OR

Lane Transit District requests funds for completion of an environmental analysis for the West Eugene EmX Extension project. West Eugene has been selected by the Eugene City Council and the LTD Board of Directors as the third EmX line. This corridor would be a westward extension of the Franklin EmX line. It would serve

an area that is experiencing significant development and that has significant transportation challenges.

West Eugene Transportation Corridor - Environmental Analysis - \$2,500,000

City of Eugene, Oregon

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

53rd Ave. Bridge and Roadway Extension Project - \$4.5 million

City of Albany, OR

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

Pioneer Parkway EmX - \$3,400,000

Lane Transit District, Eugene-Springfield, OR

LTD is about to start construction of the second EmX (bus rapid transit) line, the Pioneer Parkway EmX. This second line will extend the EmX service from downtown Springfield to the rapidly growing Gateway area to the north, including the new Sacred Heart Medical Center at RiverBend. There have been many groups from throughout the United States and elsewhere in the world who have come to tour LTD's EmX system.

Lake Oswego Interceptor Sewer (LOIS) Project - \$50,000,000

City of Lake Oswego, OR

Funding will enable the replacement of the 45 year-old interceptor sewer, the backbone of the City's wastewater collection system, which is critical to ensuring compliance with the Clean Water Act and protection of public health by

maintaining wastewater service for City residents and businesses. The existing interceptor is undersized, resulting in overflows during heavy rains, is corroding and is vulnerable to collapse during a moderate earthquake.

**Portland to Milwaukie New Starts Light Rail Project - \$25 million
Tri-County Metropolitan Transportation District (TriMet), Portland, Milwaukie,
OR**

The Project will construct new light rail transit connecting downtown Portland with the City of Milwaukie and northern Clackamas County and points in-between. The project will serve the Central City, the South Waterfront District, the Central Eastside Industrial District, Southeast Portland neighborhoods, the Milwaukie Town Center, and the urbanized portion of Clackamas County. The project will add approximately 7.3 miles of new double-track to the existing regional light rail network, construct 10 new stations, add approximately 2,000 park-and-ride spaces, and construct an exclusive transitway between SW 1st Avenue and SE 8th Avenue as part of a new bridge across the Willamette River for pedestrians, bicycles, buses, light rail, and potentially streetcar in the future.

**US 20 Bicycle Safety Improvements - \$1,000,000
Oregon Department of Transportation (ODOT), Between Albany and Corvallis,
OR**

US 20, a National Highway System route, winds its way through Willamette Valley farmland and carries large volumes of commuters and other traffic between the communities of Albany and Corvallis. The road also carries a significant number of bicyclists. Unfortunately, there are four locations along this stretch of highway where the shoulders are less than four feet in width and thus cause safety concerns for bicyclists. ODOT is planning a pavement preservation project on this stretch of highway, and additional funding would allow ODOT to widen these narrow shoulders as part of the larger project. In addition to making bicycle and pedestrian travel along the highway safer, wider shoulders will also improve safety for motorists and provide additional room for farm equipment and vehicles that travel on this stretch of US 20.

**122nd/129th Avenue (Sunnyside Road to King Road) - \$2,000,000
City of Happy Valley, OR**

Funding will contribute to project engineering and right-of-way acquisition costs for this major south/north collector that provides access to a fire station; police

station; elementary school; church; water provider office; and, residential areas but is not fully equipped with sidewalks or bikelanes. Portions of road have no shoulder for pedestrians or bicyclists in a curving section, creating a significant safety issue.

SE 362nd Drive - Bell Street Extension - \$3.96 million
City of Sandy, OR

There are no public street connections on the north side of US 26 between Bluff Rd. and Orient Dr. By extending SE 362nd Dr. north of Hwy 26 and connecting it to an existing east-west minor arterial (Bell Street) an alternative to Hwy 26 will exist for east and west bound trips originating and ending north of Hwy 26 between Bluff Rd. and Orient Dr. thus reducing local trips on US 26 and westbound left turns at the US 26 / SE 362nd Dr. intersection.

Blue Heron Road - Roadway Improvements - \$1,500,000
City of Lake Oswego, OR

This project would reconstruct the roadway of Blue Heron Road and provide stormwater drainage facilities. Funding will go towards design and construction of the roadway improvements.

Hwy 26 Sidewalk-Downtown to Vista Loop - \$1.6 million
City of Sandy, OR

In 2003, the Sandy Vista Apartments were constructed on Highway 26 immediately west of the western intersection of Vista Loop to provide housing for agricultural workers. No sidewalk exists from downtown Sandy eastward, so residents of Sandy Vista are often seen walking along the highway shoulder with small children.

