



Eugene City Council

500 E 4th Ave., Suite 302
Eugene, OR 97401
541-682-5010 • 541-682-5414 Fax
www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

March 10, 2025

7:30 p.m. CITY COUNCIL MEETING and PUBLIC HEARING

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

Meeting of March 10, 2025;

Her Honor Mayor Kaarin Knudson Presiding

Councilors

Greg Evans, President
Mike Clark
Eliza Kashinsky
Jennifer Yeh

Lyndsie Leech, Vice President
Matt Keating
Randy Groves
Alan Zelenka

7:30 p.m. CITY COUNCIL MEETING

1. CEREMONIAL MATTERS

- Proclamations

2. COMMITTEE REPORTS AND ITEMS OF INTEREST

3. CONSENT CALENDAR 1

A. Approval of City Council Minutes

- December 09, 2024, Meeting and Public Hearing
- January 22, 2025, Work Session
- January 29, 2025, Work Session
- February 12, 2025, Work Session

B. Approval of City Council Tentative Agenda

4. PUBLIC HEARING and ACTION: 2025-2031 Capital Improvement Program

5. ACTION: An Ordinance Concerning Stormwater Management Facilities; Amending Sections 7.010 And 7.143 Of The Eugene Code, 1971; And Providing An Effective Date

6. ACTION: An Ordinance Concerning Stormwater Management; Amending Sections 9.6791, 9.6792, 9.6793, And 9.8030 Of The Eugene Code, 1971; And Providing An Effective Date.

7. PUBLIC COMMENT

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

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

For more information, contact the Council Coordinator at 541-682-5010,
or visit us online at www.eugene-or.gov.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Ceremonial Matters

Meeting Date: March 10, 2025
Department: Central Services
www.eugene-or.gov

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

ISSUE STATEMENT

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

BACKGROUND

Per City Council Operating Agreements, at the first regular meeting of each month, the first agenda item shall be used to acknowledge special recognition or awards given to the City of Eugene or for the Mayor to read proclamations which serve to encourage and educate the community. Proclamations shall be made and placed on the agenda at the discretion of the Mayor.

The following proclamation for the month of March will be highlighted during the March 10 meeting:

- March 1, 2025 – Women’s History Month
- March 2, 2025 – Women in Construction Week
- March 20, 2025 – Spring Equinox Day
- March 31, 2025 – Transgender Day of Visibility

Current and previous proclamations are available on the City’s [Proclamation webpage](#).

ATTACHMENTS

- A. Women’s History Month Proclamation
- B. Women in Construction Week Proclamation
- C. Spring Equinox Day Proclamation
- D. Transgender Day of Visibility Proclamation

FOR MORE INFORMATION

Staff Contact: Cherish Bradshaw, Assistant, Mayor and City Council
Telephone: 541-682-8340
Staff E-Mail: cabradshaw@eugene-or.gov

March 10, 2025 Meeting – Item 1

OFFICE OF THE MAYOR
City of Eugene, Oregon

PROCLAMATION

- WHEREAS:** Women’s History Month provides an opportunity to honor the generations of trailblazing women and girls who have fought tirelessly and courageously for equality, justice, and opportunity in our Nation; and
- WHEREAS:** International Women’s Day, celebrated on March 8th, is a global day recognizing the achievements of women and advocating for gender equality. This day serves as a call to action for accelerating women's equality and acknowledging the remarkable contributions women make in all sectors of society; and
- WHEREAS:** Throughout our history, despite hardship, exclusion, and discrimination, women have strived and sacrificed for equity and equality in communities across the country. Generations of Native American women were stewards of the land and continue to lead the fight for climate justice. Black women fought to end slavery, advocate for civil rights, and pass the Voting Rights Act. Suffragists helped pass the 19th Amendment to the Constitution so that no American could be denied a vote on the basis of sex; and
- WHEREAS:** Standing on the shoulders of the heroines who came before them, today’s women and girls continue to carry forward the mission of ensuring our daughters have the same opportunities as our sons. Women of the labor movement are achieving monumental reforms to help all workers secure the better pay, benefits, and safety they deserve. LGBTQI+ women and girls are leading the fight for justice, opportunity, and equality — especially for the transgender community; and
- WHEREAS:** Despite significant progress, women and girls continue to face systemic barriers to full and equal participation in our economy and society. In 2022, the Supreme Court overturned Roe v. Wade, stripping away a constitutional right from the American people and the ability of millions of women to make decisions about their own bodies, putting their health and lives at risk. Disparities persist in economic security, health care, and caregiving responsibilities, especially for women and girls of color. Those who perform critical work, including those who care for our children and our families, are too often overlooked, underpaid, and undervalued; and
- WHEREAS:** In line with the 2025 theme, “Moving Forward Together! Women Educating & Inspiring Generations,” we celebrate the vital role of women in education, mentorship, and leadership. Their dedication has sparked change, inspired minds, and enriched our society. This Women's History Month, we honor these contributions and aim to inspire future generations to pursue education and leadership roles, recognizing the diverse backgrounds and unique legacies of women who have shaped our world.

NOW, THEREFORE, I, Kaarin Knudson, Mayor of the City of Eugene, Oregon, do hereby proclaim March 2025, to be

“Women’s History Month”

in Eugene, Oregon, and encourage all community members to observe this month and to celebrate International Women’s Day on March 8, 2025.

Mayor Kaarin Knudson
City of Eugene
March 1, 2025

OFFICE OF THE MAYOR
City of Eugene, Oregon

PROCLAMATION

WHEREAS: The National Association of Women in Construction (NAWIC) Eugene Chapter 77 has for over 60 years distinguished itself as the voice of women in construction in Eugene and Lane County; and

WHEREAS: The work done by NAWIC Eugene Chapter 77 has benefited Eugene through community development and educational programs; and

WHEREAS: The NAWIC Eugene Chapter 77 has unceasingly promoted the employment and advancement of women in the construction industry; and

WHEREAS: The construction community, represented by NAWIC Eugene Chapter 77, has been a driving force in fostering community development through renovation and beautification projects, promotion of skilled trades careers, and a positive vision of the future; and

WHEREAS: The NAWIC Eugene Chapter 77 has sought to achieve successful results for Eugene and surrounding areas in a cooperative spirit with other organizations.

NOW, THEREFORE, I, Kaarin Knudson, Mayor of the City of Eugene, Oregon, do hereby recognize NAWIC Eugene Chapter 77 and its many dedicated volunteers for its steadfast work on behalf and in support of women in construction, and do proudly proclaim the week of March 2-8, 2025, to be:

“Women in Construction Week”

and encourage our citizens to congratulate the organization on its many accomplishments.

Mayor Kaarin Knudson
City of Eugene
March 2, 2025

March 10, 2025 Meeting - Item 1

OFFICE OF THE MAYOR
City of Eugene, Oregon

PROCLAMATION

WHEREAS: The Spring Equinox marks the arrival of spring, a time of renewal, growth, and balance, when day and night are of equal length; and

WHEREAS: The City of Eugene, renowned for its natural beauty, vibrant community, and commitment to sustainability, recognizes the importance of celebrating the changing seasons and the harmonious relationship between humanity and nature; and

WHEREAS: The early blooming of local flora, including daffodils, witch-hazel, Persian ironwood, and osoberry, signals the beginning of a new cycle of life and serves as a reminder of the resilience and beauty of our natural environment; and

WHEREAS: The City of Eugene encourages all residents to engage in mindful reflection, outdoor activities, and community events that celebrate the Spring Equinox and promote a deeper connection to the natural world.

NOW, THEREFORE, I, Kaarin Knudson, Mayor of the City of Eugene, Oregon, do hereby March 20, 2025, to be:

“Spring Equinox Day”

and invite all community members to join in the celebration of this special occasion, to cherish the beauty of our environment, and to commit to actions that support the health and well-being of our community and planet.

Mayor Kaarin Knudson
City of Eugene
March 20, 2025

OFFICE OF THE MAYOR
City of Eugene, Oregon

PROCLAMATION

WHEREAS: On March 31, 2021, President Joe Biden signed a presidential declaration proclaiming March 31st, as Transgender Day of Visibility in the United States; and

WHEREAS: March 31st is a day to honor and celebrate the achievements and resiliency of transgender and gender diverse people and acknowledge their determination to live openly and authentically; and

WHEREAS: Transgender people still face systemic barriers to freedom and equality, including high rates of violence, harassment, and discrimination in employment, housing, health care, and public accommodations; and

WHEREAS: The crisis of violence against transgender women, especially transgender women of color, is a stain on our Nation's conscience; and

WHEREAS: The City Council of Eugene has a vision of a community that is welcoming and safe for everyone (Resolution 5174, 2016), including transgender and gender diverse people; and

WHEREAS: The City of Eugene has the highest rank in the Municipal Equality Index, which measures how supportive an organization is of its transgender employees; and

WHEREAS: Although we have updated our policies, we still need to improve our practices in every department and team so every transgender person can experience a sense of belonging in our workspaces and in the community; and

WHEREAS: The City of Eugene has adopted policies to prevent discrimination against the transgender community; and

WHEREAS: Eugene Police prioritizes investigating bias crimes, which includes those committed against transgender individuals; and

WHEREAS: We are fortunate to have TransPonder – a local, transgender founded and led nonprofit – in our city and we benefit from the positive impact of the work they provide for our community; and

WHEREAS: Whether or not one is a transgender person, family member, or ally, TransPonder offers support, education, and connection to available resources; and

WHEREAS: We recognize the bravery of all City of Eugene employees and community members who decide to live their lives without hiding their most authentic self; and

WHEREAS: March 31st is an opportunity to acknowledge all the work and progress made while still recognizing there is much work to be done before transgender people will have the same access, rights, and safety others enjoy.

NOW, THEREFORE, I, Kaarin Knudson, Mayor of the City of Eugene, Oregon do hereby proclaim, March 31, 2025 to be

“Transgender Day of Visibility”

In Eugene, Oregon and encourage all people to work together in the coming year to achieve greater progress in respecting, protecting and welcoming transgender people in our community.

Mayor Kaarin Knudson
City of Eugene
March 31, 2025

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Approval of City Council Minutes

Meeting Date: March 10, 2025
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 3A
Staff Contact: Sara McKinney
Contact Telephone Number: 541-682-5042

ISSUE STATEMENT

This is a routine item to approve City Council minutes.

BACKGROUND

Per City Council Operating Agreements, written minutes shall be taken for all City Council meetings in accordance with the Oregon Attorney General's Public Records and Meetings Manual. The minutes must give a true reflection of the matters discussed but need not be a full transcript, verbatim or recording.

As a matter of courtesy and efficiency a councilor should notify the Mayor and other councilors that they intend to propose an amendment to the minutes and should propose replacement text in advance of the meeting at which those minutes are scheduled to be approved. If the proposed amendment is a simple factual, grammatical, or spelling correction, the amendment may be proposed without consulting the minutes recorder. If the proposed amendment is substantive in nature or seeks to clarify the speaker's intent, the councilor should notify the minutes recorder and request verification of the proposed amendment.

SUGGESTED MOTION

Move to approve the minutes for the meetings, work sessions, and public hearings on December 9, 2024, January 22, 2025, January 29, 2025 and February 12, 2025.

ATTACHMENTS

- A. December 9, 2024 Meeting and Public Hearing
- B. January 22, 2025 Work Session
- C. January 29, 2025 Work Session
- D. February 12, 2025 Work Session

FOR MORE INFORMATION

Staff Contact: Sara McKinney, Deputy City Recorder

Telephone: 541-682-5042

Staff E-Mail: smckinney@eugene-or.gov

MINUTES

**Eugene City Council Meeting and
Eugene Urban Renewal Agency Meeting and
Eugene City Council Public Hearing
Eugene, Oregon 97401**

**December 9, 2024
7:30 p.m.**

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

Mayor Vinis opened the December 9, 2024, meeting of the Eugene City Council in hybrid in-person and virtual format at 500 E. 4th Avenue, Eugene, OR 97401, North Building.

1. CEREMONIAL MATTERS

Mayor Vinis read a proclamation for Human Rights Day. City Manager, Sarah Medary, honored Mayor Vinis and Councilor Semple for their years of service.

