

E. Capital Budget

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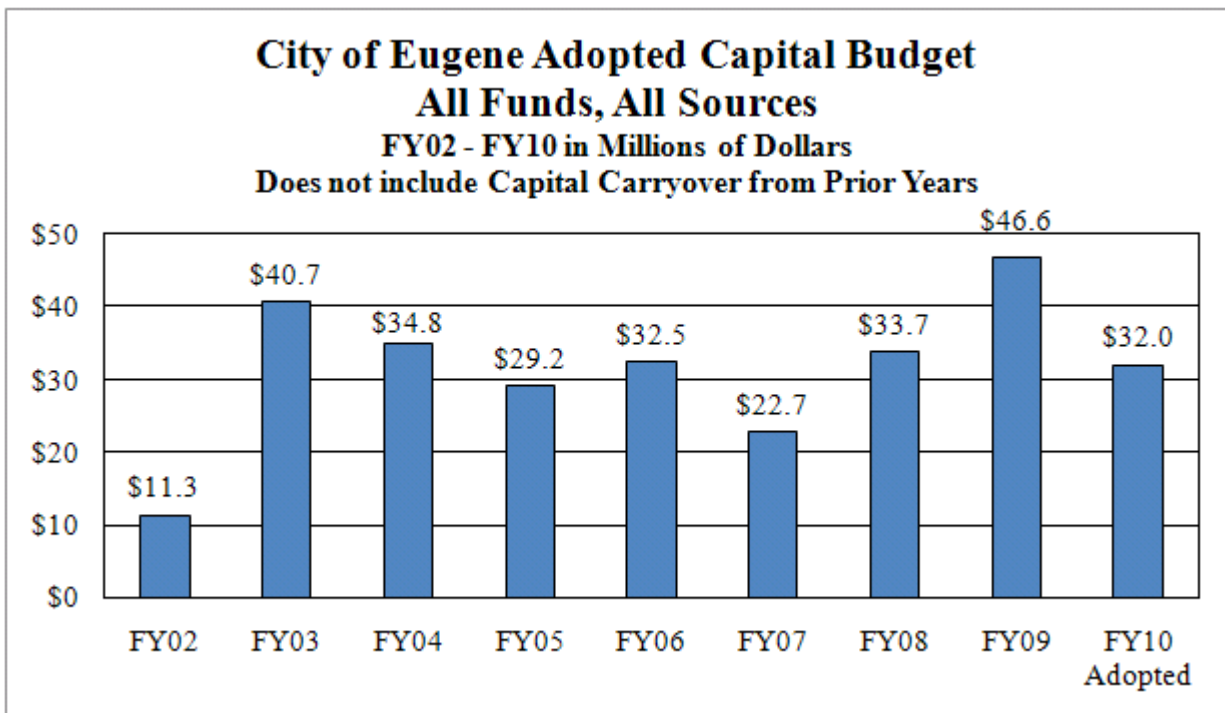
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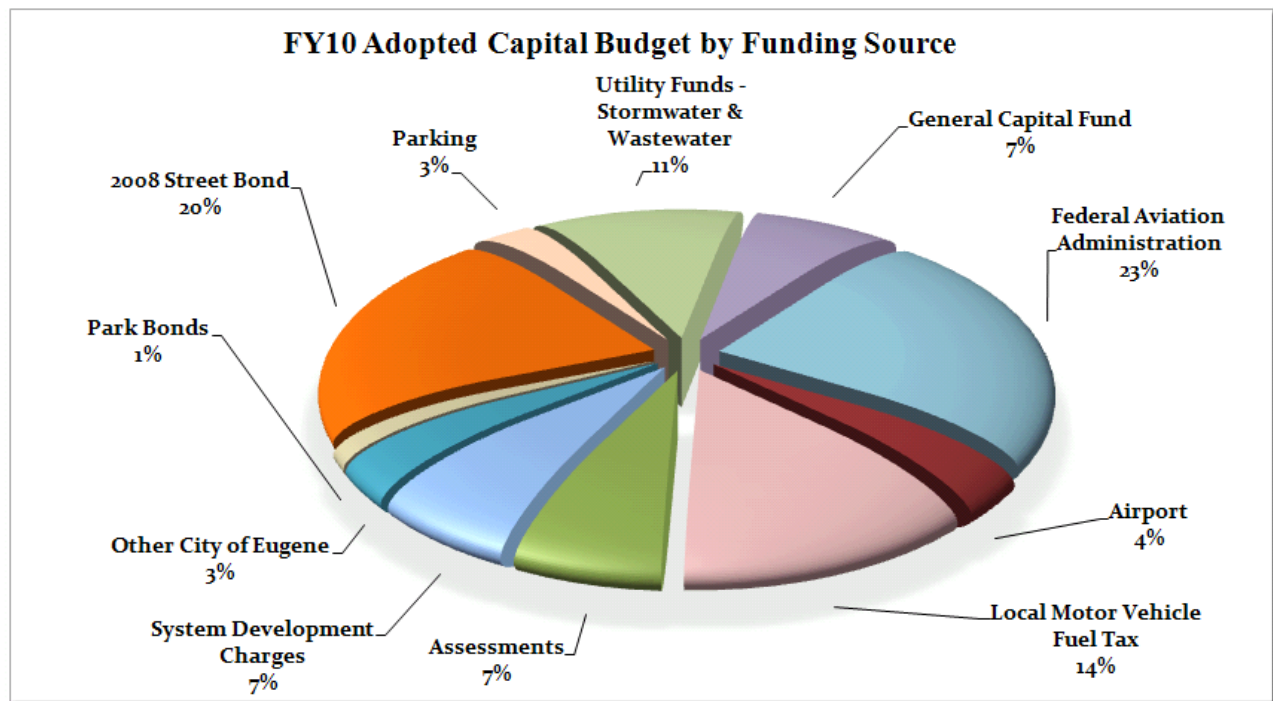
Overview

The FY10 Capital Budget includes \$32 million for new projects. Funded projects listed in the first year of the FY10-15 Capital Improvement Program provide the basis for the FY10 Capital Budget. This budget is approximately \$14.6 million smaller than the amount budgeted for new projects in FY09. As with the capital budget in FY09, many of the projects are larger scale endeavors funded by new and/or external revenue sources to the City.

Some of the larger projects budgeted for FY10 are:

- | | <u>Millions</u> |
|--|-----------------|
| • Pavement Preservation Program Backlog – Improve existing streets and alleys through overlays and surface treatments and reconstruct deteriorated roadways and bike paths using 2008 Street Bond proceeds. | \$6.5 |
| • Aircraft Rescue and Fire Fighting Facility (ARFF) – design and construct replacement ARFF facility per Airport Master Plan. | \$4.9 |
| • Delta Ponds Overpass – provide a multi-use path and a grade separated overpass over Delta Highway between Goodpasture Island and Robin Hood Lane for pedestrians and bicycles. | \$3.1 |
| • Elmira Road/Maple Street – Upgrade to neighborhood collector with shared bicycle and transit facilities. | \$2.6 |





Airport

Capital projects for the Eugene Airport are outlined in and structured by the Eugene Airport Master Plan Update and the five year Federal Aviation Administration (FAA) Capital Improvement Plan. The Eugene Airport completed an update of the Airport Master Plan in FY09. This plan covers the capital needs at the airport for a period of 20 years.

A major project in FY10 is the construction of a replacement Aircraft Rescue and Fire Fighting (ARFF) facility. The existing ARFF station providing emergency services at the Eugene Airport needs to be relocated and replaced. The location of the existing ARFF station does not permit response times of less than three minutes to runway 16L-34R in conformance with Federal Aviation Administration (FAA) Part 139 regulations. To reduce the response time from the current 3 minutes 20 seconds to less than 3 minutes, the station needs to be relocated to a more centralized location. The existing ARFF station was constructed over twenty years ago and exhibits a number of significant spatial and technical inadequacies.

Both the FAA and the Airport place a high value on the preservation and maintenance of existing assets, primarily the airfield pavements. FY10 is targeted for Phase II of the Terminal Ramp Rehabilitation to remove and replace concrete at the airline gates. The existing concrete ramp was constructed in 1984 and most recently evaluated by the pavement management study in 2005. The results of the study indicate that by 2010, the useful remaining life of the structure is 0. Although imminent or catastrophic failure will not occur, the ramp is generating a significant amount of Foreign Object Debris (FOD) from both surface raveling and cracking of the joints and concrete panels. This FOD poses an increasing maintenance challenge and is a continuous risk to aircraft operating on the ramp.

Eugene Airport’s capital projects receive the majority of their funding from FAA grants. The FAA grants include money from both an Entitlement Fund and a Discretionary Fund. Levels of available

Discretionary Funds are subject to Congressional legislation and are subject to the FAA's priority system. The balance of funding comes from the Municipal Airport Fund, which is derived from airport parking fees, terminal rents, fees from other operations, and Passenger Facility Charges (PFCs).

Parks and Open Space

In May 2006 Council adopted the Parks, Recreation, and Open Space Project and Priority Plan, that lists specific projects and identifies priority rankings which are the basis for planning capital projects for Parks and Open Space. Some high priority projects have not been included in the capital budget due to failure to find appropriate funding for their implementation or subsequent on-going maintenance. Renovation of existing park facilities do not qualify for the two main Parks and Open Space funding sources; bond proceeds and system development charges. Although many renovation projects are identified as top priority projects, implementation of lesser ranked projects is occurring because eligible funding for these is available.

Following passage of a \$25.3 million bond for Parks and Open Space in 1998, in 2006 a \$27.5 million Park and Open Space bond was passed with 59 percent voter approval, making it the highest supported of all local voter initiatives on that ballot. Whereas the 1998 bond measure emphasized the development of new and existing parks, the 2006 bond measure is highly weighted towards acquisition of new park sites. Over \$20 million of the \$27.5 million bond measure is identified for acquisition of new neighborhood, community, and natural area parks. The remaining \$6.75 million was designated for partner related development projects including synthetic surface athletic fields in partnership with local school districts and the West Eugene Wetland Education Center in partnership with local, state, and federal agencies. The FY10 Capital Budget includes \$450,000 in bond proceeds.

Other park development and acquisition is funded by Parks System Development Charge (SDC) revenue. SDCs paid for by new residential development are meant to fund capacity enhancement projects and cannot be used for preservation and maintenance. While the Parks and Open Space SDC methodology update in 2006 resulted in an increase in SDC fees, recent reductions in building activity has resulted in lower than expected revenue. The FY10 Capital Budget includes a total of \$860,000 in Parks SDC supported projects, including \$360,000 in park land acquisition and \$500,000 in natural area park acquisition.

Stormwater and Wastewater funds are used on a very limited basis and only where the park projects advance goals specific to these dedicated funds. Whenever possible, outside funding sources, such as grants, have been sought to augment existing City funds. Past examples include federal Forest Legacy Funding for natural area acquisition and funds from Oregon State Parks for trail construction. Donations and volunteer efforts are increasingly contributing in significant ways to park development. A legacy gift-giving program is working in conjunction with the Eugene Parks Foundation to raise private dollars for improvements to neighborhood and community amenities.

Preservation, Maintenance and Replacement of City Facilities

As reflected in the Capital Improvement Program (CIP) and the City's Financial Goals and Policies, the City Council's broad direction is to preserve existing capital assets as a cost-effective way to avoid more expensive rehabilitation or replacement. Dedicated revenues pay for maintenance of most City infrastructure (e.g. the airport, transportation system, and wastewater and stormwater systems).

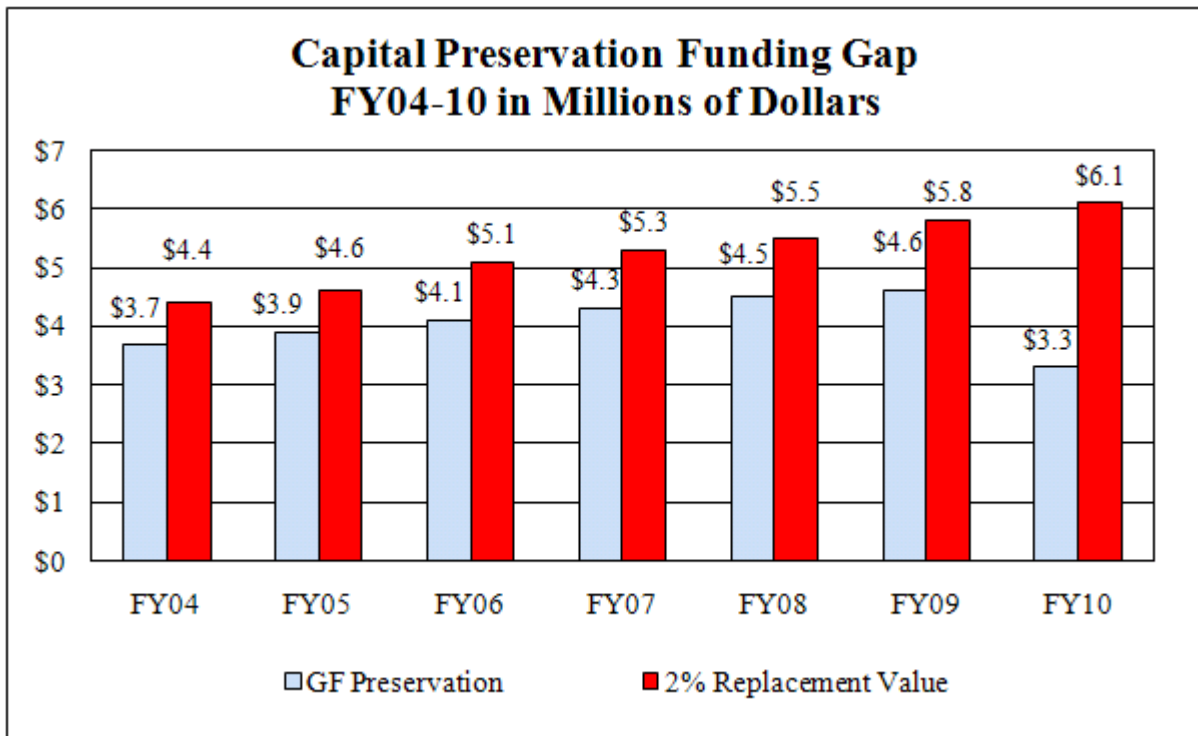
Adequate funding for maintenance of City facilities that are not supported by dedicated revenue has been problematic for a number of years. Historically, the City's General Fund has been the primary source of funding for the preservation of park facilities and nearly 1 million square feet of public buildings. Prior to 1995, there was no consistent policy of funding building preservation and the General Fund capital program was consistently underfunded. From FY95 through FY00, the General Fund capital budget (including Parks facilities) was funded by an annual appropriation of \$1.9 million, which was about \$1.0 million below the industry standard of reinvesting two to four percent of total asset replacement value in ongoing preservation and maintenance.