The project proposes to construct 2,910 linear feet (LF) of sidewalk on the north side of Highway 26, 1,860 LF of sidewalk on the south side of Highway 26, 825 LF of landscaped median, 125 LF of traffic separator, bike lanes and a "Gateway" landscaped feature.

South Corridor Light Rail Project - \$80,000,000
Tri-County Metropolitan Transportation District (TriMet), Portland, OR

The project will add an 8.3 mile light rail extension connecting downtown Portland with Clackamas Regional Center and points in-between. The project will construct 15 new stations, and add 2,000 park-and-ride spaces. The project

includes real property acquisition, final design, civil construction and track work, signals, communications, traction electrification, central control, fare collection and 22 low floor light rail vehicles. The project is more than 80% complete and is on schedule to open for revenue service in September 2009.

Four Corners Industrial Park Infrastructure

City of Molalla, OR

To serve the primary industrially zoned land in Molalla, infrastructure needs to be extended. This would serve approximately 300 acres of land making it shovel-ready for industrial tenants resulting in additional jobs to the community. The necessary improvements consist of 3,700 feet of industrial collector street including sanitary sewer conveyance, storm conveyance detention and treatment, water distribution, street lighting and landscaping.

Pleasant Street West - \$353,000

City of Sandy, OR

Pleasant is a designated collector street serving a mixed commercial-residential area north of the US 26 one-way couplet. The existing condition is a 18' to 22' wide street in poor condition with gravel shoulders and surface drainage. Short areas of substandard curb and sidewalk can be found in the proposed project area. The proposed project would construct curbs and sidewalk on both sides of the street, widen and reconstruct the existing pavement section and provide underground storm drainage, detention and water quality treatment.

Major street overlays - \$769,000

City of Sandy - OR

These three streets are minor arterials (Dubarko, Bluff) or collectors (Sandy Heights). The existing asphalt on Dubarko and Sandy Heights will be milled in place, regraded and compacted, (cement amendment of the base course may be considered based on analysis) and a 3.5" asphalt surface will be placed over the reconditioned base course. Bluff Road will receive a 2.5" overlay, milling may be required to restore drainage and preserve curb exposure in selected areas.

City of Sandy Transit - \$750,000

City of Sandy, OR

This funding will go towards the purchase of two transit buses for public transportation provided by the city.

French Prairie 'Bike-Ped-Emergency' Bridge over Willamette River, Wilsonville - \$2.1 million

City of Wilsonville, OR

The French Prairie Bridge over the Willamette River adjacent to I-5 at Wilsonville is a dual-purpose facility designed to provide a safe passage for both pedestrians and bicyclists and to allow emergency-services vehicles to respond promptly when an incident has closed I-5 to traffic. The French Prairie Bridge will be engineered to allow emergency-services vehicles like fire-trucks, ambulances and tow-trucks to cross-over and respond to incidents when I-5 is closed in the vicinity of the Boone Bridge.

Wilsonville SMART Fleet Services Facility - \$1.2 million

City of Wilsonville / South Metro Area Regional Transit (SMART), Wilsonville, OR

This request will fund final design, permits and engineering for construction of a state of the art fleet facility/operations center. This 20,000-square-foot facility will incorporate cost-effective, environmentally sensitive site work and construction, with "Green"/LEED-certification for the facility as the ultimate goal. This facility will be the operating center for SMART dispatch, training, field operations and fleet maintenance. This infrastructure is vital for SMART to meet current and future service demand.

Tooze Road Improvements - \$2.5 million

City of Wilsonville, OR

The Tooze Road Improvements project completes the larger Boeckman Road extension project by widening the current Tooze Road to 3 lanes from 110th Avenue to Grahams Ferry Rd, improving the intersection with Grahams Ferry Road, and adding bike/pedestrian connections to regional trail system, which is a Metro regional government goal.

The project facilitates east-west traffic movement between Wilsonville/Villebois urban village and western destinations (Sherwood/Newberg areas and greater Washington and Yamhill counties) for both commuters and freight by completing the Boeckman Road extension across the Coffee Lake wetlands.

17th Avenue Trolley Trail - Springwater Connector - \$3,360,000

City of Milwaukie, OR

The proposed 17th Avenue Connector would link two major regional multi-use

trail systems, the Trolley Trail and the Springwater Corridor. SE 17th Avenue is the most direct route between the Milwaukie Town Center, Milwaukie Riverfront Park and the Trolley Trail to the south, and the Springwater Corridor to the north.