2. COMMITTEE REPORTS AND ITEMS OF INTEREST

- Councilor Clark – noted his appreciation for Mayor Vinis and Councilor Semple’s service to the community.
- Councilor Keating – thanked Mayor Vinis and Councilor Semple for serving the community.
- Councilor Zelenka – thanked Mayor Vinis and Councilor Semple for their leadership and service.
- Councilor Evans – shared updates from the Intergovernmental Relations Committee regarding legislative priorities and policies and preparation for the upcoming legislative session.
- Councilor Groves – noted his appreciation for Mayor Vinis and Councilor Semple and their commitment to civil discourse.
- Councilor Yeh – noted her appreciation for Councilor Semple’s support when she joined the Council.
- Councilor Leech – stated her appreciation for Councilor Semple’s support when she was new to Council; noted the Homelessness and Poverty Workgroup of the Human Rights Commission is hosting a candlelight vigil for Homeless Person’s Remembrance Day on December 21.

3. CONSENT CALENDAR 1

A. Approval of City Council Minutes

- September 30, 2024 Special Meeting
- October 14, 2024 Work Session
- October 14, 2024 Meeting
- October 21, 2024 Work Session
- October 23, 2024 Work Session
- October 28, 2024 Work Session
- October 28, 2024 Meeting

- October 30, 2024 Work Session
- November 13, 2024 Work Session
- November 18, 2024 Public Hearing

B. Approval of City Council Tentative Agenda

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

VOTE: 8:0 PASSED

IN FAVOR: Semple, Keating, Zelenka, Yeh, Clark, Evans, Leech, and Groves.

OPPOSED: None.

4. CONSENT CALENDAR 2

- A. Approval of a Resolution Annexing Portions of the Rights-of-Way of Wilkes Drive, River Loop 1, and River Loop 2 to the City of Eugene (Areas Identified as a Portion of the Wilkes Drive Right-of-Way Between River Road and River Loop 1; a Portion of the River Loop 1 Right-of-Way Between Wilkes Drive and the Urban Growth Boundary; and a Portion of the River Loop 2 Right-of-Way Between the Urban Growth Boundary and Robbie Street (Assessor's Map Nos. 17-04-02-43, 17-04-02- 44, 17-04-01-33, and 17-04-01-34; 17-04-01; And 17-04-01-31 and 17-04-01-32)) (City File: Wilkes Drive, River Loop 1 and 2; A 24-15)**

MOTION: Councilor Keating, seconded by Councilor Groves, moved to approve the items on Consent Calendar 2.

VOTE: 8:0 PASSED

IN FAVOR: Semple, Keating, Zelenka, Yeh, Clark, Evans, Leech, and Groves.

OPPOSED: None.

5. Public Hearing and Action: Resolution Adopting a Supplemental Budget; Making Appropriations for the City of Eugene for the Biennium Beginning July 1, 2023 and Ending June 30, 2025.

City Manager, Sarah Medary, introduced the topic and provided background information.

Mayor Vinis opened the public hearing.

1. John Barofsky – spoke in favor of the proposed action.

Mayor Vinis closed the public hearing.

MOTION: Councilor Keating, seconded by Councilor Groves moved to adopt a resolution adopting a Supplemental Budget; making appropriations for the City of Eugene for the biennium beginning July 1, 2023 and ending June 30, 2025.

VOTE: 8:0 PASSED

IN FAVOR: Semple, Keating, Zelenka, Yeh, Clark, Evans, Leech, and Groves.

OPPOSED: None.

Mayor Vinis closed the meeting of the Eugene City Council and convened a meeting of the Eugene Urban Renewal Agency.

6. Public Hearing and Action: A Resolution Adopting a Supplemental Budget; Making Appropriations for the Urban Renewal Agency of the City of Eugene for the Biennium Beginning July 1, 2023 and Ending June 30, 2025

Agency Director, Sarah Medary, introduced the topic and provided background information.

Mayor Vinis opened the public hearing.

1. John Barofsky – spoke in favor of the proposed action.

Mayor Vinis closed the public hearing.

MOTION: Councilor Keating, seconded by Councilor Groves moved to approve a resolution, adopting a supplemental budget; making appropriations for the Urban Renewal Agency of the City of Eugene for the biennium beginning July 1, 2023 and ending June 30, 2025.

VOTE: 8:0 PASSED

IN FAVOR: Semple, Keating, Zelenka, Yeh, Clark, Evans, Leech, and Groves.

OPPOSED: None.

Mayor Vinis closed the meeting of the Eugene Urban Renewal Agency and convened a meeting of the Eugene City Council.

7. Possible Action: Appointments to the Toxics Board

MOTION: Councilor Keating, seconded by Councilor Groves moved to appoint Noemi Torres to the Toxics Board beginning December 10, 2024, to fill an unexpired term ending on June 30, 2025.

VOTE: 8:0 PASSED

IN FAVOR: Semple, Keating, Zelenka, Yeh, Clark, Evans, Leech, and Groves.

OPPOSED: None.

MOTION: Councilor Keating, seconded by Councilor Groves moved to appoint Tom Stedman to the Toxics Board beginning December 10, 2024, to fill an unexpired term ending on June 30, 2027.

VOTE: 8:0 PASSED

IN FAVOR: Semple, Keating, Zelenka, Yeh, Clark, Evans, Leech, and Groves.

OPPOSED: None.

8. PUBLIC COMMENT

1. Lin Woodrich – spoke against the proposed USD CleanFuels facility and in favor of a public health overlay zone and a police substation in the Bethel area.
2. Sam Schwartz – spoke about cybersecurity risks.
3. Bill O'Brien – spoke about folks experiencing substance abuse and homelessness.
4. Wayne Martin – spoke in support of a permit for Neighbors Feeding Neighbors.
5. Sarah Boom – spoke in favor of reducing the police budget.
6. Misty Bowman – spoke in favor of dark skies and reducing light pollution.

Council Discussion:

- Mayor Vinis – stated community engagement on public health standards will begin in January; noted she would like to see a productive conversation about alternatives for Neighbors Feeding Neighbors.
- Councilor Keating – asked if there have been mediation efforts between the City and Neighbors Feeding Neighbors; noted interest in a work session on cybersecurity.
- Councilor Groves – noted a resolution with the City and Neighbors Feeding Neighbors would have to balance the impacts on the neighborhood.
- Councilor Semple – reflected on her experiences with public comment over the years; encouraged everyone to maintain hope and celebrate themselves and each other.

Mayor Vinis adjourned the meeting at 8:24 p.m.

Respectfully submitted,

Katie LaSala
City Recorder

(Recorded by Cherish Bradshaw)

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

MINUTES

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

**January 22, 2025
12:00 p.m.**

Councilors Present: Eliza Kashinsky, Alan Zelenka, Jennifer Yeh, Mike Clark, Greg Evans, and Lyndsie Leech

Councilors Absent: Matt Keating and Randy Groves

Mayor Knudson opened the January 22, 2025, Eugene City Council Work Session in a virtual format.

1. WORK SESSION: Council Budget Priorities: Process & Timeline

City Manager, Sarah Medary, provided information on the City's budget process and timeline for developing the 2025-2027 Proposed Budget.

Councilor Discussion:

- Councilor Kashinsky – noted the impact of budget discussions on City staff and community members who rely on City services; noted the need to make clear decisions within the following weeks to provide certainty to the community; noted preference for Council to first decide on implementing the fire fee, as the decision would determine the severity of budget cuts.
- Councilor Clark – noted the importance of staff morale; noted the City has expanded its services beyond what the revenue base can sustainably support, leading to the current budget challenges; asked for clarification on the legal distinction between the fire fee and property taxes and why the fee is not subject to property tax compression; asked if the owners of a rental property or the tenants are paying the fee with their utilities.
- Councilor Zelenka – noted many previous City budgets have involved cuts, creating anxiety for both staff and the community; noted he is prepared to decide by February 10, 2025; noted preference for Council to first decide on implementing the fire fee; asked for the process of discussing budget cuts if the fire fee is not approved; noted the process would take time and require further discussions about whether police and fire services would be included in cuts.
- Councilor Leech – noted the property tax system in Oregon is outdated, based on 1995 rates, and does not meet the needs of Oregon cities; noted other jurisdictions are implementing similar fees; noted support to vote in favor of the fire fee and the continued discussions on the remaining budget cuts.
- Councilor Clark – stated Oregon's property tax system is not broken and reflects the will of Oregon's residents; noted concerns with the fire fee's short-term and long-

term consequences; asked for clarifications on the timeline for a potential referendum to reverse Council's decision; noted a petition effort was already in discussion with community members.

- Councilor Yeh – noted the ease of getting issues on the ballot but highlighted it should not prevent necessary decisions; noted preference for Council to first decide on implementing the fire fee; noted the difficulty of budget cut discussions due to differing values on Council.
- Mayor Knudson – asked if, without the previous \$20 million in cuts, the budget gap would be \$31.5 million; asked if Eugene is piloting the fire fee or if other areas have implemented similar fees before; asked if Eugene has the lowest general fund full-time equivalent employees per thousand residents in its history; asked if nearly 60 percent of the general fund is dedicated to fire and police.
- Councilor Clark – asked for the impact on the 2025-2027 budget if the Council votes in favor of a fee that then receives the necessary number of signatures to put it on the ballot; noted he does not support the fee as it could jeopardize the public safety payroll tax funds; noted preference to explore alternative budget strategies.
- Councilor Yeh – asked whether service and job cuts would be replaced in the foreseeable future; noted concern that the reductions could be long-term without new revenue sources; asked if Council will likely need to find more cuts in the future if the City does not find new revenue sources.
- Councilor Evans – noted concern with tax fatigue among residents, due to increased Eugene Water and Electric Board rates; noted the need to evaluate services and explore alternative service delivery models; noted public pushback could lead to the fire fee being overturned at the ballot, forcing the Council to reconsider its approach.

2. WORK SESSION: Intergovernmental Relations – 2025 Legislative Priorities

City Manager, Sarah Medary, introduced Intergovernmental Relations Manager, Ethan Nelson, who provided an overview of the 2025 Eugene State and Federal Policy document and the 2025 Eugene State Priorities document.

Councilor Discussion:

- Councilor Clark – noted support for finishing work on Clear Lake Road and the industrial capacity provided by utility installations in the area; noted satisfaction with the passage of Crow Road funding in the last legislative session; noted the high priority of housing and that 48 percent of Eugene's buildable lands lack access to utilities, making them unbuildable; asked why infrastructure funding for housing was not a priority ask; thinks while developers should pay for utilities near developments, large-scale public utilities are a public responsibility; asked if the City asking for funding from the State for City-operated shelters negatively impacts the County.
- Councilor Zelenka – asked for clarification on statements regarding infrastructure expansion funding; noted homelessness is driven by a lack of affordable housing,

mental health services, and substance abuse treatment; noted the need for state funding and leadership to address homelessness.

- Councilor Clark – noted he does not support shifting infrastructure expansion costs from developers to the public but rather for ensuring that public infrastructure responsibilities are met; noted concern with the City requests for State shelter funding potentially taking resources away from the County; noted advocacy efforts in the capital should not come at the County's expense.

MOTION: Councilor Zelenka, seconded by Councilor Clark, moved to adopt the 2025 Eugene State and Federal Policies document and the 2025 Eugene State Priorities document as approved by the IGR Committee.

VOTE: 5:1 PASSED

IN FAVOR: Kashinsky, Zelenka, Yeh, Evans, and Leech

OPPOSED: Clark

Mayor Knudson adjourned the meeting at 1:22 p.m.

Respectfully submitted,

Katie LaSala
City Recorder

(Recorded by Natalie Venhuda)

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

MINUTES

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

**January 29, 2025
12:00 p.m.**

Councilors Present: Eliza Kashinsky, Matt Keating, Alan Zelenka, Jennifer Yeh, Mike Clark, Greg Evans, and Lyndsie Leech

Councilors Absent: Randy Groves

Mayor Knudson opened the January 29, 2025, Eugene City Council Work Session in a virtual format.

1. WORK SESSION: Eugene City Council position on HB 2967 and Bills Repealing HB 3115

City Manager, Sarah Medary, introduced Intergovernmental Relations (IGR) Manager, Ethan Nelson, who provided information on House Bill (HB) 2967 and HB 3115 to receive Council direction on the position that Council would like to take on these items.

Councilor Discussion:

- Councilor Keating – ask for the chief sponsors and co-sponsors of HB 2967.
- Councilor Kashinsky – asked for the status of the City's previously enacted \$10 cap on rental application fees; asked about the City's decision not to enforce the cap and whether the passage of the State bill would eliminate the City's responsibilities on the issue.
- Councilor Clark – noted a neutral position for the bill; acknowledged the burden of application fees on renters but noted concern with government intervention in the housing market; stated a preference for a statewide approach over a local-level regulation.
- Councilor Leech – noted support for the bill but raised concerns about third-party platforms charging background check fees; asked how the bill would address such platforms and whether the financial burden would shift to applicants or landlords.
- Councilor Yeh – noted support for the bill; noted the barriers application fees create for low-income individuals and those experiencing homelessness; noted studies show how the fear of losing fees discourages people from applying for housing; noted support for a statewide approach to ensure consistency across jurisdictions.
- Councilor Zelenka – noted application fees are a significant barrier for low-income and homeless individuals; noted support for the bill with reservations; noted he supported the City's previous decision to impose a \$10 cap; noted a statewide law would provide consistency and prevent a patchwork of regulations.