The Budget Committee adopted a new general capital budget strategy for FY01. The base transfer was set at \$1.7 million and would be increased by \$100,000 each year. The strategy called for continued dedication of an additional \$900,000 of General Fund beginning working capital appropriated through the supplemental Budget process to capital projects for building and park facility preservation, maintenance, and replacement. This resulted in a total General Fund Capital Budget of \$2.6 million in FY01. At the time, this funding strategy equaled approximately 2.4% of current replacement value and continued above 2% of replacement value through FY03. The base appropriation was increased by \$100,000 each year except for reductions in FY04 and FY05 that resulted in a lower base capital budget in FY06 and beyond.

For FY10, the General Capital Projects Fund includes initial General Fund support of \$2,369,300 for public buildings and park amenities. Assuming an additional transfer during FY10 of \$900,000 in FY09 year-end General Fund working capital, the total General Fund capital program will be \$3.3 million. However, only \$366,000 in beginning working capital was available for the capital transfer in FY09, and the FY10 General Fund beginning working capital available for this purpose is likely to be smaller.

The FY10 General Fund Capital Budget funding level and the potential mid-year increase, combined with Facility Management major maintenance activities, amounts to approximately 1.6% of current General Fund building replacement value, compared to the 2% minimum industry recommended reinvestment ratio to adequately maintain facilities. Increasing the combined capital preservation and major maintenance funding to a threshold of 2% of building asset value would require a total of \$1.2 million in additional resources. At this higher level, capital preservation could begin to address the backlog of building and park amenity deficiencies.

A six-year comparison of the General Fund contributions to the Capital Budget versus the level of funding needed to meet the target of reinvesting a minimum of 2% of replacement value is shown on the next page. As the total square footage of General Fund buildings, and their replacement value, has grown, the funding gap has increased to \$1.2 million annually.



Another way to evaluate the adequacy of capital preservation funding is to monitor changes in the backlog of deficiencies in General Fund buildings. The increased cost of correcting existing deficiencies and the number of emerging deficiencies has resulted in an increase in the total backlog of building deficiencies in the past five years. Currently, the backlog of existing deficiencies is estimated at approximately \$21 million. As a result, the current level of funding is inadequate to provide even a "hold the line" level of building preservation and maintenance by correcting major building systems on a regular schedule, much less make significant reductions in the backlog of existing and emerging building deficiencies.

One of the goals of the Facility Management Division is to improve the overall condition of the City's General Fund buildings so that 80% of the total square footage is rated as good or better. Currently, only 68% of the General Fund building square footage is rated good or better. Limited capital preservation funding will make it increasingly difficult to both improve the condition of older facilities and continue to implement adequate preservation practices in newer facilities.

The major factors affecting facility maintenance and preservation are the increased square footage of City facilities and the age of the remaining facilities. In the past decade, the new fire complex, four new fire stations, the 911 Center, the new Downtown Library, the Police Services Building (housing the property control and forensics functions), the Eugene Depot, and a number of park restrooms and utility buildings have been added to the General Fund building inventory. The projects completed during this building cycle have increased the City's building inventory by 292,000 square feet, resulting in a 43% net increase in the total square footage of General Fund building assets. This large increase in building area, although with relatively energy efficient and low maintenance facilities, increases the overall costs of building operation and maintenance.

Even with the addition of new buildings, a large component of the General Fund building inventory is significantly older. The average age of General Fund buildings is about 25 years, and almost one

third of the square footage of General Fund buildings is 40 years of age or older. This aging component of the City's building inventory requires increasingly costly building maintenance and preservation. In the near future, these assets will require funding for renovation that is beyond the level supported by the ongoing capital preservation program.

City Hall Complex

The Council Goal Statement for FY07-08 included the direction to "Adopt implementation plan for parallel process for City Hall and Patrol Facility construction." The City Hall Complex has been part of the Council Goals since 2001, when Council adopted the action priority to "Develop a strategy and implementation plan for City downtown office and public safety facilities."

In May 2001, the City Council adopted a Downtown City Space Plan, setting a strategy for replacement of City Hall and other downtown City offices with one or more new buildings. The major elements of this strategy included relocation of Police personnel from the basement of City Hall, relocation of Fire Station #1 to a new facility, construction of a new Police headquarters building and eventual replacement of City Hall itself. The first two elements of the Downtown City Space Plan have been completed. In May 2002, voters approved an \$8.68 million bond issue for construction of a new Downtown Fire Station and a Live Fire Training Building. Council also approved the use of up to \$3.9 million from the Facility Replacement Fund to construct the Police facility on North Garfield Street adjacent to the Public Works Department's Roosevelt Yard. This new building houses the Police forensics lab and property section, which were moved from the basement of City Hall.

From late 2005 to mid-2008, the three phases of the Master Plan process were conducted utilizing comprehensive master planning and incorporating a broad community involvement effort that informed the Council's decision-making process on major policy issues. The City Hall Complex Master Plan resulted in a vision for a new City Hall reflective of the values and priorities of Eugene, and a flexible design that allows for incrementally moving forward when the city is ready and funding is available. Until then, insights gained during the master planning process will serve as a guide for finding innovative ways to solve the space, safety and mechanical challenges facing the existing City Hall.

With a major bond issue for a new City Hall being unlikely any time soon, the current City Hall and downtown leased spaces would need to be supported until 2013 or later. City Hall in particular will likely require significant investment in capital preservation – for such things as heating/ventilation/air conditioning equipment, roofs, and other building systems – during this period. As City Hall accounts for one-half of the existing and emerging deficiencies on General Fund buildings, there is a high potential that a significant investment in building system rehabilitation will be necessary in the near future.

While the adopted Capital Budget does not include preservation projects specifically for City Hall, major equipment failures or replacement needs could result in additions to the capital budget during the coming fiscal year. Any decision to fund a major capital project in a facility scheduled for replacement would be made in accordance with adopted policies that provide guidance on reinvesting in City Hall.

Stormwater System

The City's stormwater capital program reflects the goals of the Comprehensive Stormwater Management Plan (CSWMP) and the City's compliance with the National Pollutant Discharge

Elimination System (NPDES) stormwater permit. The primary resources that support stormwater capital projects include stormwater user fees, system development charges, assessments, and wetlands mitigation credits.

Transportation System

The majority of transportation capital projects are derived from the TransPlan, updated in 2002, and the Regional Transportation Plan, adopted in 2004. Other plans and policies which provide direction for the transportation projects include the Central Area Transportation Study (CATS), the Arterial-Collector Street Plan, neighborhood and local area refinement plans, and the adopted Growth Management, Pavement Preservation and Sidewalk programs.

The major issue for both the pavement preservation program and the ongoing street operations and maintenance activities continues to be the ability to generate adequate and sustainable revenue to appropriately fund Eugene's transportation system. Adequate funding in either capital preservation or operation and maintenance would reduce costs in the other program area. Conversely, when neither on-going operations and maintenance activities nor capital preservation activities are occurring at an appropriate level, then deferred work in both areas tend to drive up overall system costs.

On November 4, 2008, Eugene voters approved Ballot Measure 20-145, which authorized the issuance of \$35.9 million in general obligation bonds for the purpose of funding major street preservation projects. This authorization will generate approximately \$6.5 million annually plus inflation over a five-year period. Of that amount, \$350,000 will be used annually to fix off-street bicycle and pedestrian paths. It is projected that with total annual pavement preservation funding resources of \$18 million, the City could fully fund and stabilize the annual overlay program and begin to make considerable progress on the backlog of needed reconstruction projects. The Adopted FY10 Capital Budget provides funding for \$8.3 million in street preservation projects, derived from a combination of resources. The City Council and staff continue to work on the development of new sustainable and locally-controlled revenue sources for adequately funding Eugene's transportation system.

In addition to 2008 Street Bond projects, the FY10 Capital Budget includes \$1.3 million for preservation and maintenance projects, \$3.1 million for the Delta Ponds overpass project, and \$30,000 for Neighborhood Traffic Calming projects.

Wastewater Collection System

Wastewater projects in this adopted budget are associated with the local collection and transmission of wastewater from Eugene. Projects associated with the wastewater treatment plant and other regional facilities are a part of the Metropolitan Wastewater Management Commission (MWMC) Capital Program. The primary resources that support local wastewater capital projects include wastewater user fees, system development charges, and assessments.

The FY10 Capital Budget supports Eugene's portion of a joint effort by Eugene and Springfield to control the amount of water entering the sanitary sewer system that contributes to peak wet weather flow demands on the regional wastewater treatment plant. The budget also includes funding to upgrade older pump stations and rehabilitate community sewers.

CAPITAL IMPROVEMENT PROGRAM (CIP)

The FY10 Capital Budget is based on the funded projects in the first year (FY10) of the Adopted FY10-15 Capital Improvement Program. The CIP was reviewed by the Budget Committee in January 2009, approved by the City Council in February 2009, and is a major planning tool of the City through which needed capital projects are identified, evaluated, priced, and discussed with the general public. As a budgeting tool, the projects listed in the CIP are based on estimated revenue.

As a planning tool, the CIP forecasts the City's capital needs over the next six years based on City long-range goals and policies. The current CIP covers FY10 through FY15. Some projects reflect the direction in which the City is expected to grow and are intended to facilitate that growth. Examples of such projects include improvements to the street and bike path systems, extensions of sanitary sewer lines, and acquisition of new park land. Other projects address the need to preserve and maintain existing facilities.

The guiding strategy of the CIP is to plan for land acquisition, construction, and maintenance of public facilities necessary for the safe and efficient provision of City services. The CIP reflects the broad direction of the City Council to preserve existing assets before they fall into such disrepair that they require expensive rehabilitation or replacement. As an asset ages, it requires preservation to protect or extend its useful life. If an asset is not preserved, it will deteriorate and will need to be reconstructed.

The City has two options regarding its assets: 1) establish an ongoing preservation and maintenance program; or 2) decide not to preserve an asset and reconstruct the asset at a later date. Reconstruction costs are frequently four to five times the cost of preserving and maintaining the asset on an ongoing basis.

A viable Capital Improvement Program would first provide the funding necessary to maintain and preserve existing capital assets. An adequate preservation and maintenance program defers the need to completely rebuild or replace capital facilities. The final element of a balanced CIP is the provision of funds to change or enhance existing facilities and provide new assets that will help the City respond to changing service needs and community growth.

In general, a capital project in the City of Eugene's Capital Improvement Program either creates, improves, replaces, repairs, or maintains a fixed asset. Such an asset has a minimum cost of \$5,000 and a useful life of more than one year. Fixed assets include land, site improvements, buildings, streets, bike paths, bridges, stormwater drains, and wastewater systems. Equipment, such as the hardware attached to or purchased with the land or building, is also included.

The projects listed in the CIP are derived from a number of sources. These include:

- Functional plans, such as transportation, airport, or wastewater and stormwater system plans and studies
- Neighborhood and other refinement plans
- Neighborhood needs requests
- Requests from individual citizens, neighborhood associations, and community organizations
- Requests from other governmental units such as school districts and federal and state agencies
- City departments
- City committees or commissions.

Impact of Capital Projects on Marginal Operating Costs

The CIP also estimates the potential operating costs of future capital projects. The impact of capital projects on the costs of operating the City's infrastructure systems depends on the nature of the specific capital project. Whether a capital project creates additional marginal operating costs is dependent on whether a project results in an expansion of the City's infrastructure, or is primarily a repair, rehabilitation or upgrade of existing infrastructure.

Those projects listed as New Capital Facilities add to the City's systems, as do Restoration projects which result in additional Mitigation Bank Wetlands maintained by the City. Projects included in the Upgrades and Capacity Enhancement category may also result in extensions of the City's infrastructure, but usually address deficiencies in existing facilities which will not result in overall increases to operating costs. Projects included as Preservation and Maintenance or Site and Facility Improvements will not result in increases to operating costs.