**I/84 Sandy River Bridge Trail Connections (Troutdale Side) - \$2.15 Million
Metro, Troutdale, OR**

This funding request of \$2.15 million will provide trail connections to a state-funded bike/pedestrian path that is being constructed as part of the I-84 bridge replacement project over the Sandy River in Troutdale, Oregon. The Oregon Department of Transportation will complete design and construction of the I-84 bridges and bike/pedestrian path between 2009 and 2013. Metro's trail connections project will close a gap in the regional trail system and provide access to the multi-use bike/pedestrian bridge path on the Troutdale side of the bridge (west side of the Sandy River).

**Aurora State Airport Control Tower - \$4,037,850
Oregon Department of Aviation, Aurora, OR**

The project is construction of a much-needed air traffic control tower at the Aurora State Airport. A tower will provide improved safety, regulate flight patterns and reduce noise to the surrounding property. The land is owned by the state of Oregon and a preliminary site has been identified on the current approved Airport Layout Plan. The Aurora State Airport is located approximately midway between the Portland metropolitan area and the state capitol in Salem, on the border between Marion and Clackamas Counties.

**I-5 Columbia River Crossing - \$3 million
Oregon Department of Transportation (ODOT), Portland, OR and Vancouver,
WA**

The Columbia River Crossing project is developing multi-modal solutions that will significantly reduce congestion and safety problems while improving mobility, reliability, and accessibility for all users of this section of freeway, whether they're traveling by automobile, truck, transit, bicycle, or on foot. In July 2008, local agencies endorsed a Locally Preferred Alternative (LPA) that would replace the Interstate Bridge with a new structure, extend light rail across the Columbia into downtown Vancouver, fix interchanges, and create a world-class bicycle/pedestrian facility over the river. Funding in FY 2010 will be used for design and right of way purchase so the project can be constructed when

resources become available.

Oregon Solar Highway - Innovative Use of Solar Technology - \$1 million
Oregon Department of Transportation (ODOT), Greater Portland Metropolitan Area, OR

Oregon completed the first solar highway project in the nation at the I-5/I-205 interchange. The next phases will include development of economic scale projects of significantly greater size and exploration of innovative applications of solar technology on the transportation system. The projects will likely be in Portland General Electric's (PGE) service area because of the public-private partnership established between PGE and ODOT.

North Plains Revitalization Plan Commercial St Improvements - \$1,650,000.00
City of North Plains, OR

Project goals are:

1. Revitalize Commercial Street to provide a more pedestrian friendly environment.
2. Develop an inviting area for stronger business development.
3. Provide additional parking for the downtown area

The project consists of the installation of over 2500 lineal feet of curb, gutter and sidewalk and the upgrading of storm and water lines in the immediate area. The area will also include the installation of street trees, benches, bike racks and trash receptacles.

North Plains 314th Storm Improvements - \$150,000.00
City of North Plains, OR

Due to the high flows exhibited during the January 2009 snow melt, the integrity of an eighty-four inch in diameter culvert was jeopardized. The large culvert has collapsed 20 feet from the inlet, under the existing road. This culvert located near the bottom of our storm system, handles the basin drainage from over two thirds of the city and hundreds of acres north of town. The impact of this incident is devastating, inevitably causing future flooding due to the collapsed culvert. The project would replace the failed culvert and create a fish friendly passage for the drainage basin and eliminating the possibility of future flooding

SW Farmington Road (OR 10) Arterial Adaptive Signal Control - \$670,000
City of Beaverton, OR

The City of Beaverton requests federal funding to upgrade a series of existing signalized intersections on SW Farmington Road (OR 10) in downtown Beaverton, to facilitate the installation of the Sydney Coordinated Adaptive Traffic System (SCATS) signal control system. The new adaptive signal control system will be connected to the Portland metro regional signal control system for seamless arterial traffic management between multiple jurisdictions. The objectives of the project are to improve traffic progression and freight mobility through the project corridor, reduce travel time and overall delay, improve traffic flow among three state highway corridors (OR 8, OR 10, OR 217), provide faster preemption recovery from both freight and commuter rail traffic, and provide the framework for future transit priority implementation. (Project is a component of Metro's Regional Transportation Plan Project #10642.)

Washington County Affordable Housing Revolving Loan Fund - \$750,000
The Community Housing Fund, Beaverton, OR

The Fund seeks an appropriation to stimulate the development of hundreds of new housing units in Washington County by providing loan capital to support a self-sustaining revolving loan fund in at the Community Housing Fund. Targeted loan investments from this appropriation (at amounts typically less than \$100,000) will be substantially leveraged by subsequent project financing from public and private sources, enabling community non-profits to construct or preserve new units for special needs populations, working families, and those on fixed incomes.