- Councilor Keating – noted support for the bill; noted the need to address unethical practices related to rental application fees; noted the importance of protecting tenants; noted interest in whether the City's advocacy resources should prioritize this issue over securing additional funding for the municipality; noted his stance is either neutral or in favor; asked for the timeline for Council to shift from a neutral stance to full support if more members of the Lane County delegation supported the bill.
- Councilor Yeh – noted it is unlikely for the bill to be a top priority in the IGR Committee given Council's existing priorities; noted the importance of ensuring that the City's stance is clear.
- Councilor Evans – noted it is unlikely for the bill to be a top priority in the IGR Committee given Council's existing priorities; noted, based on Councilor responses, Council appears to support the bill.

MOTION: Councilor Evans, seconded by Councilor Leech, moved to as Council has indicated support the legislative effort to adopt House Bill 2967.

VOTE: 6:1 PASSED

IN FAVOR: Kashinsky, Keating, Zelenka, Yeh, Evans, and Leech

OPPOSED: Clark

Councilor Discussion:

- Councilor Clark – asked for clarification on the details of HB 3115; asked for the reasoning behind the effort to repeal HB 3115; asked whether legislators have a specific alternative.
- Councilor Keating – noted the lack of co-chief sponsors or regular sponsors on the Senate side of the bill; asked about the primary sponsors in the House of Representatives; noted support for maintaining a neutral position at a minimum but leaned toward opposing the repeal; noted previous Councils have effectively utilized time, place, and manner regulations; noted backtracking from those regulations would be concerning; encouraged colleagues to oppose the repeal.
- Councilor Zelenka – noted homelessness is a complex issue and acknowledged the City's progress; noted that HB 3115 has been problematic due to enforcement challenges and confusion; asked whether the Supreme Court decision effectively overrides the existing law, making the repeal irrelevant; noted the repeal would not significantly impact local code and noted openness to either opposing the repeal or remaining neutral.
- Councilor Leech – noted opposition to the repeal of HB 3115; noted the importance of local control in shaping City code to community needs; noted maintaining a statewide baseline for regulations provides consistency and helps cities address homelessness effectively.
- Councilor Kashinsky – noted opposition to repealing HB 3115; noted having a consistent base-level policy across the State is beneficial; noted even if the repeal

occurs, local regulations will remain in place, but a statewide standard helps mitigate cross-jurisdictional impacts.

- Councilor Clark – encouraged Council to take a neutral position to preserve local decision-making flexibility; noted future developments are uncertain, and a neutral stance allows for adaptability.
- Councilor Yeh – noted opposition to repealing HB 3115.

MOTION: Councilor Evans, seconded by Councilor Leech moved to oppose the legislative effort to repeal House Bill 3115.

VOTE: 6:1 PASSED

IN FAVOR: Kashinsky, Keating, Zelenka, Yeh, Evans, and Leech

OPPOSED: Clark

2. WORK SESSION: City Manager Update

City Manager, Sarah Medary, provided information on the City's policies related to immigration.

Councilor Discussion:

- Councilor Clark – asked for clarification on whether current City policy contradicts federal law.
- Councilor Evans – noted the importance of maintaining the 2017 ordinance; noted the impact of past immigration enforcement in the community; noted the need to support families and workers.
- Councilor Leech – noted support for the ordinance and interest in strengthening protections for community members.
- Councilor Yeh – inquired about City facility access policies and whether the City receives advance notice of immigration enforcement actions.
- Councilor Kashinsky – noted support for exploring additional protective measures; noted concerns about potential funding and grant impacts.
- Councilor Zelenka – noted the recent federal policy pause was rescinded; supported maintaining the City's current policies; noted the 2017 ordinance remains in compliance with federal law.
- Councilor Keating – noted the historical impact of immigration enforcement on families; noted opposition to racial profiling and family separations.
- Mayor Knudson – noted support for Council to engage with the community and share updates on City policies; noted the City's commitment to inclusivity and protection of community members.

Mayor Knudson adjourned the meeting at 12:57 p.m.

Respectfully submitted,

Katie LaSala
City Recorder

(Recorded by Natalie Venhuda)

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

MINUTES

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

**February 12, 2025
12:00 p.m.**

Councilors Present: Eliza Kashinsky, Matt Keating, Alan Zelenka, Jennifer Yeh, Mike Clark, Greg Evans, Lyndsie Leech, and Randy Groves

Mayor Knudson opened the February 12, 2025, Eugene City Council Work Session in a virtual format.

1. WORK SESSION: Urban Growth Strategies Project Update

City Manager, Sarah Medary, introduced Principal Planner, Terry Harding, who was joined by Senior Planner, Leah Rausch. Together they presented updates on urban growth strategies, new rules for housing planning in Oregon, and actions to meet Eugene's housing needs.

Councilor Discussion:

- Councilor Clark – stated the City has a lot of work ahead to build more housing; asked about the plan to analyze and provide to Council the scope of work needed to transition current land supply into development-ready land; noted part of his ward lies outside of the urban growth boundary (UGB) but is development-ready; interested in bringing the referenced land into the UGB; asked if the land referenced is included in the urban reserves.
- Councilor Zelenka – asked how pending budget cuts will impact the planned land analysis; asked if budget or staffing cuts would delay this work; asked if a housing analysis will include tools for how to increase the number of affordable housing units; stated that without incentives for building affordable housing, the goals outlined cannot be met.
- Councilor Kashinsky – stated the importance of progress on this work; asked if the State has funds to help municipalities to accomplish the goals they require the City to meet; asked if the target goals would be attainable if Eugene takes an incremental approach to various housing types; asked staff if the City will use an incremental approach to the housing goals.
- Councilor Leech – asked what will happen if the City cannot meet the target goals; stated that more affordable housing is needed in Eugene; stated that the target goals for affordable housing appear to be unrealistic; asked how many projected units are in the urban renewal plan for the Downtown and Riverfront Districts; asked if there has been an increase in development permit applications since the middle housing code amendment was approved; asked if the planned analysis includes an

infrastructure impact analysis; asked staff to confirm that roads would be a part of future meetings regarding growth strategies; wants a plan for the unannexed islands in the River Road area to have a pathway to annexation if desired.

- Councilor Evans – asked staff to discuss job growth and development and how it relates to Council’s legislative agenda regarding development in the Clear Lake area; asked how land in the Lane Community College basin and in Northwest Eugene will be upgraded to developable land given the infrastructure limitations; asked about wetland mitigation plans; asked about funding from the legislature to invest in the Clear Lake area and the timeline to get the land ready for business development.
- Councilor Groves – stated that Eugene has struggled with a shortage of buildable lands for years; asked how many industrial 100-acre parcels are currently available for development; stated there are businesses with living wage jobs interested in developing in West Eugene but they cannot find enough developable land; noted land on Royal Avenue that the Army Corps of Engineers has stated would be a ten year process to get it ready to develop; stated that the old sand and gravel property has similar restraints in development; asked if there is any work that can be done on the wetlands inside the UGB; noted the significant cost impact of building around the wetlands that are also not generating any tax revenue; asked if the wetlands bank within the City is at or near capacity.
- Councilor Yeh – noted the importance of conducting a needs assessment; is concerned about the feasibility of the initial goals; asked staff to clarify how much time cities will be given to meet the mandated goals before being referred into the acceleration program; asked staff to recap the last few years of total permit applications and to show the increase since Middle Housing amendment; stated that collective progress of each program helps to move the City in a positive direction.
- Mayor Knudson – asked staff if the Oregon Needs Assessment projection of 27,000 housing units is a realistic or an underestimated number; asked staff if they have innovative ideas and incentives for meeting median income, workforce housing needs; asked if there is existing funding for building incentives; asked if the annual \$500,000 Council allocation to the Affordable Housing Trust Fund is among the proposed budget cuts being considered.
- Councilor Clark – believes the projected number by Oregon Needs Assessment is an underrepresentation of the actual need for housing; stated the City is halfway through the 20-year plan that was adopted with the Urban Growth Boundary; does not believe that the City is halfway to the set goal of 15,000 new units; stated that a good goal is a vacancy rate of five percent and Eugene’s vacancy rate is 1.6 percent; asked staff if Oregon Needs Assessment addresses achieving a five percent vacancy rate; is in favor of pushing for a five percent vacancy rate; stated that Eugene has disproportionately grown in renters versus home owners; does not support rental home units being incentivized over home ownership.
- Councilor Evans – asked how the City plans to accommodate Career Technical Education areas in manufacturing and technology for living wage careers; stated that he previously worked with Yogi Tea to develop Career Technical Education at

Willamette High School for students to transition from school into a living wage job; stated that 80 percent of the local high school students will not go on to college and will need to enter the workforce with living wages.

Mayor Knudson adjourned the meeting at 1:15 p.m.

Respectfully submitted,

Katie LaSala
City Recorder

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

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Approval of Tentative Working Agenda

Meeting Date: March 10, 2025
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 3B
Staff Contact: Katie LaSala
Contact Telephone Number: 541-682-5010

ISSUE STATEMENT

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

BACKGROUND

Per City Council Operating Agreements, at each regular meeting of the Council, the City Manager shall present the Tentative Agenda. This shall be placed on the Consent Calendar. If there are any concerns about the items on the Tentative Agenda, it may be removed at the request of any councilors from the Consent Calendar and discussed separately.

COUNCIL OPTIONS

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

SUGGESTED MOTION

Move to approve the items on the Tentative Working Agenda.

ATTACHMENTS

A. City Council Tentative Working Agenda

FOR MORE INFORMATION

Staff Contact: Katie LaSala, City Recorder
Telephone: 541-682-5010
Staff E-Mail: klasala@eugene-or.gov

Updated March 6, 2025

March 2025					
Date	Day	Time	Title	Length	Dept Contact
10-Mar	Mon	5:30 pm	 MUPTE Applications – Riverfront Parcels 9 and 10 (Work Session and Possible Action)	90 min	Dylan Huber-Heidorn, PDD
Work Session Location: City Hall Council Chambers and Virtual					
10-Mar	Mon	7:30 pm	 Ceremonial Matters  Committee Reports and Items of Interest  Consent Calendar 1  2025-2031 Capital Improvement Program (Public Hearing and Action)  An Ordinance Concerning Stormwater Management Facilities; Amending Sections 7.010 And 7.143 Of The Eugene Code, 1971; And Providing An Effective Date. (Action)  An Ordinance Concerning Stormwater Management; Amending Sections 9.6791, 9.6792, 9.6793, And 9.8030 Of The Eugene Code, 1971; And Providing An Effective Date. (Action)  Public Comment		Kacia Edison, CS Doug Singer, PW Doug Singer, PW
Meeting Location: City Hall Council Chambers and Virtual					
14-Mar	Fri	9:30 am	 Executive Session pursuant to ORS 192.660(2)(f) (Exempt Public Records, ORS 192.355(1) (Internal Advisory Communications) and ORS 192.355(2) (Personal Privacy Exemption)) and ORS 192.660(2)(a) (Employment of Public Officers, Employees, and Agents) (Executive Session)		
Executive Session Location: City Hall					



CC Agenda Page 25

UPCOMING PUBLIC HEARINGS			
Date/Time	Topic/Title	Description	Staff Contact
Mon. Mar 10, 7:30pm	2025-2031 Capital Improvement Program	The City Council will hold a public hearing to consider adoption of the Proposed Capital Improvement Program (CIP) for fiscal years 2026 through 2031. The Proposed CIP will be reviewed by the City's Budget Committee on February 12, 2025, and is posted online at https://www.eugene-or.gov/371/Capital-Improvement-Program	Kacia Edison, CS KEdison@eugene-or.gov 541-682-6820

Approved Work Session Polls to be Scheduled	Councilor	Date Approved
Gas Stations – Oct 18, 2023; <i>follow-up work session - TBD</i>	Keating	4/15/22
USD Clean Fuels Transloading Project - TBD	Leech	11/1/24
Shopping Carts in Parks and Scrap Metal Sales Requirements - TBD	Groves	11/6/24

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Public Hearing and Action: 2025-2031 Capital Improvement Program

Meeting Date: March 10, 2025
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 4
Staff Contact: Christina Wozniak
Contact Telephone Number: 541-682-5704

ISSUE STATEMENT

This item is an opportunity for the City Council to hear from the public prior to adoption of the Proposed Capital Improvement Program (CIP) for biennia 2025 through 2031. The Proposed CIP was reviewed and recommended by the City's Budget Committee on February 12, 2025. The City Council is requested to approve the proposed 2025-2031 CIP.