For those projects that expand an infrastructure system, operating costs are increased. For the City's transportation, stormwater and wastewater systems, the marginal operating cost of system expansion can be estimated based on the current "per unit" cost of operations and maintenance of those facilities. Except for additions to the transportation and park systems, the operating costs due to system expansions are recovered primarily through the increase in user fees as system usage increases. Projected unit costs for these systems, based on the FY10 Adopted Budget, are:

Parks and Open Space	\$1,311 per acre
Public Buildings (excl. parking garages)	\$0.63 per sq. ft. per month
Stormwater System	\$18,307 per mile
Transportation	\$20,076 per mile
Wastewater	\$9,072 per mile
Wetlands	\$1,192 per acre

The marginal operating cost of additions to the City's stock of public buildings depends on the specific project, as various types of facilities and different levels of usage impact maintenance and utility costs differently. For example, the monthly operating and maintenance costs including utilities of a City pool is \$ 2.62/sq. ft., whereas the corresponding cost of the City parking structures is \$0.08/sq ft. per month. The average cost of general office buildings, which is the most useful measure for benchmarking costs, is \$ 0.81/sq. ft. per month. In addition to these operations and maintenance costs, downtown office space has since 2001 been assessed a capital replacement charge that brings the total facilities cost up to the equivalent per square foot cost of private office space. Through FY09, this capital replacement component of the Facility Maintenance rate has been deposited in the Facilities Replacement Fund, to be held primarily for the future construction of a City Hall complex. In FY10, the capital replacement charge will be suspended as one of many strategies to help offset the projected reduction in general fund revenues for next fiscal year. Major building preservation projects are funded through the Capital Budget and are not included in the operating budget. The City's General Fund building inventory has increased by about 45% since 1997, which in turn has increased total facility maintenance costs.

CIP to Capital Budget Process

The first year of the adopted CIP becomes the basis for that year’s Capital Budget. Staff analysis and review of the Capital Budget takes place in the Budget Office along with City departments involved in capital project activity. In the “off-year” when the CIP is not prepared, the CIP may be amended during the budget process to meet changing capital needs and/or revenue projections. The changes are incorporated in the Proposed Capital Budget, and submitted to the Budget Committee for review and approval. Approval of the Capital Budget automatically revises the CIP. The criteria used by City staff in evaluating potential capital projects for inclusion into the Capital Budget are:

- The project carries out Council-adopted plans and policies, including the Financial Management Goals and Policies of the City.
- The project addresses health and safety needs, reduces City liability, or improves access to City facilities for persons with disabilities (addresses Federal Section 504 requirements).
- The project maintains existing assets or improves the efficiency of City operations.
- The project improves revenue potential or enhances existing programs.
- The project responds to a request from a neighborhood group, citizen, government entity, or City advisory group.
- The project and any additional operating requirements can be funded within current and/or projected revenue streams.

The FY10 Adopted Capital Budget is based on the FY10-15 CIP as approved by the City Council on February 23, 2009.

CIP to Adopted Capital Budget Reconciliation

Adopted FY10 Capital Budget Changes to FY10-FY15 Adopted CIP

Area	Category	\$ Amount
Airport	No changes	
Parks & Open Space	New Capital Facilities	100,000
	Preservation/Maintenance	(20,782)
	Total	<u><u>79,218</u></u>
Public Buildings & Facilities	New Capital Facilities	196,183
	Preservation/Maintenance	(950,000)
	Site & Facility Improvements	(149,700)
	Total	<u><u>(903,517)</u></u>
Stormwater	No changes	
Transportation	Preservation/Maintenance	(1,400,000)
	Total	<u><u>(1,400,000)</u></u>
Wastewater	No changes	
Total Changes to FY10-15 CIP via FY10 Capital Budget		<u><u>(2,224,299)</u></u>

Capital Budget

Capital Improvement Program

Proposed through Adopted Capital Budget

Fund Name	Fund	FY09	FY10			
		Budget as of 12/31	Proposed Cap. Budget	Estimated Carryover	BC Changes	Adopted Cap. Budget
Transportation Utility Fund *	133	9,547,570	0	0	0	0
Telecom Reg. & Lisc. Fund	135	609,306	150,000	585,364	0	735,364
Comm Develop Block Grant	171	290,744	500,000	74,356	0	574,356
Hayes Fund	186	65,082	19,218	48,523	0	67,741
Parks Maintenance Fund	187	263,734	115,000	250,856	0	365,856
General Capital Projects	311	6,038,175	2,369,300	3,816,590	0	6,185,890
Road Capital Projects **	312	6,074,673	0	0	0	0
Housing Capital Projects	314	44,683	46,183	0	0	46,183
Public Art	319	102,082	0	92,537	0	92,537
Parks/Open Space Capital Projects	321	2,103,609	100,000	902,004	0	1,002,004
City Hall Replacement Fund	323	283,791	0	142,069	0	142,069
2006 PROS Bond	324	19,783,113	450,000	15,629,279	0	16,079,279
Transportation SDC	333	6,604,169	1,270,000	4,756,739	0	6,026,739
Wastewater SDC	334	1,382,203	80,000	272,224	0	352,224
Stormwater SDC	335	2,270,855	0	1,764,930	0	1,764,930
Parks SDC	336	3,642,998	860,000	591,470	0	1,451,470
Road General Capital	341	0	3,134,000	4,376,673	0	7,510,673
Pavement Preservation Program ***	342	0	2,700,000	8,124,857	(1,400,000)	9,424,857
2008 Transportation Bond	343	3,350,000	6,500,000	3,113,926	0	9,613,926
Special Assessment Capital	351	5,528,839	2,206,000	5,364,685	0	7,570,685
Delayed Assessments	352	818,651	0	768,651	0	768,651
Airport Construction	512	10,323,017	8,446,000	6,248,191	0	14,694,191
Parcade Parking	522	12,329	700,000	9,954	0	709,954
Performing Arts Parking	523	7,591	0	1,928	0	1,928
Overpark Parking Operations	524	180,417	0	1,410	0	1,410
Pearl Street Garage	526	10,000	150,000	2,329	0	152,329
Broadway & Charnelton Garage	527	20,000	0	8,714	0	8,714
Parking Lots	529	20,000	0	20,000	0	20,000
Stormwater Utility - Capital	531	6,466,800	1,565,000	3,502,004	0	5,067,004
Wastewater Utility - Capital	532	3,787,708	1,770,000	2,203,045	0	3,973,045
Wetlands Mitigation Bank	536	315,066	150,000	229,200	0	379,200
Atrium Fund	617	150,000	150,000	150,000	0	300,000
Facilities Maintenance	618	79,128	0	79,128	0	79,128
Fleet Service	619	21,433	0	21,433	0	21,433
Total		90,197,766	33,430,701	63,153,069	(1,400,000)	95,183,770

* Effective FY10, the activities of the Transportation Utility Fund (133) will be reported in the Pavement Preservation Program Fund (342).

** Effective FY10, the activities of the Road Capital Projects Fund (312) will be reported in the Road General Capital Fund (341).

*** Budget Committee approved a motion to direct \$1.4 million of Local Gas Tax revenues to the Road Fund to fund street operations and maintenance and to reduce the Pavement Preservation Program by the same amount.

Organization of the Capital Budget

The Capital Budget is divided into three sections: **Project Descriptions**, **Financial Summaries**, and **Miscellaneous Information**.

The **Project Descriptions** section describes the capital projects included in the Capital Budget. The project descriptions are listed by project area and category. Projects are then presented in alphabetical order by project title. Detailed project information is provided in this section, including budgeted amount, project description, funding source(s) and policy basis.

The **Financial Summaries** section details the sources of funding for each project, by fund. The project type, project category, and the amount budgeted for FY10 are also listed here.

The **Miscellaneous Information** section includes:

- A schedule reflecting an example of existing City capital assets.
- A listing of the funds involved in the Capital Budget and the description of each fund's primary sources of revenue.

Project Descriptions

This section details the capital projects which make up the Capital Budget. The project descriptions are listed by **Project Area** and **Project Category**. Detailed information is provided, including the project's budget, funding source(s) and policy basis. Project budgets, as listed, contain only new appropriations adopted for FY10; they do not reflect unspent carryover from prior years.

Project Areas

Airport — Includes the preservation, improvement, and construction of airport facilities.

Parks and Open Space — Includes the preservation, maintenance, and modification of existing parks and open space facilities to meet operational, safety, and cost-efficiency goals, and park development and acquisition necessary to address community growth.

Public Buildings and Facilities — Provides for the preservation and maintenance of such public facilities as community centers, swimming pools, fire stations, government offices, parking structures, and the public library.

Stormwater — Includes projects designed to preserve the investment in existing facilities, restore stormwater facilities to a more natural condition, improve stormwater quality, and provide greater carrying capacity for stormwater.

Transportation — Includes preserving and reconstructing the improved roadway system, improving substandard streets with City standard curbs, gutters, and sidewalks, and addressing system capacity needs.

Wastewater — Includes projects that extend service to growth areas within the urban growth boundary and provides for maintenance of the wastewater collection system.

Project Categories

Capacity Enhancements — Projects in this category provide greater carrying capacity for existing facilities. This category was added in FY08 per Budget Committee recommendation.

Functional & Safety Improvements — Projects in this category preserve the existing transportation system by improving the operation and safety of the facility.

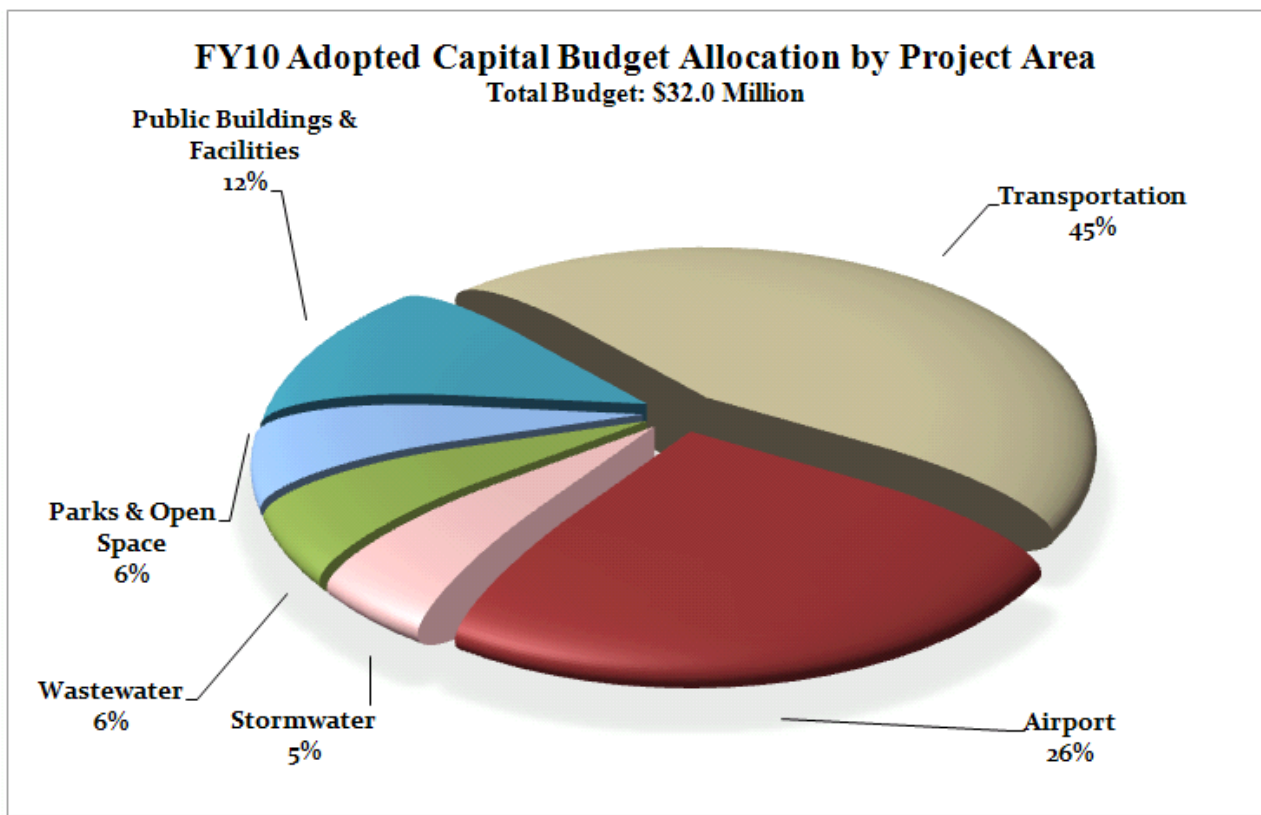
New Capital Facilities — Projects in this category are for new or replacement facilities, or projects that expand existing facilities/services and are of such a scale as to warrant being classified as stand alone projects.

Preservation & Maintenance — Projects in this category preserve, maintain, and repair systems associated with existing facilities. These projects allow facilities to achieve their useful life span and to be maintained at a level required for effective service delivery to the public.

Restoration — Projects in this category are designed to meet the goals of the Comprehensive Stormwater Management Plan (CSWMP) which relate to multiple objectives and to re-establish natural systems where appropriate.

Site and Facility Improvements — Projects in this category modify and/or add to existing facilities to meet operational, safety, and cost efficiency goals. The primary goal of this category is to address changing program functions and needs to improve service delivery.

Upgrades and Capacity Enhancements — Projects in this category normally add to existing structures or facilities to increase capacity. This includes the modification, improvement, or expansion of existing facilities.