Fanno Creek Trail Infill - \$758,000
City of Tigard, OR

The project includes the closure of three gaps in the Fanno Creek Regional Trail. Their infill would provide improved pedestrian access to a downtown urban renewal area and to a new Commuter Rail stop. The three segments include Grant/Main, lower Fanno Creek Park, and Brown/Bonita Park.

Oregon Food Bank West - \$2 million
Oregon Food Bank, Beaverton, OR

Funding for this project will go towards a new emergency food warehouse to serve Washington County through purchase/remodel of an existing facility in Beaverton to replace outdated and inadequate facility in Hillsboro.

Sherwood Community Center Project - \$700,000

City of Sherwood, OR

The proposed Community Center will serve as the anchor building of the revitalization of Old Town Sherwood. The Community Center will host various city functions, community gatherings and commercial and cultural activities that will restore a sense of community back to the city center. The project would rehabilitate the current Old machine Works building, which is a rundown facility that is an eye-sore in the heart of Old Town Sherwood.

Tualatin Quiet Zone - \$2.532 Million

City of Tualatin, OR

Noise from the train horns has become a significant issue for the residential neighborhoods and business owners in Tualatin. Raised medians are the most cost effective if there are no driveways located adjacent to the tracks. This treatment was selected for one of the crossings. For the other crossings, existing driveways near the tracks could not be relocated without significant impacts on adjacent properties, thus prompting the use of four quadrant gates at three crossings.

US 26 Dennis Edwards Tunnel - \$1,000,000

Oregon Department of Transportation

US 26 (the Sunset Highway) is a National Highway System route as well as a designated freight corridor and one of the major routes between the Portland metro region and the northern Oregon Coast. It carries heavy volumes of freight and passenger traffic, particularly on weekends when people are traveling to and from the Coast.

Unfortunately, freight movement on US 26 is impeded by the Dennis Edwards Tunnel, located in northwest Washington County. All loads taller than 14' 4" are required to cross the centerline and travel down the middle of the tunnel to have adequate clearance. This disrupts and slows traffic and causes safety concerns. The tunnel's lining needs to be replaced, and also ODOT would like to increase the tunnel's vertical clearance to let tall loads pass through without driving down the center of the road. ODOT would accomplish this by lowering the roadway.

Agency Creek Road Construction - \$400,000.00

Confederated Tribes of Grand Ronde, Grande Ronde, OR

Agency Creek Road is an asphalt road that provides the main access into Reservation timber lands. It is six miles in length and is a condition that does not allow for patching. The road has a failing sub-grade and must be reconstructed. Options include reconstruction and repaving, or reconstructing and converting the road back to a gravel surface.

Homeownership Infrastructure - \$1,000,000

Confederated Tribes of Grand Ronde, Grande Ronde, OR

The Grand Ronde Tribe desires to subdivide a parcel of Trust property into 1/2 acre lots and provide access and infrastructure that would allow tribal members to build their own homes on the lots. There is a significant shortage of affordable family housing in Grand Ronde for families with moderate income. In response, Grand Ronde is proposing to develop a 20-acre parcel in the rural unincorporated township of Grand Ronde in Yamhill County, Oregon, for low-density residential home-ownership. It is anticipated that the parcel would be partitioned to create thirty-three lots. The Tribe will develop the infrastructure such that home sites are pad-ready (ready for construction) for homes. Individual home sites would be leased to Tribal members and managed through the Tribe's housing authority.

Recreation / Prevention and Wellness Center - \$500,000

Confederated Tribes of Grand Ronde, Grande Ronde, OR

The project is planned as an indoor/outdoor facility providing a small sports complex outdoors, swimming and therapy pools, training rooms, and a counseling area inside the building. Our environmental work will be completed within the next 90 days. Following that we will begin the design phase of the project.

Lake Oswego to Portland Transit Corridor Project - \$4,000,000

Tri-County Metropolitan Transit District (TriMet), Lake Oswego and Portland, OR

This Project will provide a reliable and fast high capacity transit connection in the physically constrained Hwy 43 corridor between downtown Lake Oswego and downtown Portland. This Project adds significant additional travel capacity without widening the highway.