BACKGROUND

The CIP is a planning document that forecasts the City's capital needs over a six-year period based on various City-adopted long-range plans, policies, goals, and other planning processes. To align with the nomenclature of the City's biennial budgets, the CIP title and summaries will henceforth depict the biennia rather than the fiscal years included in the program, as it has historically. The Proposed 2025-2031 CIP totals approximately \$481.2 million and includes projects for the Airport, Parks and Open Space, Public Buildings and Facilities, Stormwater, Transportation, and Wastewater. The Project Summaries section of the CIP document contains tables summarizing all CIP projects, anticipated annual funding levels, and maps indicating the geographic location of CIP projects.

The primary goals of the CIP are to:

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

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

Highlights and Changes to the 2025-2031 CIP

Since 2017, when the Budget Committee passed a motion to integrate the City's Climate Recovery Ordinance (CRO) with the CIP, estimated Greenhouse Gas (GHG) metrics have been incorporated for CIP projects where feasible. GHGs, such as carbon dioxide (CO₂), contribute to global warming by trapping heat within the earth's atmosphere through a process known as the greenhouse effect. The GHG metrics reflect organizational practices that help quantify the impact of the City's infrastructure on the climate. This effort resulted in the City of Eugene receiving the 2020 American Public Works Association (APWA) Exceptional Performance Award for Sustainability and the 2019 APWA Oregon Chapter Sustainability Practices Award. The inclusion of GHG metrics was continued and improved upon in the 2025-2031 CIP.

The 2025-2031 CIP continues to provide more project-specific information, an effort implemented in the Fiscal Year (FY) 20-25 CIP development process. Over the last six years, efforts have been taken to break out capital programs into individual capital projects for the first two years of the CIP, where possible and as much as possible. This change is intended to provide the public and Budget Committee with:

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

To further support this effort, Public Works' Engineering GIS staff have assisted Finance in creating an online, interactive map that displays mappable projects geospatially, and provides individual project details and descriptions. This map is available on the City's website at [https://www.eugene-or.gov/371/Capital-Improvement-Program/2025-2031 Proposed CIP Interactive Project Map](https://www.eugene-or.gov/371/Capital-Improvement-Program/2025-2031%20Proposed%20CIP%20Interactive%20Project%20Map)

Lastly, the Government Finance Officers Association (GFOA) encourages local governments to prepare budget documents of the very highest quality and sets criteria and guidelines through the Distinguished Budget Presentation Award Program. Prior to the FY22 budget adoption, GFOA implemented new criteria that aligned with the work of the CIP. The requirement brought to the forefront the need for identifying projects that will affect the current and future operating budget and quantifying the impact above current levels. Incorporating this change into the CIP process helps the City of Eugene to meet the GFOA's criteria, to plan and budget appropriately to cover operating expenses, and to provide greater transparency to decision makers and the public.

The projects in the following table were identified in the 2025-2031 CIP with on-going operating costs above current budget levels. These estimates total approximately \$4.86 million in annual costs beginning in FY31. In the upcoming 2025-2027 biennium, approximately \$1.22 million in annual operating costs are anticipated, beginning in the second year of the biennium (FY27). It is important to note that Airport operating expenses are fully supported by airline rates & charges and non-airline-related revenue, and Parks and Open Space operating costs are eligible for future Park Levy or Stormwater utility support.

Estimated Operating Costs by Project		
Project Title	Total Annual	First Year* of New Operating Costs
Concourse C Addition	\$3,156,050	FY30
Outbound Baggage System	\$877,500	FY27
Amazon Prairie Mitigation Bank	\$220,000	FY28
Downtown Riverfront Plaza	\$150,000	FY27
Concourse A Expansion & ADA Egress Ramp	\$135,000	FY27
Mattie Reynolds Park	\$100,000	FY28
Ferndale Park Development	\$50,000	FY31
Golden Gardens Park & Sports Complex Phase 1	\$50,000	FY29
West Bank Park	\$50,000	FY30
Suzanne Arlie Park Development Phase 1	\$30,000	FY27
EPF Partnership - Antis Oaks Trailhead	\$15,000	FY28
EPF Partnership - Ridgeline Parking, Willamette & 52 nd	\$15,000	FY27
EPF Partnership - South Eugene Meadows Trail	\$15,000	FY27
Grand Total (shown in annual dollars)	\$4,863,550	*Project timelines are subject to change

2025-2031 CIP Projects

The capital projects and ongoing capital improvement programs in this document total approximately \$481.2 million.

Airport is the largest portion of the CIP, with \$298.1 million in planned projects over the six-year forecast period. Major projects include the Concourse C Addition for an estimated \$172.6 million, and several smaller enabling projects that will facilitate completion of Concourse C and the increased capacity needs. Other major Airport projects include the Outbound Baggage System for \$57.0 million, the Construct Terminal Apron project for \$14.4 million, and the Concourse A Expansion and Americans with Disabilities Act (ADA) Egress Ramp for \$19.4 million. Approximately \$107.2 million in funding is expected to be provided by the Federal Aviation Administration (FAA), and the City Council will receive information on potential revenue bonds that will help support these projects later this fiscal year.

Transportation is the second-largest portion of the CIP, with approximately \$89.7 million of anticipated spending. Major projects include the Pavement Preservation Program for \$23.0 million and Projects Supporting the Transportation System Plan for \$14.0 million. In November 2022, voters approved a fourth consecutive five-year Street Bond for \$61.2 million. Construction of 2022 bond-financed projects will begin in summer 2025. Projects funded by the 2022 Street Bond account for \$45.3 million of the Transportation total and projects funded by Systems Development Charges (SDCs) account for \$18.1 million.

Public Buildings and Facilities projects account for the third-largest category in the CIP at \$31.9 million, which includes \$8.1 million for Contingency and Emergency Projects, \$4.5 million for Capital Planning, \$4.2 million for Roosevelt Yard Site Renovation and Rehabilitation, and \$3.2 million for General Site and Facility Improvements.

Parks and Open Space (POS) represents the fourth-largest category with \$25.1 million for proposed projects, including \$20.1 million in funding support from Parks SDCs. Major projects include \$7.1 million for Site Renovations and Rehabilitations, \$2.8 for the Downtown Riverfront Plaza, \$2.8 million for the West Bank Park, \$2.1 million for the Golden Gardens Sports Complex Phase 1, \$1.1 million for the Mattie Reynolds Park Development, \$2.0 million for Ferndale Park Development, and \$1.3 million for Phase 1 of the Suzanne Arlie Park Development.

Wastewater is the next largest category with \$20.4 million in capital projects. Included in these improvements is \$3.2 million for the Clear Lake Wastewater Extension Phase 1, \$2.9 million to preserve and rehabilitate the City's aging wastewater system through the Wastewater System Rehabilitation project, \$2.7 million for 100+ Year Pipe Rehabilitation and Replacement, and \$2.7 million for Willow Creek and West 18th Wastewater Extension.

Stormwater is planning to invest \$16.1 million in capital projects in the next six years. Projects include \$3.6 million for system rehabilitation, \$2.4 million for Under Bridge Safety Modifications, \$1.5 million for the Amazon Prairie Mitigation Bank, and \$1.3 million for Clear Lake Phase 1 capacity and water quality improvements.

With the exception of General Capital Projects, the vast majority of funding for CIP projects is restricted to a particular use, such as the 2022 Street Bond for transportation projects, FAA funding for airport projects, wastewater and stormwater charges, local motor vehicle fuel tax revenue, system development charges (SDCs), and airport passenger facility charges. General Capital Projects refer mostly to capital improvements and preservation for public buildings, assets, and facilities, which account for \$30.7 million, or 6.4%, of planned capital spending over the next six years. General capital projects are primarily funded through the City's General Fund.

CIP Development and Engagement Process

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

The Proposed CIP document was made available on the City's website on February 3, 2025. Information about the proposed 2025-2031 CIP was also sent electronically to interested citizens via the Neighborhood Associations Community Bulletins and the Budget Interested Parties e-mail list. Hard copies of the Proposed CIP document can be printed by individuals of the public from the online version.

The Proposed 2025-2031 CIP is now available electronically as an e-Book and was previously distributed to the Mayor and City Council electronically. The online format is available for review at www.eugene-or.gov/371/Capital-Improvement-Program.

The Budget Committee held a public comment period on the Proposed 2025-2031 CIP on February 12, 2025. Public comments and Budget Committee discussion from this meeting are summarized in Attachment A. The committee passed a motion to recommend that the City Council adopt the 2025-2031 CIP as proposed.

A presentation on the Proposed 2025-2031 CIP was also made to the Planning Commission during its February 25, 2025 meeting.

RELATED CITY POLICIES

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

[Strategic Plan](#) Focus Area – Organizational wellbeing: To create a sustainable budget with balanced revenues and expenditures that provides funding for necessary services in the community.

PREVIOUS COUNCIL DIRECTION

[February 12, 2025, Budget Committee Meeting](#)

The Budget Committee received public comment and a presentation on the 2025-2031 CIP.

Vice-Chair Kounovsky, seconded by Jesse Maldonado, moved to recommend the CIP as presented to City Council.

Passed: 15:0

COUNCIL OPTIONS

The City Council may:

1. Adopt the Proposed 2025-2031 CIP as recommended by the Budget Committee.
2. Amend the CIP by identifying changes in the projects and/or funding sources and adopt the Proposed 2025-2031 CIP that includes those changes.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends adoption of the Proposed 2025-2031 CIP as recommended by the Budget Committee.

SUGGESTED MOTION

Move to adopt the Proposed 2025-2031 Capital Improvement Program as recommended by the Budget Committee.

ATTACHMENTS

- A. 2025-2031 Proposed Capital Improvement Program Document
- B. 2025_February 12_Budget Committee Meeting Notes

FOR MORE INFORMATION

Staff Contact: Christina Wozniak, Budget Manager
Telephone: 541-682-5704
Staff E-Mail: cwozniak@eugene-or.gov



Capital Improvement Program 2025-2031 PROPOSED





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Capital Improvement Program

The City of Eugene's Capital Improvement Program (CIP) forecasts the City's capital needs over a six-year period based on various long-range plans, goals, and policies. The formal program is updated every two years. The 2025-2031 Capital Improvement Program totals \$481.2 million in capital projects, with an additional \$14.1 million in operating costs. Of the capital costs, \$132.2 million is secured funding and \$349.0 million is identified funding. The *Project Summaries* section contains tables summarizing all CIP projects included in the six-year program.

The primary goals of the CIP are to:

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

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

Greenhouse Gas Emissions Reporting

Since 2017, when the Budget Committee passed a motion to integrate the City's Climate Recovery Ordinance (CRO) with the CIP, estimated Greenhouse Gas (GHG) metrics have been incorporated for CIP projects where feasible. The GHG metrics reflect organizational practices that help quantify the impacts of the City's infrastructure on the climate. GHGs, such as carbon dioxide (CO₂), contribute to global warming by trapping heat within the earth's atmosphere through a process known as the greenhouse effect.

The CRO and the 2035 Transportation System Plan (TSP) both included a goal of reducing fossil fuel use by 50% by 2030. Also related to the commitment to climate recovery and reduced fossil fuel consumption, the 2035 TSP includes a goal to triple the number of trips made by transit, bicycling, or walking by 2035. With these goals in mind, the 2025-2031 CIP includes a range of transportation projects that support and enhance facilities used by people who walk, ride bikes, and use transit using a combination of City, state, and federal funds.