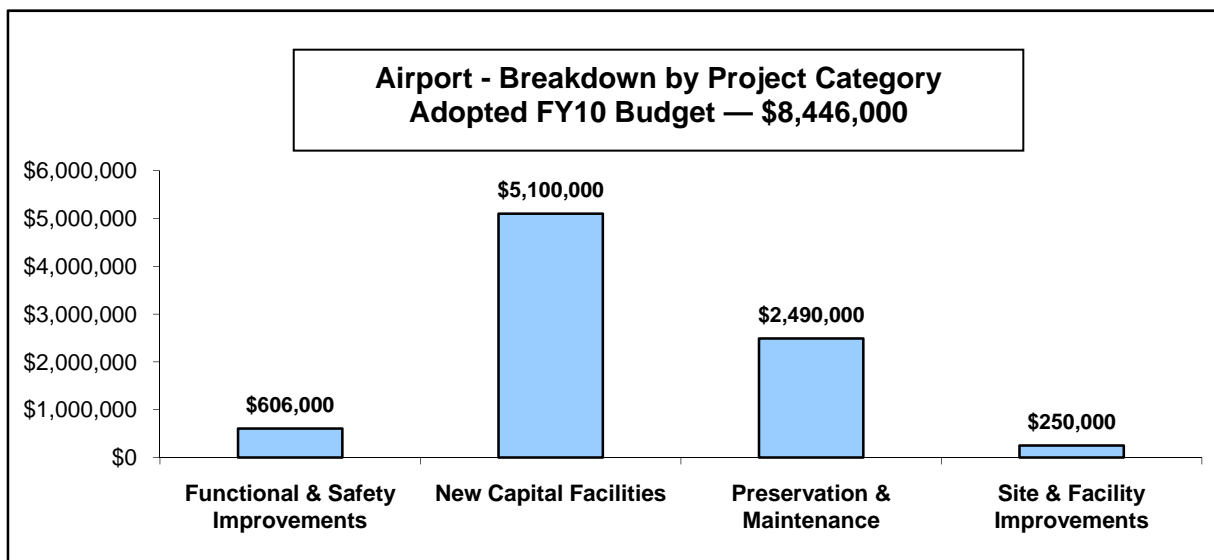
Overview

Capital projects for the Eugene Airport are outlined in, and structured by, the Eugene Airport Master Plan Update and the five-year Federal Aviation Administration (FAA) Capital Improvement Plan. These documents provide for the planned development of the Airport property and facilities to accommodate future aviation demand while remaining compatible with the environment and community development. Project priorities are determined through a process based on the adopted Master Plan Update and FAA approval. The Airport Advisory Committee provides direction and citizen input for this process.

The primary projects in FY10 will be the construction of a replacement Aircraft Rescue and Fire Fighting (ARFF) facility and section two of the rehabilitation of the terminal ramp. The FY10 capital project budget proposes the addition of an exit lane monitoring structure in the terminal. Smaller projects include a pavement management plan, rehabilitation of the north ramp, the north hangar taxiway reconstruction, and a variety of building maintenance and preservation projects.

Funding

Eugene Airport’s capital projects receive the majority of their funding from FAA grants and the Passenger Facility Charge (PFC) program. The FAA grants include money from both an Entitlement Fund and a Discretionary Fund. Levels of available Discretionary Funds are subject to Congressional legislation and are subject to the FAA’s priority system. The Airport’s FY10 projects will receive anticipated FAA entitlement funding of \$2.6 million and FAA discretionary funding of \$4.7 million. The Airport will receive approximately \$1 million in PFC funding. The balance of funding comes from the Municipal Airport Fund.



Breakdown by Fund:

Municipal Airport Fund
Total

8,446,000
\$8,446,000

CIP to Adopted Capital Budget Reconciliation

Adopted FY10 Capital Budget Changes to FY10-FY15 Adopted CIP – No changes.

ADOPTED FY10 AIRPORT PROJECTS

Functional and Safety Improvements

- **Exit Plane Monitoring Structure** **400,000**
 This project will provide automated and secured Exit Lane Monitoring services for the period when the Transportation Security Administration (TSA) does not staff the exit lane.
Plan/Policy Document: Airport Advisory Committee Recommendation
Funding Source: Municipal Airport Fund

- **Interactive Computer Training System** **106,000**
 A computer-based training, testing and secure database record keeping system mandated by Federal regulatory requirements including FAA Part 139 and TSA 49 CFR Part 1542 through the purchase of a interactive touch screen training system with customized modules. The standardized system provides greater flexibility to all Eugene Airport ID applicants.
Plan/Policy Document: Airport Advisory Committee Recommendation
 Federal Aviation Administration (FAA) Capital Improvement Plan
Funding Source: Municipal Airport Fund

- **Mitigation – Open Water - Runway** **100,000**
 FY10 capital budget is to provide for mitigation/drainage for Runway 34L.
Plan/Policy Document: Airport Advisory Committee Recommendation
 Airport Master Plan Update
 Federal Aviation Administration (FAA) Capital Improvement Plan
Funding Source: Municipal Airport Fund

New Capital Facilities

- **ARFF Station** **4,900,000**
 Design and construct replacement Aircraft Rescue and Fire Fighting (ARFF) facility. The relocated facility will improve response time for aircraft emergencies, increase staffing flexibility, and will meet the required design and seismic standards of the City. The current facility is over twenty years old and is inadequate for existing needs.
Plan/Policy Document: Airport Advisory Committee Recommendation
 Airport Master Plan Update
 Federal Aviation Administration (FAA) Capital Improvement Plan
Funding Source: Municipal Airport Fund

- **Snow Removal Equipment** **200,000**
 Acquire replacement Snow Removal Equipment (SRE) Vehicles.
Plan/Policy Document: Airport Advisory Committee Recommendation
 Airport Master Plan Update
 Federal Aviation Administration (FAA) Capital Improvement Plan
Funding Source: Municipal Airport Fund

Project Descriptions

Airport

Preservation and Maintenance

- **Pavement Management Plan** **100,000**
Complete an assessment of all pavement at the airport per FAA requirements.
Plan/Policy Document: Airport Advisory Committee Recommendation
Federal Aviation Administration (FAA) Capital Improvement Plan
Funding Source: Municipal Airport Fund
- **Ramp Rehabilitation** **540,000**
Rehabilitate various ramp pavements as identified in the Airport Pavement Management Plan. FY10 capital budget is to rehab the North Ramp (South Kilo).
Plan/Policy Document: Airport Advisory Committee Recommendation
Airport Master Plan Update
Airport Pavement Management Plan
Federal Aviation Administration (FAA) Capital Improvement Plan
Funding Source: Municipal Airport Fund
- **Taxilane North Hangar** **250,000**
To reconstruct Taxilane North Hangar.
Plan/Policy Document: Airport Advisory Committee Recommendation
Airport Master Plan Update
Airport Pavement Management Plan
Federal Aviation Administration (FAA) Capital Improvement Plan
Funding Source: Municipal Airport Fund
- **Terminal Ramp Reconstruction** **1,600,000**
Phase I of this project has already addressed one-half of the terminal ramp. FY10 capital budget is to rehabilitate the remaining half of the terminal ramp.
Plan/Policy Document: Advisory Committee Recommendation
Airport Master Plan Update
Airport Pavement Management Plan
Federal Aviation Administration (FAA) Capital Improvement Plan
Funding Source: Municipal Airport Fund

Site and Facility Improvements

- **Airport Improvement Projects** **250,000**
Provide funding for small (less than \$50k) airport improvement projects, preservation and maintenance of existing facilities.
Plan/Policy Document: Airport Advisory Committee Recommendation
Funding Source: Municipal Airport Fund

TOTAL FY10 AIRPORT PROJECTS

\$8,446,000

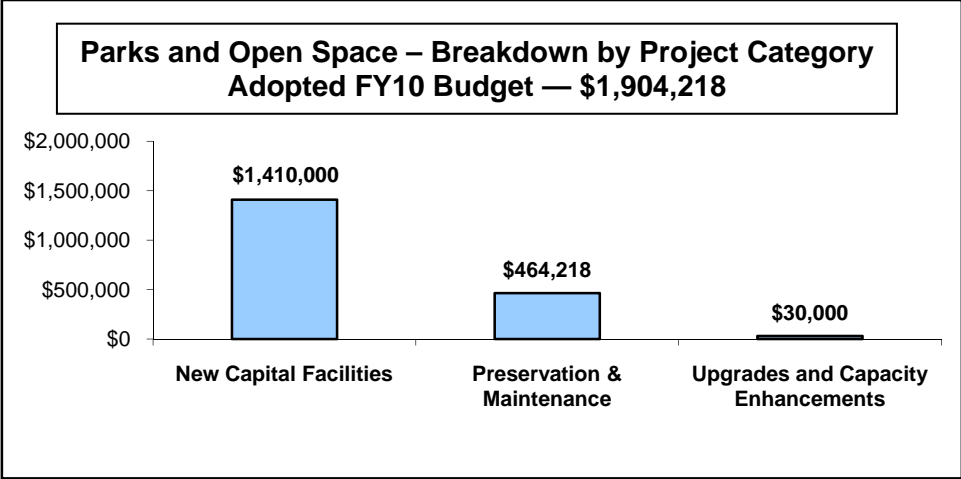
Overview

The City owns, manages, and maintains a growing network of parks, recreation facilities, and open space areas. The parks and open space system goals include providing opportunities for active and passive recreation, preserving open space and natural resource values, and contributing to water quality and wildlife habitat.

As the community continues to grow, the City strives to provide new and/or expanded facilities to meet the increased demands for parks and open space while maintaining existing infrastructure in older parts of the City. The City Council adopted a Parks, Recreation, and Open Space Project and Priority Plan in May 2006 that lists specific projects and identifies project priorities. The projects listed in the FY10 Adopted Budget are generally consistent with the policies in the Parks, Recreation and Open Space Project and Priority Plan. However, due to restrictions on available funding that vary by the source of funds, implementation of some lower priority projects occurs despite the fact that some higher priority projects have yet to be completed. Projects geared toward restoration and maintenance of existing facilities do not qualify for the primary Parks and Open Space capital funding sources and many are therefore going unaddressed.

Funding

The primary capital funding sources for parks and open space projects are general obligation bonds and park system development charges (SDCs). In the FY10 budget, bond and SDC dollars are focused on acquisition of new park sites, with a smaller portion of SDC funds directed to park rehabilitation projects. A number of other diverse funding sources are also used in lesser amounts for parks and open space projects. These include the General Fund and, where appropriate, stormwater and wastewater user fees, grant money, donations, and volunteer labor.



Breakdown by Fund:

General Capital Projects Fund	810,000
Library, Parks, & Recreation Special Revenue Fund	134,218
System Development Capital Projects Fund – Parks	860,000
Stormwater Utility Fund	65,000
Wastewater Utility Fund	35,000
Total	\$1,904,218

Project Descriptions

Parks and Open Space

CIP to Adopted Capital Budget Reconciliation

Adopted FY10 Capital Budget Changes to FY10-FY15 Adopted CIP

<u>Category</u>	<u>Project</u>	<u>Action</u>	<u>\$ Amount</u>
New Capital Facilities	Community/Regional Park Developmen	Increase	100,000
			<u>100,000</u>
Preservation/Maintenance *	Parks Donations Projects	Increase	4,218
	Alton Baker Park Renovations	Increase	75,000
	Site Renovations & Rehabilitation	Decrease	(100,000)
			<u>(20,782)</u>
Total Parks & Open Space			<u><u>79,218</u></u>

* Per the FY01 Budget Committee capital funding strategy, building and parks' Preservation and Maintenance projects receive up to an additional \$900,000 appropriation of end-of-year General Fund balances on the December Supplemental Budget. This funding is reflected in the CIP but excluded from the Adopted Capital Budget.