A preliminary analysis indicates that the Project would reduce in-vehicle transit travel times between downtown Lake Oswego and Portland State University (PSU) in downtown Portland over current bus operations on Hwy 43 by approximately 20 minutes each way and would carry over 10,000 passengers a day. Portland

Streetcar vehicles will be manufactured in Oregon and provide about twice as much passenger capacity as a standard bus, which allows for significant reductions in operating costs over current bus operations - improving the cost effectiveness of transit service in the corridor and stimulating the local economy.

Baker Higher Education Center - \$500,000

Baker Economic Development Council, City of Baker City, Baker City, OR

Phase I construction of a 15,000 square foot facility as an expansion to the Blue Mountain Community College Campus at Baker City, Oregon. Currently, the Baker City campus is serving 750 students in nearly 140 lower division classes and 60 vocational-technical programs in two facilities with a total area of 7,180 square feet. Enrollment for community college students has increased in Baker City by 200% since the 2005-06 school year. The need for education programs and services has outgrown available facilities, and the need to expand education offerings is acute. This project will allow Baker County students to receive a variety of education programs through university partnerships.

County Hybrid/Green Fleet Replacement Project - \$280,000

Umatilla County, Nation wide

Umatilla County is instituting a Green Awareness Program to minimize the County's impacts on the environment, reduce fuel costs and improve air quality. The requested funds would be used to purchase ten hybrid vehicles for use by County departments to replace old, failing equipment. In addition to the environmental benefits, the County will reduce its vehicle fleet maintenance costs.

County Fairgrounds Improvement Project - \$1.75 million

Umatilla County - Hermiston, OR

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

Multi-Government Center Project - \$2.5 million

Umatilla County, Milton-Freewater

Umatilla County is planning a multi-government center to house the County's court facilities, extension services, water master, and mental health department. The project would also allow space for future expansion for non-County tenants. Concentration of County facilities would lead to savings through economies of scale and would also provide an economic boost to the surrounding neighborhood.

Northeastern Oregon Business and Economic Growth Project - \$3,707,000

The City of Hermiston, Oregon, in partnership with Blue Mountain Community College and Eastern Oregon University, Hermiston, OR

The Northeastern Oregon Business and Economic Growth Project (hereinafter Project) is designed to fuel economic development in Northeastern Oregon. The Project will conduct a comprehensive assessment of the region's potential for economic growth from the integrated perspectives of industry, workforce, government, and education. The assessment will identify the existing gap between worker capabilities and employer requirements, and it will close the gap by designing and delivering targeted regional programs and services through an economic enhancement and workforce development facility constructed in the City of Hermiston.

Pendleton Airport Arterial Road - \$1.8 million

City of Pendleton, OR

The project consists of the construction of the last mile of the arterial road which will service the newly indentified 459-acres of light industrial land. The road will allow access to these lands with essentially "at grade access" from the west of Pendleton at I-84 Interchange 202.

Pendleton Round-Up and Happy Canyon Facilities Improvements - \$3.5 million

City of Pendleton, OR

The project is an overall \$13.4 million improvement to create: 1) the Pendleton Round-Up Centennial Grandstand project, and 2) a roof, mezzanine, facilities, and entrance for the Happy Canyon facilities (adjacent to the Round-Up facilities).

Morgan Lake Development Plan Project - \$600,000

City of La Grande, OR

This project aims to Restore park facilities at Morgan Lake Park, to include reconstruction of existing roadways, replacing existing antiquated vault toilets, improving and adding camp sites, installing a floating dock system, constructing security gates, and building a camp host site.

Quiet Zone throughout La Grande's railroad mainline tracks - \$1,700,000.00**City of La Grande, OR**

Currently the mainline tracks for Union Pacific Railroad run through the center of La Grande and the downtown business section. This transcontinental railroad line is necessary to connect trade from the western coastal area to the eastern coastal states and is of national significance. Current federal regulations require train horns to blow a distance of +/- 500 feet before entering a railroad/street crossing. With five crossings located 600 feet apart, train whistles are frequently blowing at a fairly constant rate for a distance of 1.5 miles. The train whistles reduce quality of life and economic structures by creating less desirable locations for business in the downtown area and causing neighboring residential areas to suffer lower property values and lower quality of housing.

City of Union Community Center / Buffalo Peak Golf Course Clubhouse - \$1,687,500**Union County, Union, OR**

Funds will be used to construct a needed community center and replace the double wide clubhouse building that is currently on the site.

Union County Justice Center - \$19,386,000**Union County, La Grande, OR**

Construction of a Union County Justice Center that will house essential justice services, including Circuit Court, District Attorney, Juvenile Justice, Parole and Probation, Sheriff, City of La Grande Police Department, 911 Dispatch and Union County jail.