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

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

Project-Specific Reporting

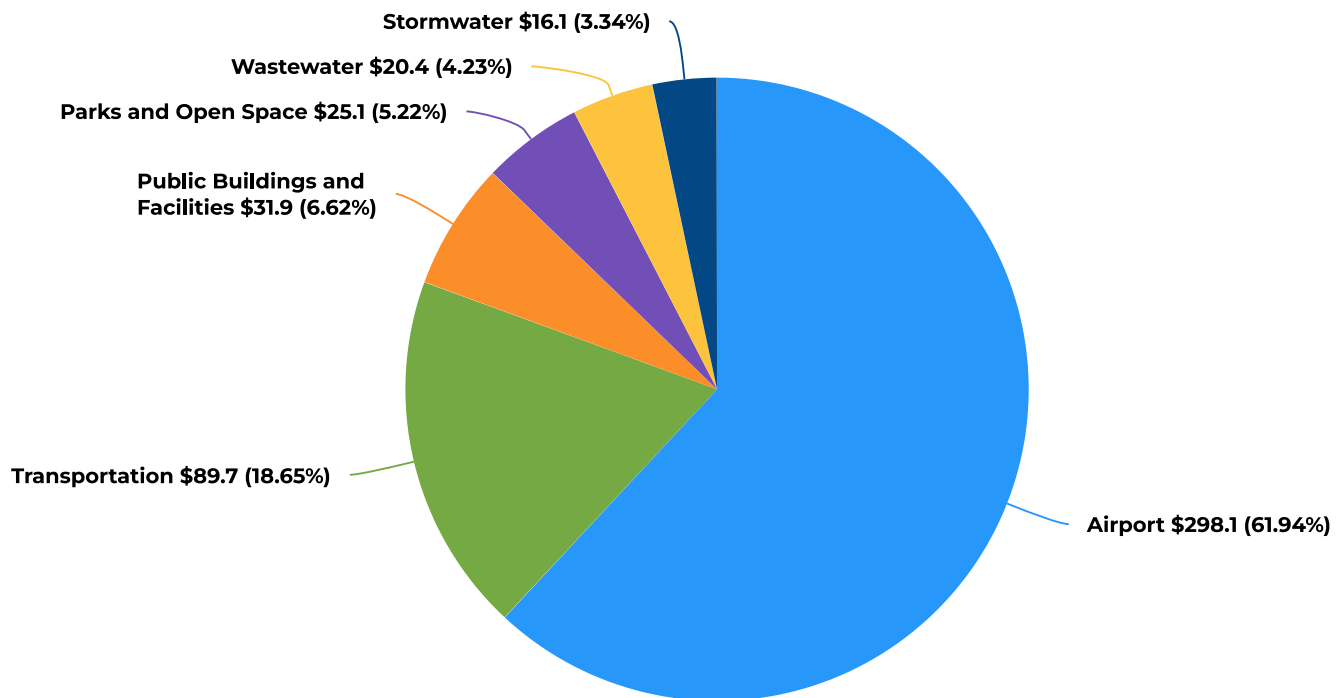
The 2025-2031 CIP continues to provide more project-specific information, an effort implemented in the FY20-25 CIP development process. Over the last six years, efforts have been taken to break out capital programs into individual capital projects for the first two years of the CIP, where possible and as much as possible. This change is intended to provide the public and Budget Committee with:

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

2025-2031 CIP by Functional Program Area

Projects in this CIP total approximately \$481.2 million, with the breakdown by program area shown in the chart below.

2025-2031 CIP Totals by Program Area \$481.2M



CIP by Program Area

Airport is the largest portion of the CIP, with \$298.1 million in planned projects over the six-year forecast period. Major projects include the Concourse C Addition for an estimated \$172.6 million, and several smaller enabling projects that will facilitate completion of Concourse C and the increased capacity needs. Other major Airport projects include the Outbound Baggage System for \$57.0 million, the Construct Terminal Apron project for \$14.4 million, and the Concourse A Expansion and ADA Egress Ramp for \$19.4 million. Approximately \$107.2 million in funding is expected to be provided by the Federal Aviation Administration (FAA).

Transportation is the second-largest portion of the CIP, with approximately \$89.7 million of anticipated spending. Major projects include the Pavement Preservation Program for \$23.0 million and Projects Supporting the Transportation System Plan for \$14.0 million. In November 2022, voters approved a fourth consecutive five-year Street Bond for \$61.2 million. Construction of 2022 bond-financed projects will begin in summer 2025. Projects funded by the 2022 Street Bond account for \$45.3 million of the Transportation total and projects funded by Systems Development Charges (SDCs) account for \$18.1 million.

Public Buildings and Facilities projects account for the third-largest category in the CIP at \$31.9 million, which includes \$8.1 million for Contingency and Emergency Projects, \$4.5 million for Capital Planning, \$4.2 million for Roosevelt Yard Site Renovation and Rehabilitation, and \$3.2 million for General Site and Facility Improvements.

Parks and Open Space (POS) represents the fourth-largest category with \$25.1 million for proposed projects, including \$20.1 million in funding support from Parks SDCs. Major projects include \$7.1 million for Site Renovations and Rehabilitations, \$2.8 for the Downtown Riverfront Plaza, \$2.8 million for the West Bank Park, \$2.1 million for the Golden Gardens Sports Complex Phase 1, \$1.1 million for the Mattie Reynolds Park Development, \$2.0 million for Ferndale Park Development, and \$1.3 million for Phase 1 of the Suzanne Arlie Park Development.

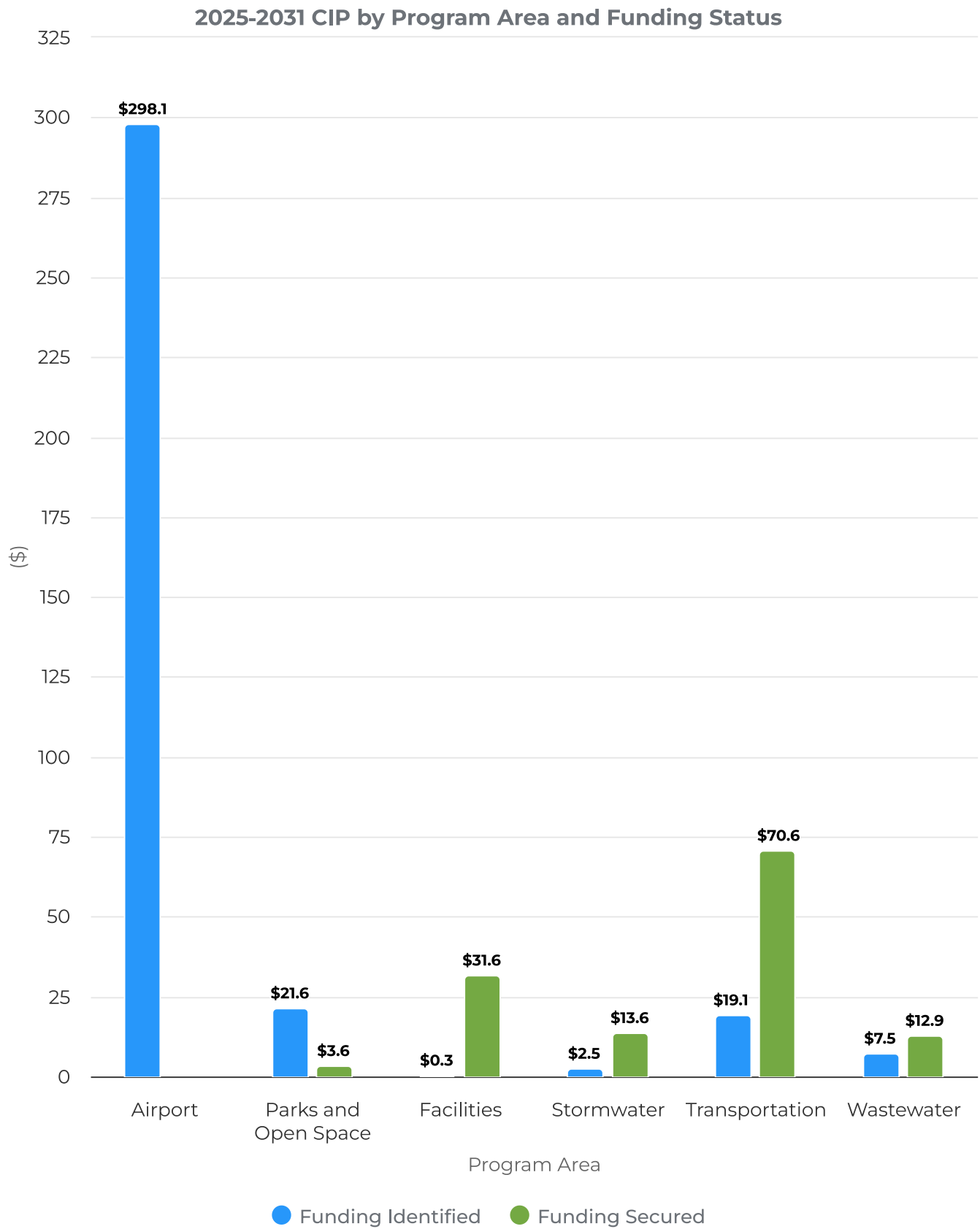
Wastewater is the next largest category with \$20.4 million in capital projects. Included in these improvements is \$3.2 million for the Clear Lake Wastewater Extension Phase 1, \$2.9 million to preserve and rehabilitate the City's aging wastewater system through the Wastewater System Rehabilitation project, \$2.7 million for 100+ Year Pipe Rehabilitation and Replacement, and \$2.7 million for Willow Creek and West 18th Wastewater Extension.

Stormwater is planning to invest \$16.1 million in capital projects in the next six years. Projects include \$3.6 million for system rehabilitation, \$2.4 million for Under Bridge Safety Modifications, \$1.5 million for the Amazon Prairie Mitigation Bank, and \$1.3 million for Clear Lake Phase 1 capacity and water quality improvements.

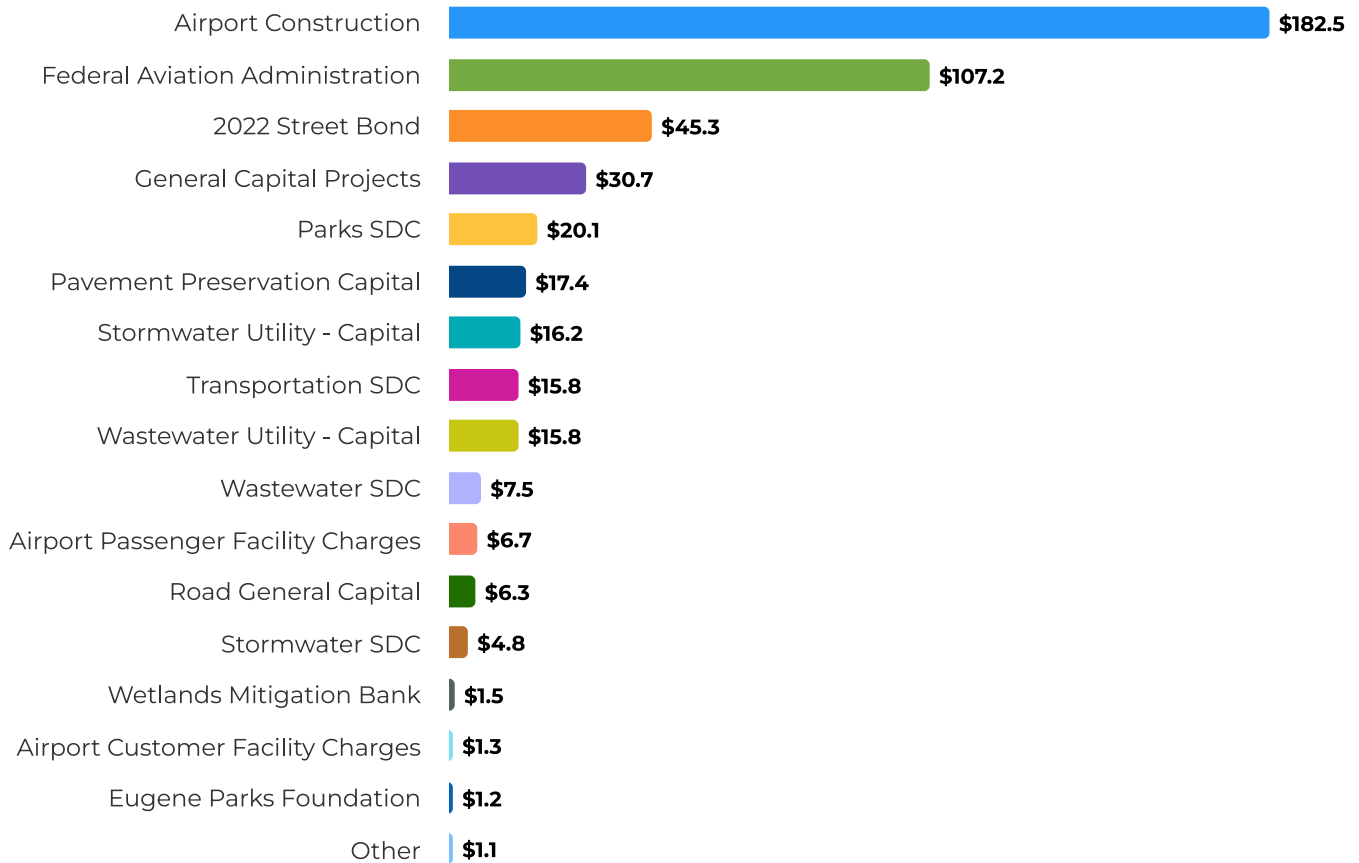
Funding

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

The chart below shows the amount of secured and identified funding by program area. Projects with secured funding have dedicated sources such as the 2022 Street Bond and wastewater and stormwater utility fees. Projects with identified funding have a high likelihood of available funding from sources such as state or federal grants, or Systems Development Charges (SDCs).