ADOPTED FY10 PARKS AND OPEN SPACE PROJECTS

New Capital Facilities

- **Community and Regional Park Development** **100,000**
 Development and enhancement of neighborhood and community parks.
Plan/Policy Document: PROS Comprehensive Plan
 PROS Project and Priority Plan
Funding Source: Parks/Open Space Capital Projects Fund
- **Natural Area Park Acquisition** **500,000**
 Acquire land for natural area parks. Natural Area acquisition will require additional funding for major maintenance beyond regular operating costs. All of the parcels purchased in the last five years have had significant populations of aggressive invasive plants as well as issues with erosion, slash piles etc.
Plan/Policy Document: PROS Comprehensive Plan
 PROS Project and Priority Plan
Funding Source: System Development Capital Projects Fund
- **Neighborhood and Community Park Acquisition** **810,000**
 Acquire land to provide additional neighborhood and community parks.
Plan/Policy Document: PROS Comprehensive Plan
 PROS Project and Priority Plan
Funding Source: 2006 PROS Bond Fund (\$450,000)
 System Development Capital Projects Fund (\$360,000)

Preservation and Maintenance

- **Alton Baker Park Renovations** **75,000**
 Renovation of constructed facilities within West Alton Baker Park.
Plan/Policy Document: PROS Comprehensive Plan
 PROS Project and Priority Plan
Funding Source: Parks Maintenance Fund

- **Parks Donation Projects** **59,218**
 This project provides support for volunteer and donation-funded projects in existing parks. Examples of projects that have been funded with donations and/or volunteer labor include the installation and preservation of memorials, plaques, benches, trees, etc., in Hayes Tree Garden, and in parks such as Owen Rose Garden & RiverPlay.
Plan/Policy Document: PROS Comprehensive Plan
 PROS Project and Priority Plan
Funding Source: Hayes Fund (\$19,218)
 Parks Maintenance Fund (\$40,000)

- **Site Renovations & Rehabilitation** **330,000**
 Preserve and maintain special site-specific features, such as recreational facility parking lots and drives, irrigation systems, drainage systems, outdoor lighting systems, park furnishings & equipment, and paths.
Plan/Policy Document: Financial Management Goals and Policies
Funding Source: General Capital Projects Fund (\$260,000)
 Stormwater Utility Fund (\$35,000)
 Wastewater Utility Fund (\$35,000)

Upgrades and Capacity Enhancements

- **Street Tree Stocking & Planting Program** **30,000**
 Plant street trees in areas needing new trees and where street trees were removed due to damage or disease.
Plan/Policy Document: Street Tree Program
 TransPlan
 Urban Forest Management Plan
Funding Source: Stormwater Utility Fund

TOTAL FY10 PARKS AND OPEN SPACE PROJECTS

\$1,904,218

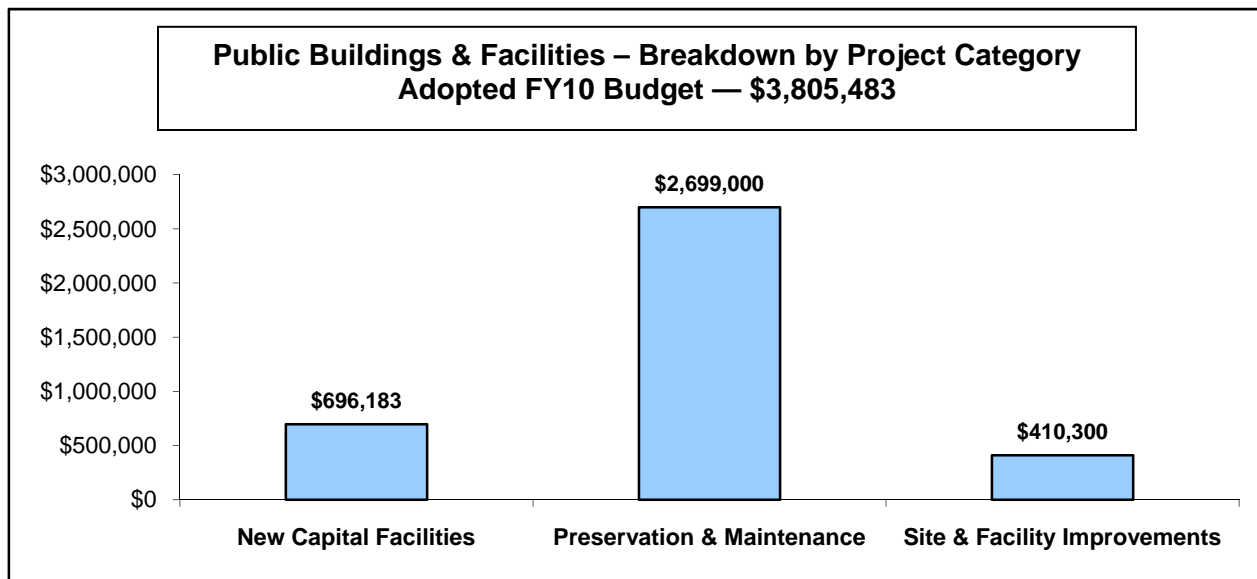
Overview

The City maintains a wide range of public facilities, including neighborhood, community, and metropolitan park buildings, community centers, swimming pools, fire stations, government office buildings, parking structures, and the library. In all, the City must maintain and preserve more than 185 buildings totaling over 2 million square feet in area to effectively provide the services desired by Eugene citizens, of which 1 million square feet is supported by the General Fund.

Public Buildings and Facilities projects are derived from several adopted plans and facility condition reports. These include the Parks and Recreation Plan, Public Safety Long Range Plan, Fire and Emergency Medical Services Redeployment Plan, Urban Renewal Plans, the 2004 and 2009 Facility Condition Reports, Downtown City Space Plan, City Hall Complex Master Plan, Public Works Facility Master Plan Update, HUD Consolidated Plan 2005, 2008 Facility Accessibility Evaluation, Americans with Disabilities Act (ADA) Transition Plan, Parking Structure Architectural Study, and the Eugene Municipal Parking Structure Condition Analysis.

Funding

The General Fund (predominately supported by property taxes) is the primary source of funding for Public Buildings and Facilities projects. Dedicated funds include the Facilities Services Fund, Community Development Fund and Parking Funds. Public building projects at the Eugene Airport are included in the Airport section of the budget. Projects associated with the wastewater treatment plant are part of the Metropolitan Wastewater Management Commission (MWMC) capital program and are not included in the City’s Capital Budget.



Breakdown by Fund:

Community Development Fund	500,000
Telecom Registration/Licensing Fund	150,000
General Capital Projects Fund	2,155,483
Parking Services Fund	850,000
Facilities Services Fund	150,000
Total	\$3,805,483

Project Descriptions

Public Buildings and Facilities

Adopted FY10 Capital Budget Changes to FY10-FY15 Adopted CIP

<u>Category</u>	<u>Project</u>	<u>Action</u>	<u>\$ Amount</u>
New Capital Facilities	Housing Development Acquisition	Increase	46,183
	Telecom Capital Contingency	Add	150,000
			<u>196,183</u>
Preservation/Maintenance *	Hult Center Lighting	Decrease	(100,000)
	Hult Center Sound System	Decrease	(200,000)
	Health, Safety & Welfare	Decrease	(170,000)
	Primary Bldg. Systems Preservation	Decrease	(265,000)
	Secondary Bldg. Sys. Preservation	Decrease	(50,000)
	Building Service Systems	Decrease	<u>(165,000)</u>
		<u>(950,000)</u>	
Site & Facility Improvements	ADA Renovations	Decrease	(64,700)
	General Site & Fac Improvements	Decrease	<u>(85,000)</u>
			<u>(149,700)</u>
Total			<u><u>(903,517)</u></u>

*Per the FY01 Budget Committee capital funding strategy, building and parks' Preservation and Maintenance projects receive up to an additional \$900,000 appropriation of end-of-year General Fund balances on the December Supplemental Budget. This funding is reflected in the CIP but excluded from the Proposed Capital Budget.

ADOPTED FY10 PUBLIC BUILDINGS & FACILITIES PROJECTS

New Capital Facilities

- Telecom Capital Contingency** **150,000**
 Provide additional funding for telecommunications eligible projects not yet determined.
Plan/Policy Document: None
Funding Source: Telecom Registration/Licensing Fund
- Housing Development Acquisition** **546,183**
 Ongoing program of acquiring land parcels for future development of affordable housing for low-income households. Individual sites are later awarded to projects through an RFP process. Examples of projects developed on former City landbank sites include: West Town on 8th (Metro), Turtle Creek Apartments (HACSA) and Santa Clara Apartments (SVdP). Funding for landbank acquisition is primarily from the federal Community Development Block Grant.
Plan/Policy Document: Consolidated Plan (HUD-CDBG & HOME grants)
Funding Source: Community Development Fund (\$500,000)
 General Capital Projects Fund (\$46,183)

Preservation and Maintenance

- Building Service Systems 523,000**

Preserve and maintain building service systems, including elevators, mechanical systems (plumbing, heating, cooling) needed to maintain reasonable service levels. Program includes electrical systems necessary for lighting, equipment and computers. This program area is receiving increasing emphasis as it becomes more cost effective to replace systems rather than continue repairs due to the aging of mechanical systems in City buildings.
Plan/Policy Document: Facility Condition Reports
Funding Source: General Capital Projects Fund

- Health, Safety & Welfare 437,000**

Preserve and maintain the health, safety and welfare of users of City facilities, including asbestos abatement, air quality and building safety programs designed to protect the public and employees. Typical projects within these program areas include hazardous materials abatement, building seismic modifications, building security improvement and building safety hazard mitigation.
Plan/Policy Document: Facility Condition Reports
Uniform Building Code
Funding Source: General Capital Projects Fund

- Parking Structure – Upgrades and Rehabilitation 850,000**

Install replacement deck coating, including removal of waterproof membrane, seal cracks, and replace seal along slab joints above ramps at the Arcade Parking Garage (\$700,000). Remove and replace waterproof deck coating on second level above retail space at the Pearl Street Garage (\$150,000).
Plan/Policy Document: Parking Structure Condition Analysis (PSCA)
Funding Source: Parking Services Fund

- Primary Building Systems 747,000**

Preserve and maintain the exterior systems of City buildings, such as foundations, sub/superstructures, floors, exterior enclosures and roofs. The scale of these systems can involve major rehabilitation of facilities. A historic preservation and maintenance program was initiated in 2000 to address the City's growing inventory of historic buildings.
Plan/Policy Document: Facility Condition Reports
Uniform Building Code
Funding Source: General Capital Projects Fund

- Secondary Building Systems 142,000**

Preserve and maintain interior building features, such as doors, walls, floors, ceilings and all related finishes. These elements can be combined into a major interior rehabilitation project in some cases.
Plan/Policy Document: Facility Condition Reports
Funding Source: General Capital Projects Fund

Project Descriptions

Public Buildings and Facilities

Site and Facility Improvements

- **ADA Renovations** **63,300**
Improve and maintain access to City buildings and park facilities for people with disabilities. Addresses Federal regulations, the Uniform Building Code and City-wide Facilities Accessibility Study. Examples include implementation of ADA requirements at City facilities.
Plan/Policy Document: ADAAG Facilities Accessibility Evaluation
Americans with Disabilities Act (ADA) Transition Plan
Funding Source: General Capital Projects Fund
- **Atrium Building Improvements** **150,000**
Various upgrades and improvements for public/private building. May include improvements to HVAC efficiency, energy upgrades, roof and potential tenant improvements.
Plan/Policy Document: Downtown Space Plan (DTSP)
Facility Condition Reports
Funding Source: Facilities Services Fund
- **General Site and Facilities Improvements** **197,000**
Modify and/or add to existing facilities to meet operational, safety and cost-efficiency goals. Primary goal is to address changing program functions/needs and/or to improve service delivery. Does not include acquisition or construction of new sites.
Plan/Policy Document: Facility Condition Reports
Funding Source: General Capital Projects Fund

TOTAL FY10 PUBLIC BUILDING & FACILITIES PROJECTS

\$3,805,483

Overview

The City's stormwater capital program reflects the goals of the Comprehensive Stormwater Management Plan (CSWMP) and the City's compliance with the National Pollutant Discharge Elimination System (NPDES) stormwater permit.

The goals of the capital improvements include the following:

1. Protect the community from excessive flood damage.
2. Meet the requirements of the Clean Water Act for managing non-point source pollution.
3. Incorporate the multiple objectives outlined in the CSWMP into capital projects: flood protection, water quality protection and enhancement, and related natural resource protection.
4. Integrate stream corridors into the City's green infrastructure system through a combination of acquisition, restoration and rehabilitation.
5. Participate in the ongoing management and implementation of the West Eugene Wetlands Plan and associated wetland bank program.
6. Preserve the effectiveness of the stormwater system through an ongoing operations and maintenance program.

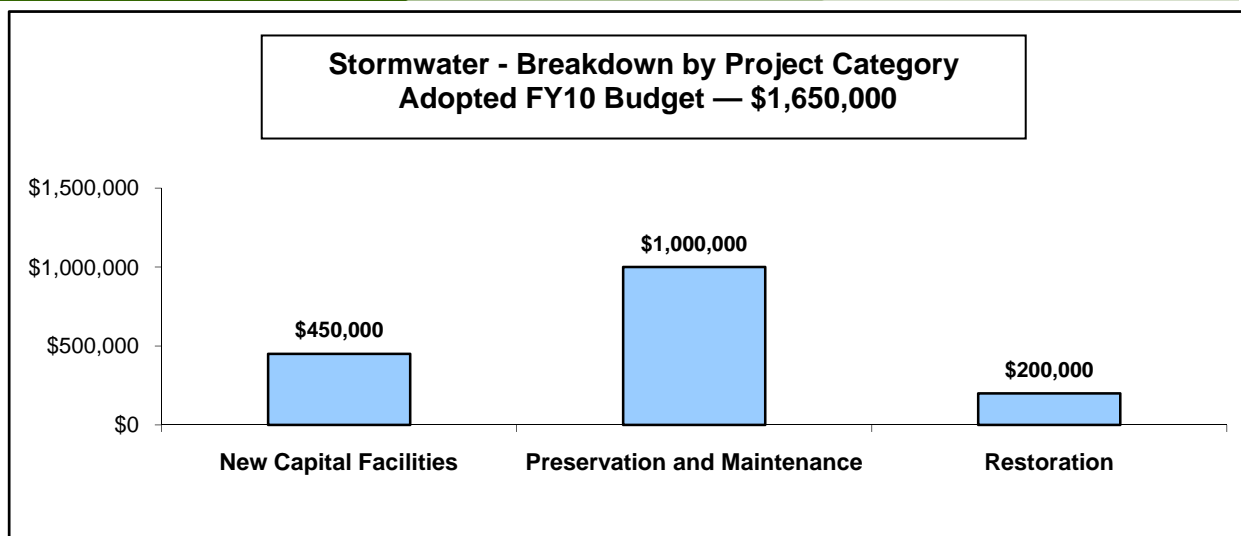
Funding

Stormwater preservation and maintenance projects include system rehabilitation and improvements, wetland restoration and stream corridor acquisitions, and are funded primarily through stormwater user fees and the reimbursement component of systems development charges. The FY10 adopted capital budget is \$1.9 million, which includes \$1.8 million in preservation and maintenance projects.