2025-2031 CIP by Funding Source - \$481.2M



\$ in millions (\$)

*Other Sources include Parking Services, Parks Maintenance, federal and state grant funding, and Hayes Trust among others.

Reader's Guide

Reader's Guide Sections:

[CIP Overview and Planning Process](#)

[CIP Criteria and Qualifications](#)

[CIP Document Structure and Organization](#)

[CIP Public Review Process](#)

[Development of Capital Projects](#)

[Funding Sources and Restrictions](#)

[Project Selection and Decision Criteria Guides](#)

[Prior Planning](#)

Capital Improvement Program

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

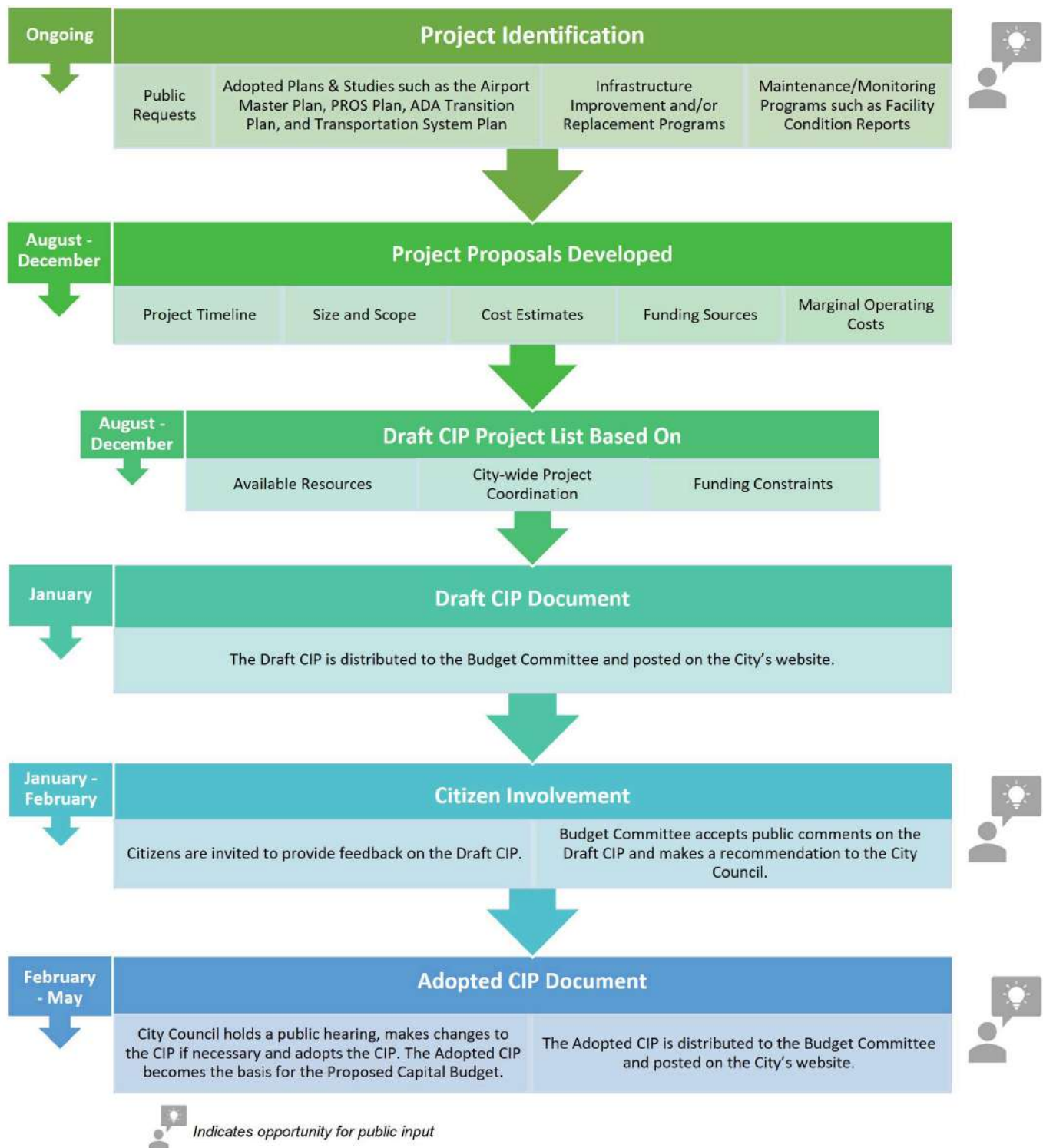
The CIP document serves as a listing of all capital projects the City plans to begin constructing over the next six years. For many of the proposed capital projects, the CIP represents ongoing capital programs, extensive planning efforts, and decisions that occurred prior to the compilation of the CIP.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

CIP Development and Review

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

Capital Improvement Program (CIP) Planning Process

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



CIP Criteria and Qualifications

Capital Projects Definition

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

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

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

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

Qualifying Criteria

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

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

CIP Document Structure and Organization

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

⇒ Functional Program Areas

⇒ Project Request Type

⇒ Funding Status (funding identified, funding secured)

⇒ Capital project or ongoing capital program

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

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

Project Type: Capital projects and ongoing capital programs are assigned to a specific project type subcategory that represents a distinct area of capital improvement such as a preservation and maintenance activity or construction of a new capital facility. Projects are grouped within each of the following request types:

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

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

- Funding Secured: Projects with secured/dedicated funding such as stormwater and wastewater user fees, bond funding, and local gas tax and transfers from operating funds.
- Funding Identified: Projects with a likelihood of receiving available funding such as awarded grants, system development charges (SDCs) and donations.

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

CIP on the Website

The 2025-2031 CIP can be accessed on the City's website: www.eugene-or.gov/371/Capital-Improvement-Program. The website contains the entire CIP document and identifies location-specific projects by neighborhood. Prior CIP documents, Budget Committee materials, and the annual operating and capital budgets are also available on the website.

Greenhouse Gas Emissions Reporting

The 2025-2031 CIP continues to include greenhouse gas (GHG) emissions reporting. In 2018, this was a new initiative to integrate the City's Climate Recovery Ordinance (CRO) with CIP projects by estimating GHG emissions when feasible. The CRO includes climate action goals that focus on reducing GHG emissions and fossil fuel use in City operations and in the broader community. More information on the CRO can be accessed online at www.eugene-or.gov/3210/Climate-Recovery-Ordinance. For more information on GHG emissions in the CIP, see the *Greenhouse Gas Emissions Summary* section.

Project Specific Reporting

For the first two years of the 2025-2031 CIP, the individual capital projects within ongoing capital programs have been provided where feasible. Staff do not always know with certainty which projects within a capital program will be funded, as some projects depend on additional unsecured funding sources or incomplete planning processes, but where possible, those projects and related financial and planning information have been provided for the biennium.

CIP Public Review Process

Development of the CIP is a multi-step process, which begins in the summer of even-numbered years and ends the following spring with the public review and approval process. Below is the schedule for review and approval of the 2025-2031 CIP.

- **January 2025**

Draft CIP is published and made available for public review through notification of the Budget Committee meeting, shared electronically with interested parties, published on the City's website, and made available at several locations throughout the City.

- **February 2025**

Budget Committee reviews the draft CIP with primary focus on the financial and budget issues and receives public comment on the draft CIP. Budget Committee's recommendations and comments are forwarded to the City Council.

- **March 2025**

City Council conducts a public hearing on the draft CIP. City Council finalizes and adopts the CIP. Funding secured or identified in the first two years of the CIP is used as the basis for the 2025-2027 Capital Budget.

- **March 2025**

Adopted 2025-2031 CIP document is published and posted to the City's website.

- **July 2025**

After July 1, work begins on some of the capital projects.

Following adoption of the CIP by the City Council, the projects scheduled for the next two years will become the basis for preparation of the 2025-2027 Capital Budget. The capital budget is submitted as part of the Proposed Budget to the Budget Committee in the spring of odd numbered years and adopted by the City Council in June of the same year.

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

For more detail on projects scheduled in the upcoming 2025-2027 Biennium Capital Plan, see the [2025-2027 Biennial Capital Plan](#) section in this document.

Development of Capital Projects

Preservation and Maintenance of Existing Assets

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

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

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

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

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

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

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

New Capital Facilities and Capacity Enhancements

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

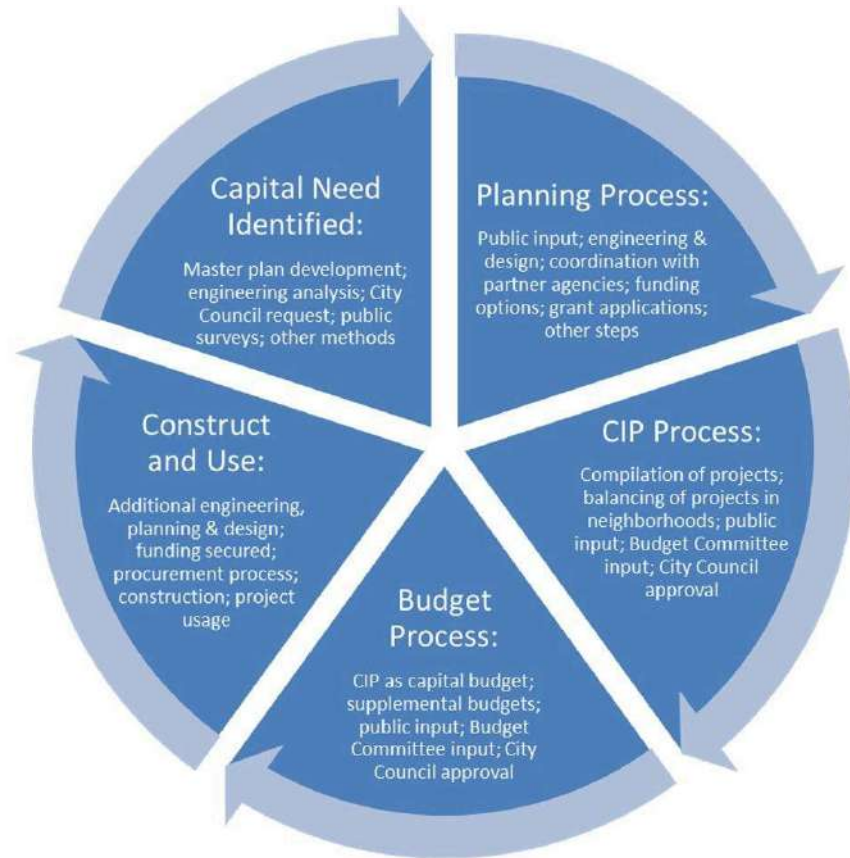
Other Costs Associated with CIP Projects

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

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

Processes for Developing Capital Projects

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



Project Priorities

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

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

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

Policy Guidelines

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

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

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

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

Funding Sources and Restrictions

Airport (Fund 510)

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

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

General Capital Projects (Fund 310)

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

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

Community Development (Fund 170)

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

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

Library, Parks, and Recreation (Fund 180)

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

Restrictions: Designation upon receipt of donation.

Stormwater Utility (Fund 539)

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

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

Systems Development Capital Projects (Fund 330)

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

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

Transportation Capital Projects (Fund 340)

Purpose: To account for funding used for transportation-related projects, usually expended within the public right-of-way or on projects that directly benefit the City's transportation system, e.g. the pavement preservation program. The majority of funds are from the General Obligation Bonds approved in 2022, and the local motor vehicle fuel tax.

Restrictions: Funding must be used for road-related purposes by ORS 366.785-366.820 and is limited to the specific projects stated in each

agreement. Dedicated fuel tax revenue is used specifically for the preservation and maintenance of Eugene streets. Restrictions are specified by Ordinance No. 20278. Street bond-funded projects are specified by Resolution No. 5364.