Wetland restoration projects are designed to meet multiple objectives included in the CSWMP and to re-establish natural systems where appropriate. The primary revenue source for restoration is the Wetlands Mitigation Bank. The City, under an interagency agreement with the Federal Bureau of Land Management, the Army Corps of Engineers, and the Oregon Division of State Lands, manages the Bank to restore, construct and maintain wetlands to replace those wetlands permitted to be developed in accordance with the West Eugene Wetlands Plan. As part of the development process, private developers have the option to purchase replacement wetlands through the Bank. The FY10 Adopted Capital Budget includes \$150,000 in wetland restoration projects.

Consistent with City Council direction, the FY10 budget includes \$450,000 for stream corridor acquisition, funded by user fees.

Upgrades and capacity enhancement projects include modification, improvement, or expansion of existing facilities. Major upgrades and capacity enhancements and new capital facilities are funded primarily by systems development charges, assessments, and user fees. The FY10 adopted budget includes \$145,000 in stormwater upgrades and capacity enhancements.



Breakdown by Fund:

Stormwater Utility Fund
Total

1,650,000
\$1,650,000

CIP to Adopted Capital Budget Reconciliation

Adopted FY10 Capital Budget Changes to FY10-FY15 Adopted CIP – No changes.

ADOPTED FY10 STORMWATER PROJECTS

New Capital Facilities

- **Stream Corridor Acquisition** **450,000**
 Acquire fee title or easements along waterways for waterway protection or restoration.
Plan/Policy Document: City of Eugene Municipal Stormwater Permit
 City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
 Comprehensive Stormwater Management Plan (CSWMP),
 PROS Project and Priority Plan
 Stormwater Basin Master Plan
Funding Source: Stormwater Utility Fund

Preservation and Maintenance

- **Amazon Creek Bank Stabilization – Chamber to Garfield** **50,000**
 Repair slope failures and improve maintenance access. Project will also provide significant improvements to habitat and water quality.
Plan/Policy Document: City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
 Comprehensive Stormwater Management Plan (CSWMP)
 Stormwater Basin Master Plan
Funding Source: Stormwater Utility Fund

Project Descriptions

Stormwater

- **General Stormwater Rehabilitation** **100,000**
Rehabilitate, reconstruct and install stormwater system where needed due to various problems, such as deterioration due to age, poor materials, localized flooding, and/or systems limitations. Where feasible, natural systems are used to address existing problems in conformance with Comprehensive Stormwater Management Program.
Plan/Policy Document: Comprehensive Stormwater Management Plan (CSWMP)
Public Facilities Plan & Services
Stormwater Basin Master Plan
Funding Source: Stormwater Utility Fund
- **Harlow Neighborhood Basin Drywell Decommissioning** **470,000**
Pilot project to decommission problematic dry wells and alleviate localized flooding issues within neighborhood. Drywells in this neighborhood perform so poorly that the streets and sidewalks are regularly inundated. This project is consistent with the City's Water Pollution Control Permit Application to Oregon Department of Environmental Quality that includes decommissioning underground injection control facilities.
Plan/Policy Document: City of Eugene Municipal Stormwater Permit
City of Eugene Underground Injection Controls Stormwater Management Plan
City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
Comprehensive Stormwater Management Plan (CSWMP)
Stormwater Basin Master Plan
Funding Source: Stormwater Utility Fund
- **Streambank and Outfall Stabilization** **80,000**
Implement streambank stabilization projects to help streams adjust to increased runoff volumes while limiting negative impacts associated with downcutting, sedimentation, and erosion. Where appropriate, use bioengineering techniques to stabilize streambanks and improve habitat and water quality functions.
Plan/Policy Document: Stormwater Basin Master Plan
Funding Source: Stormwater Utility Fund
- **Water Quality Facilities – High Source Areas** **50,000**
Improve water quality in developed, high pollutant source areas by installing structural water quality facilities to address pollutants of concern.
Plan/Policy Document: City of Eugene Municipal Stormwater Permit
City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
Comprehensive Stormwater Management Plan (CSWMP)
Stormwater Basin Master Plan
Funding Source: Stormwater Utility Fund
- **Willamette River Bank Stabilization Study** **150,000**
Study to determine the extent and severity of bank failures along the Willamette River from I-5 to Bellline and prepare a preliminary design for repair.
Plan/Policy Document: City of Eugene Municipal Stormwater Permit
City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
Comprehensive Stormwater Management Plan (CSWMP)
Stormwater Basin Master Plan
Funding Source: Stormwater Utility Fund

Project Descriptions

Stormwater

- **Willamette River Basin Water Quality Facilities** **100,000**

Study and prioritize high pollutant source areas within the developed downtown area draining directly to the Willamette River. Retrofit the municipal stormwater system by constructing treatment devices that reduce pollutants in stormwater runoff prior to discharging to the Willamette River.

Plan/Policy Document: City of Eugene Municipal Stormwater Permit
 City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
 Comprehensive Stormwater Management Plan (CSWMP)
 Stormwater Basin Master Plan

Funding Source: Stormwater Utility Fund

Restoration

- **Corps Metro Waterway Restoration Feasibility Study** **50,000**

The U.S. Army Corps of Engineers, in partnership with metro region agencies, are undertaking a feasibility study to identify metro area waterway problems, opportunities and recommended projects. The feasibility phase is in progress. After projects are identified, the City and the Corps will sign a Project Cooperation Agreement to construct projects that have been mutually agreed upon. Potential Eugene projects include restoration of portions of Amazon Creek and salmon habitat restoration. FY10 capital budget amount is to fund the study; actual project costs are not yet known.

Plan/Policy Document: City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
 Comprehensive Stormwater Management Plan (CSWMP)
 Stormwater Basin Master Plan

Funding Source: Stormwater Utility Fund
- **Wetland Mitigation Bank Capital Projects** **150,000**

Enhancement and restoration of wetlands in West Eugene on various sites. Mitigation work in advance of development will result in certified credits to be sold to developers.

Plan/Policy Document: West Eugene Wetlands Plan

Funding Source: Stormwater Utility Fund (Wetlands Mitigation Bank)

TOTAL FY10 STORMWATER PROJECTS

\$1,650,000

Overview

The majority of projects in the Transportation section are derived from the TransPlan, updated in 2002, and the Regional Transportation Plan, updated in 2007. Other plans and policies which provide direction for the transportation projects include the Central Area Transportation Study (CATS), the Arterial-Collector Street Plan, neighborhood and local area refinement plans, and the adopted Growth Management and Sidewalk programs.

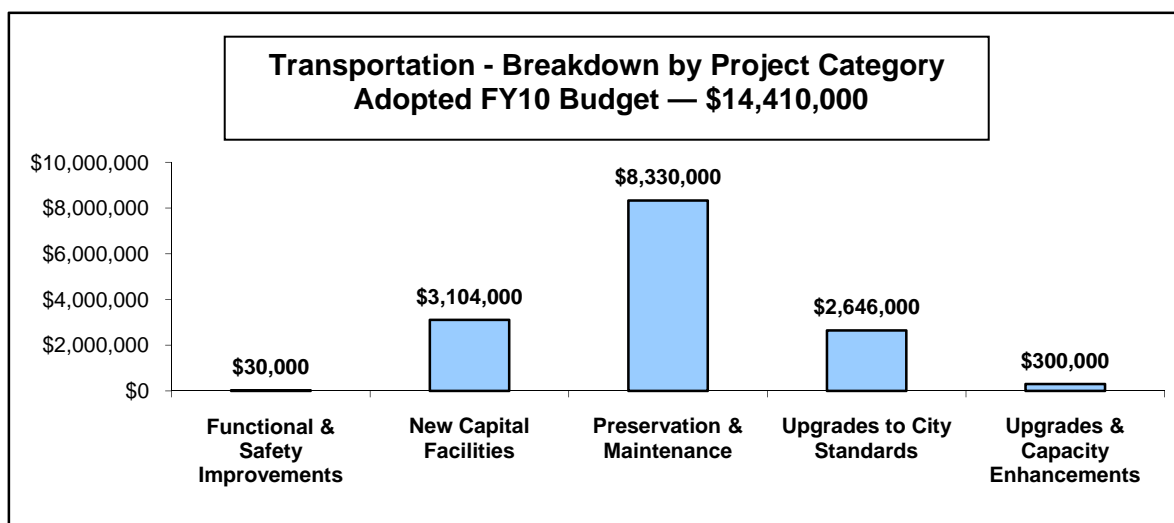
Funding

Transportation projects are generally described as preservation, upgrades, capacity enhancement, new capital facilities, and functional and safety improvements.

Preservation projects typically include overlays and reconstruction of existing streets and alleys. The Adopted FY10 Capital Budget includes \$8.3 million for preservation, funded from a combination of resources \$1.3 million from the local motor vehicle fuel tax, \$530,000 from the reimbursement component of transportation system development charges, and \$6.15 million the first year of a five year G.O. Bond.

Upgrades typically involve improving bike paths and substandard arterial or collector streets to City standards. Capacity enhancements provide greater carrying capacity for motorists, bus transit, bicycles and/or pedestrians. The FY10 budget for upgrades is \$1.9 million funded by STP-U grants for the Delta Ponds Bike/Pedestrian Overpass. For the combined category of upgrades and capacity enhancements, the FY10 budget is \$300,000. Upgrades and capacity enhancements are funded from a combination of assessments (used where the improvements benefit specific property owners) and the improvement component of transportation SDCs.

Functional and safety improvement projects typically include neighborhood traffic calming, accessible pedestrian signals, sidewalk access improvements, pedestrian crossing, and intersection improvements. The \$30,000 of projects in this category in the FY10 Adopted Capital Budget would be funded by a transfer from the General Fund to the Transportation Capital Projects Fund.



Project Descriptions

Transportation

Breakdown by Fund:

System Development Capital Projects Fund – Transportation	1,270,000
Transportation Capital Projects Fund	10,934,000
Special Assessments Capital Projects Fund	2,206,000
Total	\$14,410,000

CIP to Adopted Capital Budget Reconciliation

Adopted FY10 Capital Budget Changes to FY10-FY15 Adopted CIP

Preservation/Maintenance			
	Street & Alley Preservation	Decrease	(1,400,000)
			(1,400,000)
Total Transportation			(1,400,000)

ADOPTED FY10 TRANSPORTATION PROJECTS

Functional and Safety Improvements

- Neighborhood Traffic Calming** **30,000**
 Neighborhood traffic calming projects, including speed humps, diverters, chokers, circles, and other street enhancements. Program addresses neighborhood traffic problems which are prioritized with the assistance of neighborhood organizations.
Plan/Policy Document: Council Direction, TransPlan
Funding Source: Transportation Capital Projects Fund

New Capital Facilities

- Delta Ponds Overpass, Goodpasture to Robin Hood Lane** **3,104,000**
 Provide a multi-use path and a grade separated crossing (overpass structure) over Delta Highway between Goodpasture Island and Robin Hood Lane for pedestrian/bicycles. The \$3.104 million in federal grant funds secured for FY 2010 will bring the total federal funding to \$3.880 million. These funds will be administered by City of Eugene through ODOT.
Plan/Policy Document: TransPlan
Funding Source: Transportation Capital Projects Fund

Preservation and Maintenance

- Pavement Preservation Program** **1,830,000**
 Preserve existing improved streets and alleys City-wide, through overlays and surface treatments. This program also includes reconstruction projects for roadways deteriorated to a point where investment in capital preservation and preventative maintenance are not cost-effective.
Plan/Policy Document: Council Goal – Transportation Initiative
 Pavement Management Program
 TransPlan
Funding Source: System Development Capital Projects Fund (\$530,000)
 Transportation Capital Projects Fund (\$1,300,000)
- Pavement Preservation Program – Funding for Project Backlog** **6,500,000**
 Street and bike path rehabilitation projects funded through a five-year General Obligation Bond approved in November 2008. The FY10 capital budget is \$6,150,000 for the street rehabilitation component of this project and \$350,000 for

Project Descriptions

Transportation

the bike path component. The annual pavement preservation funding target recommended in May 2007 by the Council Subcommittee on Transportation Funding Solutions is \$18 million.