Wastewater Utility (Fund 530)

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

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

Urban Renewal Agency Downtown Capital Projects (Fund 813)

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

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

Urban Renewal Agency Riverfront Capital Projects (Fund 823)

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

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

Project Selection and Decision Criteria Guides

The following plans and policies support the projects identified in the 2025-2031 CIP:

Airport

Airport Advisory Committee Recommendation	Climate Recovery Ordinance	Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year
Airport Master Plan Update	EUG Advanced Terminal Planning Study	Pavement Management Program

Parks and Open Space

Climate Action Plan 2.0	Eugene Downtown Plan	Parks and Recreation System Plan (Picture. Plan. Play.)
Climate Recovery Ordinance	Eugene Trails Plan	Rivers to Ridges Metro Regional Parks & Open Space Study
Envision Eugene	EWEB Riverfront Master Plan	

Public Buildings and Facilities

Climate Action Plan 2.0	Facilities Greenhouse Gas Reduction Analysis	Public Works Facility Master Plan Update
Climate Recovery Ordinance	Facility Condition Report	

Stormwater

Climate Action Plan 2.0	Envision Eugene	Parks and Recreation System Plan (Picture. Plan. Play.)
Climate Recovery Ordinance	Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP)	Stormwater Basin Master Plan
Comprehensive Stormwater Management Plan	NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan	Willamette Basin Total Max Daily Load Implementation Plan

Transportation

2020 Wastewater Master Plan	Climate Recovery Ordinance	Master Traffic Communications Plan
2022 Street Bond Measure 20-333	Comprehensive Stormwater Management Plan	NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan
Americans with Disabilities Act (ADA) Transition Plan	Envision Eugene	Pavement Management Program
Climate Action Plan 2.0	Eugene 2035 Transportation System Plan	Urban Forest Management Plan
		Vision Zero Action Plan

Wastewater

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

Summary of Prior Planning Processes and Reports

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

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

Plan: *2020 Wastewater Master Plan*

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

Last Update: 2020 **Last Public Review:** 2020 **Next Public Review:** N/A

Plan: *Airport Advisory Committee Recommendation*

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

Last Update: N/A **Last Public Review:** N/A **Next Public Review:** Monthly

Plan: *Airport Master Plan Update*

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

Last Update: 2018 **Last Public Review:** 2020 **Next Public Review:** 2027

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

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

Last Update: 2015 **Last Public Review:** 2015 **Next Public Review:** Not Scheduled

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

Description This permit issued by Oregon DEQ, and the associated City of Eugene Stormwater Management Program Document (SWMP Document), describe what the City must do to meet federal Clean Water Act requirements applicable to its municipal stormwater system that discharges into downstream waterways including Amazon Creek and the Willamette River.

Last Update: 2021 **Last Public Review:** 2022 **Next Public Review:** 2026

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

Description This permit issued by Oregon DEQ describes what the City must do in managing its public stormwater drywells in order to meet federal Safe Drinking Water Act requirements and protect groundwater quality.

Last Update: 2013 **Last Public Review:** 2013 **Next Public Review:** 2025

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

Description The TMDL Implementation Plan, required by the federal Clean Water Act and approved by Oregon DEQ, identifies strategies and actions that the City is taking to reduce certain pollutants in Amazon Creek and the Willamette River including bacteria, mercury and temperature.

Last Update: 2023 **Last Public Review:** 2019 **Next Public Review:** 2028

Plan: *Climate Action Plan 2.0*

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

Last Update: 2022 **Last Public Review:** **Next Public Review:** Unknown

Plan: *Climate Recovery Ordinance*

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

Last Update: 2016 **Last Public Review:** 2016 **Next Public Review:** N/A

Plan: *Comprehensive Stormwater Management Plan*

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

Last Update: 1993 **Last Public Review:** 1993 **Next Public Review:** 2026

Plan: *Envision Eugene*

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

Last Update: 2012 **Last Public Review:** 2012 **Next Public Review:** On-going

Plan: *EUG Advanced Terminal Planning Study*

Description The Eugene Airport (EUG) conducted advanced terminal planning based on both the recommendations established in the 2018 Airport Development Plan Update, and the more recent impacts of new airline entrants, more expeditious growth and recovery after COVID, passenger recapture from PDX (Portland International Airport), and the addition of new routes for existing airlines.

Last Update: 2022 **Last Public Review:** 2022 **Next Public Review:**

Plan: *Eugene 2035 Transportation System Plan*

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

Last Update: 2017 **Last Public Review:** 2017 **Next Public Review:** 2027

Plan: *Eugene Downtown Plan*

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

Last Update: 2004 **Last Public Review:** 2004 **Next Public Review:** N/A

Plan: *Eugene Trails Plan*

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

Last Update: 2018 **Last Public Review:** 2018 **Next Public Review:**

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

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

Last Update: 2020 **Last Public Review:** 2020 **Next Public Review:** Not Scheduled

Plan: *EWEB Riverfront Master Plan*

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

Last Update: 2018 **Last Public Review:** 2018 **Next Public Review:** N/A

Plan: *Facilities Greenhouse Gas Reduction Analysis*

Description: A cost and budget analysis that focuses on the greenhouse gas (GHG) emissions associated with buildings that are managed by the Facility Management Division. Multiple investment scenarios of GHG reduction measures were explored to meet the goal of buildings.

Last Update: 2017 **Last Public Review:** N/A **Next Public Review:** N/A

Plan: *Facility Condition Report*

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

Last Update: 2017 **Last Public Review:** N/A **Next Public Review:** N/A

Plan: *Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year*

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

Last Update: 2023 **Last Public Review:** 2023 **Next Public Review:** 2028

Plan: *Housing Implementation Pipeline (HIP)*

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

Last Update: 2022 **Last Public Review:** N/A **Next Public Review:** N/A

Plan: *Master Traffic Communications Plan*

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

Last Update: 2008 **Last Public Review:** N/A **Next Public Review:** N/A

Plan: *Parking Structure Condition Analysis (PSCA)*

Description: Thorough analysis of the parking structures by an architectural firm specializing in structural engineering. The study details recommended maintenance to increase the longevity of the facilities.

Last Update: 2016 **Last Public Review:** N/A **Next Public Review:** N/A

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

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

Last Update: 2018 **Last Public Review:** 2018 **Next Public Review:** 2028

Plan: *Pavement Management Program*

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

Last Update: 2006 **Last Public Review:** N/A **Next Public Review:** N/A

Plan: *Public Works Facility Master Plan Update*

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

Last Update: 2004 **Last Public Review:** N/A **Next Public Review:** N/A

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

Description: The 2003 Rivers to Ridges Vision was developed using extensive input received between December 2001 and May 2003 from citizens, appointed and elected officials, and staff from local, state, and federal agencies. This study that was updated in 2024 is a refreshed vision for future

regional parks and open space efforts and projects to create a connected system of habitats and trails serving the Eugene-Springfield metro area and surrounding communities.

Last Update: 2024 **Last Public Review:** 2024 **Next Public Review:** 2044

Plan: *Stormwater Basin Master Plan*

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

Last Update: 2012 **Last Public Review:** 2012 **Next Public Review:** 2025

Plan: *Urban Forest Management Plan*

Description Provides direction to manage trees within city limits.

Last Update: 1992 **Last Public Review:** N/A **Next Public Review:** 2025

Plan: *Vision Zero Action Plan*

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

Last Update: 2018 **Last Public Review:** N/A **Next Public Review:** 2028

Greenhouse Gas Emissions Summary

Sections:

[GHG Emissions by Program Area - Airport](#)

[GHG Emissions by Program Area - Parks & Open Spaces](#)

[GHG Emissions by Program Area - Facilities](#)

[GHG Emissions by Program Area - Stormwater](#)

[GHG Emissions by Program Area - Transportation](#)

[GHG Emissions by Program Area - Wastewater](#)

Greenhouse Gas Emissions Summary

Overview

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

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

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

As stated in the CAP2.0, emissions from transportation fuels make up 54% of Eugene's local emissions. Transportation emissions are primarily from the local combustion of gasoline and diesel fuels used in vehicles. The Climate Recovery Ordinance and the 2035 Transportation System Plan (TSP) both include a goal to reduce fossil fuel use by 50% by 2030. Also related to the commitment to climate recovery and reduced fossil fuel consumption, the 2035 TSP includes a goal to triple the number of trips made by transit, bicycling, or walking by 2035. With these goals in mind, the 2025-2031 CIP includes a range of transportation projects that support and enhance infrastructure used by people who walk, ride bikes, and use transit through a combination of City, state, and federal funds.

GHG Metrics

The GHG reporting unit for all projects is metric tons of CO₂e, or carbon dioxide equivalent. CO₂e is a unit for expressing different GHGs as a common unit, and it signifies the amount of CO₂ that would have an equivalent global warming impact. The estimates, where applicable, reflect GHG emissions from embodied energy, or the energy used to extract materials and manufacture goods. An example of embodied energy includes the energy used to produce and transport construction materials such as asphalt, steel, and concrete. The GHG metrics, where applicable, also provide information on operational GHGs, or GHG emissions from City-owned facilities and City operations, such as from heating buildings. As mentioned, the GHG estimates focus on direct impacts of CIP projects and do not attempt to measure the indirect impacts.

Most projects in the 2025-2031 CIP are rehabilitation, replacement, and/or improvements to the City's existing capital infrastructure. The marginal change to GHG emissions from operating and maintaining upgraded capital assets over their useful life is anticipated to be minimal compared to similar unimproved assets. For example, GHG emissions related to the operations and maintenance of a newly paved street are similar to a street that is in need of repair – both need sweeping and cleaning and result in comparable emissions. As a result, GHG estimates related to the operations and maintenance of a capital asset over its useful life have not been calculated.

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

GHG Reporting and Calculations

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

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

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

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

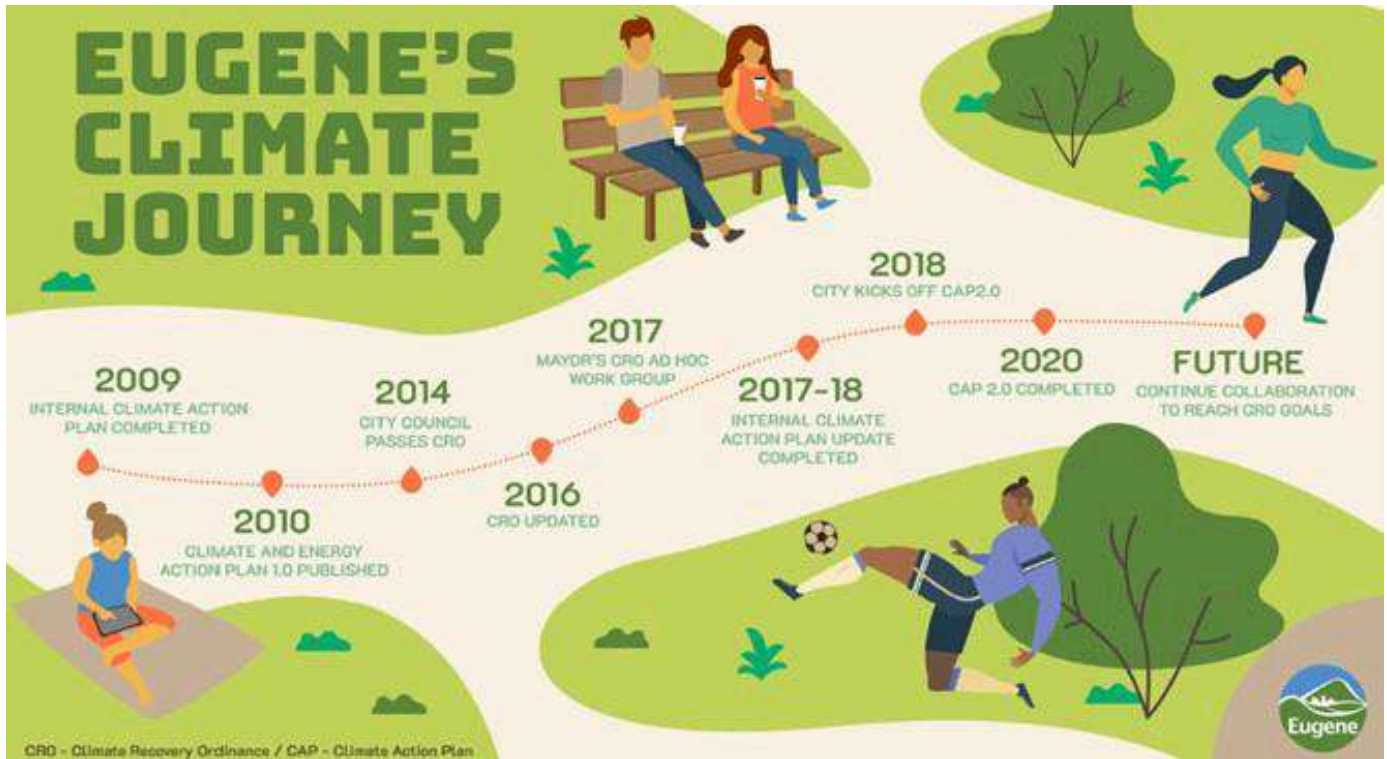
Second, staff were not able to calculate GHG emissions in some instances because not enough information was known about the project to produce reliable estimates. Some projects have not been fully scoped, have insufficient details, or may be in an early planning stage. Thus, the information needed to calculate a GHG estimate is unknown. There are also a number of smaller buildings and facilities projects that are deemed to have minimal GHG impacts, leading staff to focus reporting efforts on projects with the most significant changes to GHGs. Finally, a variety of other reasons limited the ability to calculate GHG emissions for some projects. For example, the Parkland Acquisition project involves the purchase of land, which doesn't entail construction or operations.