Plan/Policy Document: Council Goal – Transportation Initiative
Financial Management Goals and Policies
Pavement Management Program
TransPlan

Funding Source: Transportation Capital Projects Fund

Upgrades to City Standards

- **Elmira Road / Maple Street** **2,646,000**
Upgrade to neighborhood collector with shared bicycle and transit facilities. Improvements include street lights, street trees, two travel lanes, planting strips and sidewalk on both sides of the street. The public involvement process and project development were completed in 2008.
Plan/Policy Document: TransPlan
Funding Source: Special Assessments Capital Projects Fund (\$1,906,000)
System Development Capital Projects Fund (\$740,000)

Upgrades and Capacity Enhancements

- **Services for New Development** **300,000**
Unspecified petitioned infrastructure improvements to support new development and respond to infrastructure needs in developing areas (typically transportation improvement projects that may include wastewater and stormwater system components).
Plan/Policy Document: SDC City Code and Methodologies
Funding Source: Special Assessments Capital Projects Fund

TOTAL FY10 TRANSPORTATION PROJECTS

\$14,410,000

Overview

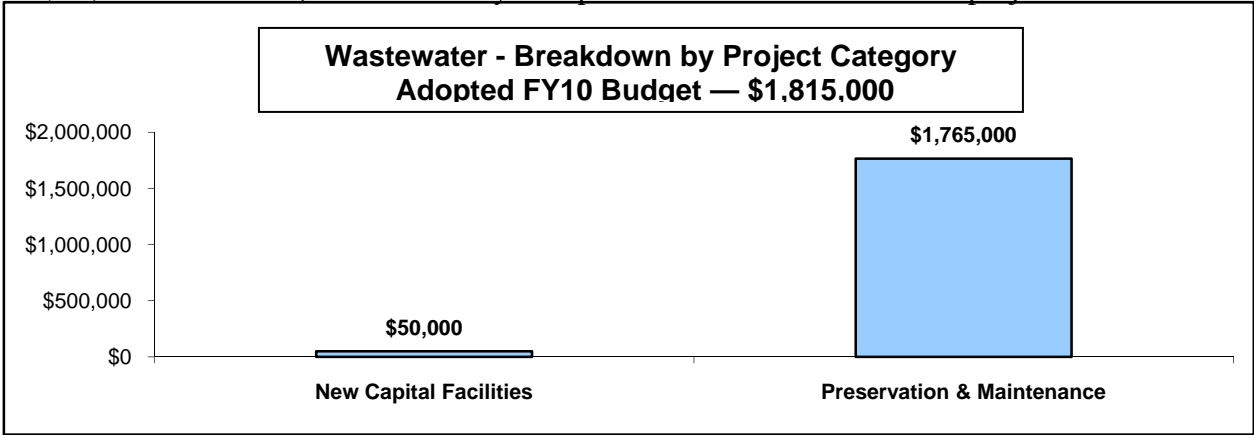
This section of the capital budget describes projects associated with the local collection and transmission of wastewater from Eugene to the regional water pollution control facility owned and operated by the Metropolitan Wastewater Management Commission (MWMC). Projects associated with the regional water pollution control facility and other regional facilities are separately managed and funded by the MWMC Capital Program. The Eugene local wastewater budget is supported by the 1992 Urban Sanitary Sewer Master Plan. This plan identifies future needs and estimates the costs to extend service to developing areas within the Urban Growth Boundary (UGB). The plan also includes recommendations for rehabilitation of existing systems and management of infiltration and inflow (I&I) entering the wastewater collection system.

The I&I program (Wastewater System Rehabilitation) is a strategic approach designed to reduce or limit the amount of groundwater/rainwater flow that is conveyed to and treated at the regional wastewater treatment plant, as well as to retain the carrying capacity of the collection system and maintain the infrastructure. Currently, illicit connections to the wastewater system or deterioration of the collection system (open joints, cracks, etc.) are allowing excessive amounts of groundwater or rainwater to enter the system during wet weather times of the year. This reduces the carrying capacity of the collection system and contributes to large peaks in the flows that are treated at the wastewater treatment plant. The Wet Weather Flow Management Plan (WWFMP) reinforces a focus on I&I reduction through rehabilitation of the existing system. The WWFMP also recommends the development of a program to address the private portion of the collection system; the community sewers rehabilitation program is a first step in that effort.

The WWFMP for the wastewater system serving the Eugene/Springfield metropolitan area was adopted by the Metropolitan Wastewater Management Commission in 2001 and accepted by the City Council of Eugene shortly thereafter. A citizens committee and open houses to facilitate public input contributed to the development of the plan. Elements of the study reinforce the recommendations for rehabilitation in the Urban Sanitary Sewer Master Plan.

Funding

The Wastewater Capital Program is supported by local wastewater user fees, wastewater systems development charges, and assessments to property owners. Expansion of the wastewater collection system is financed primarily by assessments and system development charges (SDCs) on new development. The total FY10 wastewater capital budget is \$1.8 million, with the large majority (all but \$50,000 from SDCs) dedicated to system preservation and maintenance projects.



Project Descriptions

Wastewater

Breakdown by Fund:

System Development Capital Projects Fund – Wastewater	80,000
Wastewater Utility Fund	1,735,000
Total	<u><u>\$1,815,000</u></u>

CIP to Adopted Capital Budget Reconciliation

Adopted FY10 Capital Budget Changes to FY10-FY15 Adopted CIP – No changes.

ADOPTED FY10 WASTEWATER PROJECTS

New Capital Facilities

- Wastewater Services for New Development** **50,000**
 City's share of miscellaneous wastewater system projects petitioned for by benefiting property owners. The project pays for necessary wastewater capacity and other costs not assessable to adjacent properties, and allows the City to respond to petitioned projects in a timely manner.
Plan/Policy Document: Urban Sanitary Sewer Master Plan
Funding Source: System Development Capital Projects Fund

Preservation and Maintenance

- Community Sewers Rehabilitation** **300,000**
 A program to address a portion of the wastewater system that involves long private laterals in the public right-of-way, or laterals crossing multiple properties to get to the public system. Projects extend public sewer to individual lots. Work will be done in conjunction with the Wastewater System Rehabilitation projects, in coordination with the Wastewater System Rehabilitation projects, in coordination with the Pavement Preservation Program, or independently as problems arise.
Plan/Policy Document: Urban Sanitary Sewer Master Plan
 Wet Weather Flow Management Plan (WWFMP)
Funding Source: Wastewater Utility Fund
- Wastewater System Rehabilitation** **1,465,000**
 Preserve and rehabilitate an aging wastewater system; decrease inflow and infiltration and address increased wet weather flows. Continue work in southeast and downtown Eugene and expand to the Bethel and Ferry Street Bridge areas where high inflow and infiltration rates have been noted.
Plan/Policy Document: Urban Sanitary Sewer Master Plan
 Wet Weather Flow Management Plan (WWFMP)
Funding Source: System Development Capital Projects Fund (\$30,000)
 Wastewater Utility Fund (\$1,435,000)

TOTAL FY10 WASTEWATER PROJECTS

\$1,815,000

FY10 Summary

Area/Category	Amount
Airport	
Preservation and Maintenance	\$ 2,490,000
New Capital Facilities	5,100,000
Site and Facility Improvements	250,000
Functional and Safety Improvements	606,000
	<u>8,446,000</u>
Parks and Open Space	
Preservation and Maintenance	464,218
New Capital Facilities	1,410,000
Upgrades and Capacity Enhancements	30,000
	<u>1,904,218</u>
Public Buildings and Facilities	
Preservation and Maintenance	2,699,000
New Capital Facilities	696,183
Site and Facility Improvements	410,300
	<u>3,805,483</u>
Stormwater	
Preservation and Maintenance	200,000
New Capital Facilities	1,000,000
Restoration	450,000
	<u>1,650,000</u>
Transportation	
Capacity Enhancements	300,000
Functional and Safety Improvements	30,000
Preservation and Maintenance	8,330,000
Upgrades to City Standards	2,646,000
New Capital Facilities	3,104,000
	<u>14,410,000</u>
Wastewater	
Preservation and Maintenance	1,765,000
New Capital Facilities	50,000
	<u>1,815,000</u>
Total	\$ <u><u>32,030,701</u></u>

Funding Source Recap

Airport	\$ 1,134,000
Federal Aviation Administration	7,312,000
Assessments	2,206,000
General Capital Projects Fund	2,369,300
Local Motor Vehicle Fuel Tax	4,434,000
Other City of Eugene Funds	1,080,401
Park Bonds	450,000
2008 Transportation Bond	6,500,000
Parking Services Fund	850,000
System Development Charges (SDCs)	2,210,000
Utility Funds (Stormwater & Wastewater)	3,485,000
	<u>\$ 32,030,701</u>

Financial Summaries

Capital Projects by Fund and Project Categories

	Functional & Safety Improvements	New Capital Facilities	Preservation and Maintenance	Restoration	Site and Facility Improvements	Upgrades to City Standards	Upgrades and Capacity Enhancement	Total
135 Telecom Registration/Licensing Fund								
Telecom Capital Contingency		150,000						150,000
Total Telecom Registration/Licensing Fund	-	150,000	-	-	-	-	-	150,000
170 Community Development Fund								
Housing Development Acquisition		500,000						500,000
Total Community Development Fund	-	500,000	-	-	-	-	-	500,000
180 Library, Parks, & Recreation Special Revenue Fund								
Alton Baker Park Renovations			75,000					75,000
Parks Donation Projects			59,218					59,218
Total Library, Parks, & Recreation Fund	-	-	134,218	-	-	-	-	134,218
310 General Capital Projects Fund								
General Capital Projects:								
ADA Renovations					63,300			63,300
Building Service Systems			523,000					523,000
Gen Site & Facilities Improvement					197,000			197,000
Health, Safety & Welfare								437,000
Primary Building Systems			747,000					747,000
Secondary Building Systems			142,000					142,000
Site Renovations & Rehabilitation			260,000					260,000
Total General Capital Projects Fund	-	-	2,109,000	-	260,300	-	-	2,369,300
Housing Capital Projects Fund								
Housing Development Acquisition		46,183						46,183
Total Housing Capital Projects Fund	-	46,183	-	-	-	-	-	46,183
Parks/Open Space Capital Projects Fund								
Community/Regional Park Development		100,000						100,000
Total Parks/Open Space Capital Projects Fund	-	100,000	-	-	-	-	-	100,000
2006 PROS Bond Fund								
Neighborhood & Community Park Acquisition		450,000						450,000
Total 2006 PROS Bond Fund	-	450,000	-	-	-	-	-	450,000
Total General Capital Projects Fund	-	596,183	2,109,000	-	260,300	-	-	2,965,483
330 System Development Capital Projects Fund								
Parks SDC								
Natural Area Park Acquisition		500,000						500,000
Neighborhood & Community Park Acquisition		360,000						360,000
Total Parks SDC	-	860,000	-	-	-	-	-	860,000
Transportation SDC								

Financial Summaries

Capital Projects by Fund and Project Categories

	Functional & Safety Improvements	New Capital Facilities	Preservation and Maintenance	Restoration	Site and Facility Improvements	Upgrades to City Standards	Upgrades and Capacity Enhancement	Total
Elmira Road / Maple Street Pavement Preservation Program			530,000			740,000		740,000
Total Transportation SDC	-	-	530,000	-	-	740,000	-	1,270,000
Wastewater SDC								
Community Sewer Rehabilitation			30,000					30,000
Wastewater Services for New Development		50,000						50,000
Total Wastewater SDC	-	50,000	30,000	-	-	-	-	80,000
Total System Development Capital Proj. Fund	-	910,000	560,000	-	-	740,000	-	2,210,000
340 Transportation Capital Projects Fund								
Road General Capital Fund								
Delta Ponds Overpass		3,104,000						3,104,000
Neighborhood Traffic Calming	30,000							30,000
Total Road General Capital Fund	30,000	3,104,000	-	-	-	-	-	3,134,000
Pavement Preservation Program								
Street and Alley Preservation			1,300,000					1,300,000
Total Pavement Preservation Program	-	-	1,300,000	-	-	-	-	1,300,000
2008 Transportation Bond Fund								
Bike Path - Transp Bond 2008			350,000					350,000
Street Rehab - Transp Bond 2008			6,150,000					6,150,000
Total 2008 Transportation Bond Fund	-	-	6,500,000	-	-	-	-	6,500,000
Total Transportation Capital Projects Fund	30,000	3,104,000	7,800,000	-	-	-	-	10,934,000
350 Special Assessment Capital Projects Fund								
Elmira Road / Maple Street Services for New Development					1,906,000			1,906,000
Total Special Assessment Capital Proj. Fd.	-	-	-	-	1,906,000	300,000	300,000	2,206,000
510 Municipal Airport Fund								
Airport ARFF Station		4,900,000						4,900,000
Airport Exit Lane Monitoring Structure	400,000							400,000
Airport Improvement Projects				250,000				250,000
Airport Interactive PC Training System	106,000							106,000
Airport Mitigation - Open Water - Runway	100,000							100,000
Airport Pavement Management Plan			100,000					100,000
Airport Ramp Rehabilitation			540,000					540,000
Airport Snow Removal Equipment		200,000						200,000
Airport Taxi Lane North Hangar			250,000					250,000
Airport Terminal Ramp Reconstruction			1,600,000					1,600,000
Total Municipal Airport Fund	606,000	5,100,000	2,490,000	-	250,000	-	-	8,446,000

Financial Summaries

Capital Projects by Fund and Project Categories

	Functional & Safety Improvements	New Capital Facilities	Preservation and Maintenance	Restoration	Site and Facility Improvements	Upgrades to City Standards	Upgrades and Capacity Enhancement	Total
520 Parking Services Fund			850,000					850,000
Parking Structure - Upgrade/Rehab	-	-	850,000	-	-	-	-	850,000
Total Parking Services Fund			850,000					850,000
530 Wastewater Utility Fund								
Community Sewer Rehabilitation			300,000					300,000
Site Renovations & Rehabilitation			35,000					35,000
Wastewater System Rehabilitation			1,435,000					1,435,000
Total Wastewater Utility Fund			1,770,000					1,770,000
539 Stormwater Utility Fund								
Amazon Creek Stabilization			50,000					50,000
Corps Metro Waterway Restoration Study				50,000				50,000
General Stormwater Rehabilitation			100,000					100,000
Harlow Neighborhood Basin Drywell Decomm.			470,000					470,000
Site Renovation and Rehabilitation			35,000					35,000
Stream Corridor Acquisition		450,000						450,000
Streambank and Outfall Stabilization			80,000					80,000
Street Tree Stocking and Planting Program						30,000		30,000
Water Quality Facilities - High Source Areas			50,000					50,000
Wetland Mitigation Projects				150,000				150,000
Willamette River Bank Stabilization Study			150,000					150,000
Willamette River Basin Water Quality Facilities			100,000					100,000
Total Stormwater Utility Fund		450,000	1,035,000	200,000			30,000	1,715,000
615 Facilities Services Fund								
Atrium Building Improvements					150,000			150,000
Total Facilities Services Fund					150,000			150,000
Grand Total:	636,000	10,810,183	16,748,218	200,000	660,300	2,646,000	330,000	32,030,701

Financial Summaries

FY10 Adopted Capital Budget

All Funds, All Project Areas

Category/ Subcategory	135 Telecom	170 CDBG	180 Library, Parks & Rec	310 General Capital	330 SDC	340 Transp. Capital	350 Assess- ments	510 Airport	520 Parking	530 Waste water	539 Storm water	615 Professional Services	FY10 Adopted Budget
Airport													
Functional & Safety Improvements								606,000					\$606,000
New Capital Facilities								5,100,000					\$5,100,000
Preservation/Maintenance								2,490,000					2,490,000
Site and Facility Imprvmts								250,000					250,000
Subtotal	-	-	-	-	-	-	-	8,446,000	-	-	-	-	8,446,000
Parks & Open Space													
New Capital Facilities				550,000	860,000								1,410,000
Preservation/Maintenance			134,218	260,000					35,000		35,000		464,218
Upgrades/Capacity Enhance.										30,000			30,000
Subtotal	-	-	134,218	810,000	860,000	-	-	-	35,000	65,000	-	-	1,904,218
Public Buildings & Facilities													
New Capital Facilities	150,000	500,000		46,183									696,183
Preservation/Maintenance				1,849,000					850,000				2,699,000
Site and Facility Improvements				260,300							150,000		410,300
Subtotal	150,000	500,000	-	2,155,483	-	-	-	-	850,000	-	150,000	-	3,805,483
Stormwater													
New Capital Facilities											450,000		450,000
Preservation/Maintenance										1,000,000			1,000,000
Restoration										200,000			200,000
Subtotal	-	-	-	-	-	-	-	-	-	1,650,000	-	-	1,650,000
Transportation													
New Capital Facilities						3,104,000							3,104,000
Functional/Safety Improve.						30,000							30,000
Preservation/Maintenance					530,000	7,800,000							8,330,000
Upgrades to City Standards					740,000		1,906,000						2,646,000
Upgrades/ Capacity Enhancement							300,000						300,000
Subtotal	-	-	-	-	1,270,000	10,934,000	2,206,000	-	-	-	-	-	14,410,000
Wastewater													
New Capital Facilities					50,000								50,000
Preservation/Maintenance					30,000					1,735,000			1,765,000
Subtotal	-	-	-	-	80,000	-	-	-	-	1,735,000	-	-	1,815,000
Grand Total	150,000	500,000	134,218	2,965,483	2,210,000	10,934,000	2,206,000	8,446,000	850,000	1,770,000	1,715,000	150,000	\$32,030,701

EXAMPLE OF EXISTING CITY CAPITAL ASSETS

- Airport
- Athletic fields
 - Softball/Baseball (27)
 - Sports fields – Turf (20)
 - Sports fields – Artificial Turf (4)
- Bicycle
 - On/off street biking trails (130 miles)
- * City Hall
- * Community gardens (6)
- * Community and senior centers (8)
- * Cuthbert Outdoor Amphitheater
- * Downtown Mall structures
- * Eugene Depot
- Facility Management offices, shops, and storage buildings
- * Historic buildings
 - McNeil Riley House
 - Morse Ranch Museum
 - Shelton-McMurphey-Johnson House
 - Skinner’s Cabin
- * Hult Center for the Performing Arts
- * Jogging and hiking trails (29 miles)
- * Laurelwood Golf Course and clubhouse
- * Library
- * Parks Land (3,670 acres)
- Parking
 - Garages (7 downtown)
 - Downtown surface lots (550 spaces)
 - On-street meters (1,650)
- * Playgrounds (45)
- * Public Safety
 - 911 Center
 - Fire stations (11)
 - Police/Fire training facilities
 - Roosevelt FEU/PCU building
- Public Works office building
- * Skateparks (5)
- Stormwater Sewers (567 miles)
- Streets
 - Maintained (538 miles)
 - Alleys (42 miles)
 - Sidewalks (673 miles)
 - Sidewalk access ramps (6,609)
- * Swimming pools (2 indoor, 1 outdoor)
- * Tennis courts (23)
- Traffic Controls
 - Signals (230)
 - Traffic operations and street name signs (approx. 26,755)
 - Street & Bike Path lights (approx. 8,909)
- Wastewater
 - Metropolitan Treatment Facility (1)
 - Pump stations (47)
 - Sanitary Sewers (807 miles)
- Wetlands Restored by Mitigation Bank - cumulative total (219 acres)

* These facilities are primarily supported by the General Fund and do not have significant alternative funding sources available to address capital needs.

CITY OF EUGENE FUNDING SOURCES**Telecom Registration/Licensing Fund (135)**

Source: Franchise fees

The purpose of the Telecom Registration/Licensing Fund is to account for registration fee and business privilege taxes collected from providers of telecommunications services in Eugene. Resources are used for program administration and telecom projects that benefit the community.

Community Development Fund (170)

Source: Federal grants received under the provisions of Title I of the Community Development Act of 1974 and Title II of the Cranston-Gonzalez National Affordable Housing Act

Federal CDBG and HOME grants fund program activities for the benefit of low income persons. This fund also accounts for General Fund low-income housing development, and the historic preservation and downtown revitalization loan programs administered by the Community Development Division.

Library, Parks & Recreation Special Revenue Fund (180)

Source: Contributions from private donors, grants, and revenue for reimbursable service.

The resources of this fund may be used in combination with other park related capital funds, e.g. general fund capital, Parks SDC, and/or Parks & Open Space Bond funds as appropriate to fund parks capital projects

General Capital Projects Fund (310)

Source: Transfer from the General Fund (property taxes and other City general revenue sources)

General Capital Project Funds are used for any specific project, service or program not supported by dedicated or other funding. Currently, the major source of funding in the General Fund is the assessment of property taxes.

Housing Capital Projects Subfund (314)

Source: Sale of improved lots

The Housing Capital Projects Subfund rolls up to the General Capital Projects Fund and was created in FY95 to assist in covering the infrastructure cost of the 40-acre Walnut Grove mixed use housing development and provide capital funding for future affordable housing projects. The subdivision included several parcels of land available for low income housing and housing lots available for sale on the open market. Current revenue into this fund comes from the sale of the improved lots in the Walnut Grove site and is used to “landbank” property for future affordable housing projects.

1998 Parks and Open Spaces Bond Subfund (321)

Source: Proceeds from the sale of Park and Open Space Bonds

The 1998 Parks and Open Spaces Bond Subfund rolls up to the General Capital Projects Fund and was created in FY98 to be used for purchase of parkland, building of parks and youth sports field, and the replacement of the Amazon pool.

2006 PROS Bond Subfund (324)

Source: Proceeds from the sale of Park, Athletic Fields, and Preservation of Open Space Bonds

The 2006 PROS Bond Subfund rolls up to the General Capital Projects Fund and was created in FY06 to be used for costs related to the purchase of land for parks and open space, and the construction and improvement of park and athletic facilities.

Transportation Capital Projects Fund (340)

Source: Grants, intergovernmental agreements, Lane County Capital Project Partnership, and other identified resources, Local Motor Vehicle Fuel Tax, 2008 General Obligation Transportation Bond

The City's Transportation Capital Projects Fund accounts for revenues received from multiple sources. These capital funds are used for transportation related purposes, such as preservation and maintenance of existing transportation capital assets or new capital facility construction. Starting in FY10, activities formerly reported in the Transportation Utility Fund and Road Capital Projects Fund will be reported in the Transportation Capital Projects Fund.

Road General Capital Subfund (341)

Source: Grants, intergovernmental agreements, Lane County Capital Project Partnership, and other identified resources

The Road General Capital Subfund accounts for revenues received from external sources and dedicated General Fund transfers. Road capital funds are used for transportation related purposes and are usually expended within the public right-of-way or on projects that directly benefit the transportation system.

Pavement Preservation Program Subfund (342)

Source: Local Motor Vehicle Fuel Tax

The Pavement Preservation Program Subfund revenues are generated primarily from a 5-cent local motor vehicle fuel tax. These revenues are used for capital project expenditures incurred in the City's Pavement Preservation Program.

2008 Street Bond Subfund (343)

Source: 2008 General Obligation Transportation Bond

The 2008 Transportation bond Subfund revenues are generated by a 5-year General Obligation bond approved in November of 2008. These revenues are used for to address the backlog in street, alley and bike path rehabilitation through the City's Pavement Preservation Program.

Systems Development Capital Projects Fund (330)

Source: Systems development charges (SDCs) for transportation, stormwater, wastewater, and parks

Capital projects using these funds include improvements to streets, wastewater lines and pump stations, stormwater systems and parks, as well as the construction of off-street bike paths. Financing is provided by a systems development charge levied against developing properties. Expenditures of improvement fee SDCs are restricted by state law to capacity-enhancing projects for the following systems: transportation, wastewater,

stormwater, and parks facilities. The reimbursement portion of SDCs may be used for capital projects related to the system for which the fee was collected, including rehabilitation of existing systems. Eugene currently has a reimbursement fee for transportation, wastewater, and stormwater systems.

Special Assessments Capital Projects Fund (350)

Source: Benefiting property owner payments

Assessment projects are typically street, sidewalk, and wastewater or stormwater improvements initiated by property owners or City Council action. The City issues short-term debt to fund construction costs. After the construction, the short-term debt is paid from the proceeds of assessment bonds. The debt service on assessment bonds is, in turn, paid through assessments that are levied on the property receiving benefits from the project improvements.

Municipal Airport Fund (510)

Source: Airport parking fees, terminal rents, fees from other operations, special federal funding, and Passenger Facility Charges (PFCs)

Projects include capital improvements to the Eugene Airport terminal, runways, taxiways, and other airport buildings and surrounding areas. Under FAA regulations, revenues generated by airport activities can be used only to support airport-related operations, capital projects, and debt service.

Parking Services Fund (520)

Source: Parking fees, fines, and rent

These funds are used for the upgrade and rehabilitation of the six parking structures, downtown surface lot parking and on-street parking. These facilities operate as self-supporting enterprise funds with established reserves set aside for major rehabilitation and maintenance. Projects include improvements required by the Americans with Disabilities Act (ADA), meter security and lock upgrades, and upgrading of energy-efficient lighting.

Stormwater and Wastewater Utilities Funds (539 and 530)

Source: Stormwater and Wastewater user fees and charges

Projects using these funds are stormwater and wastewater improvements in developed areas and the construction of major trunk sewers and storm drainage systems. Capital projects budgeted in the Stormwater and Wastewater Funds are funded by separate user fees for each system. User fees are established annually to cover both operating and capital budgets for these utilities.

Wetlands Mitigation Bank Subfund (536)

Source: Revenues from the sale of mitigation credits to public and private developers

The Wetlands Mitigation Bank Subfund rolls up to the Stormwater Fund and was created in FY96. As part of the development permitting process, the Army Corps of Engineers or the Division of State Lands require developers to replace wetlands that cannot be protected or mitigated on-site. The City constructs and maintains the “mitigation” wetlands, in cooperation with the Bureau of Land Management under the approval of the

Army Corps of Engineers and the Division of State Lands. The mitigation bank provides a mechanism to protect and manage the City's largest open space system.

Facilities Services Fund (615)**Atrium Subfund (617)**

Source: Both private and public tenants pay into the Atrium fund to cover the cost of annual operations, maintenance, long-term capital improvements, and debt service

The Atrium Subfund rolls up to the Facilities Services Fund. The Atrium property is located on the corner of 10th and Olive Street. The facility has approximately 47,700 leasable square feet, and houses the City's Planning Development Department, including the Permit Information Center and several private tenants.

OTHER AGENCY FUNDING SOURCES**Federal Funds**

Source: Funds from reauthorization of the Federal transportation bill administered by the Federal Highway Administration and Federal Surface Transportation Program – Urban (STP-U) funds

Projects using these funds must meet the federally established criteria in the transportation bill. These projects include improvements to the street system to address all modes of transportation and certain off-street improvements such as bike paths.

Federal Aviation Administration Grants (FAA)

Source: Federal Aviation Administration grants

Projects using these funds include capital improvements to the Eugene Airport terminal, runways, taxiways, and other airport-related facilities. These grants typically require a matching of airport funds.

State of Oregon

Source: Oregon State Department of Transportation funds and Other State Agencies

Funding provided by the State of Oregon through the Oregon Transportation Investment Act (OTIA) III revenues or grants for state transportation projects, stormwater and wetland projects.