Greenhouse Gas Emissions by Program Area

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

- A description of the primary sources of emissions;
- Actions being taken to reduce emissions;
- Additional information on 2025-2031 CIP projects that exemplify emissions reduction efforts; and
- Opportunities to reduce emissions with future program efforts, projects or changes in construction techniques, technology, or planning initiatives.

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



Eugene's Climate Journey

<https://www.eugene-or.gov/4284/Climate-Action-Plan-20>

Greenhouse Gas Emissions Summary Table

Project Title	Est. GHGs from Project Construction*	Operational GHG Change	Reason GHGs Not Calculated
Airport			
Construct Terminal Apron	2,525.0	0.0	Ongoing Operational Impact Unknown
Taxiway B Rehabilitation and Taxiway R Relocation	2,493.0	0.0	Ongoing Operational Impact Unknown
Airfield Storage Facility	228.0	0.0	
Demo Old Car Wash & Reclaim Parking Lot	143.0	0.0	No on-going emissions - Demo Only
Airport Improvement Projects	0.0	0.0	Ongoing Capital Program
Concourse A Expansion & ADA Egress Ramp	0.0	0.0	Project Details Not Available
Concourse C Addition	0.0	0.0	Project Details Not Available
Eugene Airport Master Plan	0.0	0.0	Other - Planning Project
Outbound Baggage System	0.0	0.0	Project Details Not Available
Runway 16R/34L Rehabilitation	0.0	0.0	Project Details Not Available
Airport Subtotals:	5,389.0	0.0	
Parks and Open Space			
Downtown Riverfront Plaza	510.0	0.0	
Suzanne Arlie Park Development Phase 1	170.0	0.0	
Mattie Reynolds Park	160.0	0.0	
Eugene Parks Foundation Partnership - South Eugene Meadows Trail	130.0	0.0	
Eugene Parks Foundation - Ridgeline Parking at Willamette and 52nd	80.0	0.0	
Scobert Gardens Renovation	30.0	0.0	
Eugene Parks Foundation Partnership - Antis Oaks Trailhead	0.0	0.0	Project Details Not Available
Ferndale Park Development	0.0	0.0	Project Details Not Available
Golden Gardens Park and Sports Complex Phase 1	0.0	0.0	Project Details Not Available
Neighborhood and Community Park Development	0.0	0.0	Ongoing Capital Program
Park Donation Projects	0.0	0.0	Ongoing Capital Program
Parkland Acquisition	0.0	0.0	Land Acquisition Project
Regional Pickleball Facility Partnership	0.0	0.0	Project Details Not Available
School District Partnership - Artificial Turf Field Replacement	0.0	0.0	Ongoing Capital Program
Site Renovations and Rehabilitation	0.0	0.0	Ongoing Capital Program
Tugman Park Renovation	0.0	0.0	Project Details Not Available
West Bank Park	0.0	0.0	Project Details Not Available
Parks and Open Space Subtotals:	1,080.0	0.0	

*All units in Metric tons of CO2 equivalent (MtCO2e)

Project Title	Est. GHGs from Project Construction*	Operational GHG Change	Reason GHGs Not Calculated
Public Buildings and Facilities			
Annual Exterior Preservation and Maintenance	0.0	0.0	Ongoing Capital Program
Annual Flooring and Interior Upgrades	0.0	0.0	Ongoing Capital Program
Building Safety Items	0.0	0.0	Project Details Not Available
Capital Planning	0.0	0.0	Ongoing Capital Program
Contingency and Emergency Projects	0.0	0.0	Ongoing Capital Program
Eugene Fire Department Paving Repairs	0.0	0.0	Minimal GHGs
Facilities Climate Recovery Ordinance Implementation	0.0	0.0	Ongoing Capital Program
Fire Logistics Building Membrane Roof Replacement	0.0	0.0	Minimal GHGs
Fire Logistics Window Repair	0.0	0.0	Minimal GHGs
Fire Station #10 Membrane Roof Replacement	0.0	0.0	Minimal GHGs
Fire Station #6 Window Repair	0.0	0.0	Minimal GHGs
Fire Training Building Boiler	0.0	0.0	Minimal GHGs
General Site and Facility Improvements	0.0	0.0	Ongoing Capital Program
Generator Condition and Capacity Study	0.0	0.0	Minimal GHGs
Graham Field House Roof	0.0	0.0	Minimal GHGs
Hazardous Remediation	0.0	0.0	Ongoing Capital Program
Hult Center Elevator Refurbishment	0.0	0.0	Minimal GHGs
Hult Emergency Light Replacement and Inverters	0.0	0.0	Minimal GHGs
HVAC R-22 Replacement	0.0	0.0	Ongoing Capital Program
Library Fire Alarm	0.0	0.0	Minimal GHGs
Library Lighting Controls Upgrade Study and Upgrades	0.0	0.0	Minimal GHGs
Parking Lot and Pavement Maintenance	0.0	0.0	Ongoing Capital Program
Parking Structure Capital Projects	0.0	0.0	Project Details Not Available
Police Services Building Roof	0.0	0.0	Minimal GHGs
Roosevelt Yard Site Renovation and Rehabilitation	0.0	0.0	Ongoing Capital Program
Sheldon Pool Boiler	0.0	0.0	Minimal GHGs
Small Re-Roofing Projects	0.0	0.0	Ongoing Capital Program
Public Buildings & Facilities Subtotals:	0.0	0.0	

*All units in Metric tons of CO2 equivalent (MtCO2e)

Project Title	Est. GHGs from Project Construction*	Operational GHG Change	Reason GHGs Not Calculated
Stormwater			
North Gilham Capacity and Water Quality Improvements	375.0	0.0	
Ayres Pond Culvert Replacement	250.0	0.0	
East Santa Clara Waterway Improvements	245.0	0.0	
Splash Pad Retrofits	200.0	0.0	
Amazon Creek Restoration	170.0	0.0	
Roosevelt Yard Water Quality Retrofit	150.0	0.0	
Chad Drive Stormwater Retrofit	100.0	0.0	
Amazon Prairie Mitigation Bank	75.0	0.0	
Tip Up Replacement	70.0	0.0	
Emerald and Onyx Streets 22nd Ave. to 24th Ave. Replacement	60.0	0.0	
Under Bridge Safety Modifications	60.0	0.0	
East Ridge Village Stormwater Retrofit	55.0	0.0	
North Terry Street Drainage Improvements	40.0	0.0	
6th Ave. Stormwater Retrofit	35.0	0.0	
Adams Street 12th Ave. to 13th Ave. Stormwater Replacement	35.0	0.0	
Willamette Street 13th Ave. to 14th Ave. Stormwater Rehabilitation	25.0	0.0	
Clear Lake Phase 1 Capacity and Water Quality Improvements	0.0	0.0	Project Details Not Available
Stormwater Facilities Plant Establishment Various Locations	0.0	0.0	Ongoing Capital Program
Stormwater System Rehabilitation	0.0	0.0	Ongoing Capital Program
Water Quality Facilities	0.0	0.0	Ongoing Capital Program
Willamette River at I-5 Diversion Structure Removal Feasibility Study	0.0	0.0	Other - Planning Project or Study
Stormwater Subtotals:	1,945.0	0.0	

*All units in Metric tons of CO2 equivalent (MtCO2e)

Project Title	Est. GHGs from Project Construction*	Operational GHG Change	Reason GHGs Not Calculated
Transportation			
Pavement Preservation Program	9,935.0	0.0	
River Rd.: Wedgewood Dr. to Green Ln. Paving	2,121.0	0.0	
Irvington Drive Paving	1,829.0	0.0	
River Rd.: Green Ln. to Beltline Paving	1,670.0	0.0	
Terry Street Paving	1,608.0	0.0	
Willow Creek Rd. Paving	1,300.0	0.0	
Delta Highway Paving	1,207.0	0.0	
24th Ave., Agate St., University St., Harris St., and 22nd Ave. Paving	1,113.0	0.0	
Club Rd. and Country Club Rd. Paving	1,069.0	0.0	
Echo Hollow Rd. Paving	1,058.0	0.0	
Jeppesen Acres Rd. Paving & Sidewalk Infill	1,054.0	0.0	
Kinsrow Ave., Lindley Ln., and Honeysuckle Ln. Paving	991.0	0.0	
Spring Blvd., South Ridge Dr., Vine Maple St., Pine Canyon Dr., Huckleberry St. Paving	820.0	0.0	
Willamette St. Paving	766.0	0.0	
Waite St. and Ohio St. Paving	727.0	0.0	
Chambers St. Paving	645.0	0.0	
County Farm Rd. Paving	562.0	0.0	
31st Ave. and Agate St. Paving	468.0	0.0	
2029 Bicycle Safety Enhancements	327.0	0.0	
Roosevelt Shared Use Path Rehabilitation & Lighting	297.0	0.0	
Traffic Signal Strain Pole Replacement	275.0	0.0	
14th Ave. Paving & City View St. Bike Improvements	249.0	0.0	
Sunset Dr. and Longview St. Paving	242.0	0.0	
Marshall Shared Use Path Rehabilitation	184.0	0.0	
Sidewalk Access Ramp Upgrades	156.0	0.0	
2029 Pedestrian Improvements	120.0	0.0	
2028 Pedestrian Enhancements	118.0	0.0	
Active Transportation, Safety, and Street Tree Bond Projects	110.0	0.0	
2026 Neighborhood Traffic Calming and Safety Enhancements	44.0	0.0	
Traffic Signal Controller Replacement	40.0	0.0	
Street Tree Stocking and Planting Program	25.0	0.0	
River Rd. Lighting	13.0	0.0	
Annual Slurry Seals & Local Street Repairs	10.0	0.0	
2026 Pedestrian Crossing Enhancements	4.0	0.0	

*All units in Metric tons of CO2 equivalent (MtCO2e)

Project Title	Est. GHGs from Project Construction*	Operational GHG Change	Reason GHGs Not Calculated
Transportation			
2027 Neighborhood Traffic Calming	4.0	0.0	
Projects Supporting the Transportation System Plan	0.0	0.0	Ongoing Capital Program
Traffic Calming / Neighborhood Livability	0.0	0.0	Ongoing Capital Program
Traffic Operations Improvement Program	0.0	0.0	Ongoing Capital Program
Transportation Subtotals:	31,161.0	0.0	
Wastewater			
West 11th Ave. and Crow Rd. Wastewater Extension	920.0	0.0	
Willow Creek and West 18th Wastewater Extension	530.0	0.0	
Clear Lake Wastewater Extension Phase 1	505.0	0.0	
Prairie Rd. South of Beltline Highway Wastewater Extension	150.0	0.0	
Wastewater Rehabilitation S. Bertelsen Rd.	145.0	0.0	
Wastewater Rehabilitation Stewart Rd.	125.0	0.0	
Van Ness Wastewater Capacity Enhancements	40.0	0.0	
West Enid Rd. Wastewater Capacity Enhancements	40.0	0.0	
Franklin Blvd. Wastewater Rehabilitation	25.0	0.0	
Longview Ave. Wastewater Rehabilitation	25.0	0.0	
Flexible Pipe Connections - Pump Stations to Discharge Pipes	15.0	0.0	
100+ Year Pipe Rehabilitation and Replacement	0.0	0.0	Ongoing Capital Program
500 Year Flood Wastewater Retrofit	0.0	0.0	Project Details Not Available
Pump Station Rehabilitation	0.0	0.0	Ongoing Capital Program
Wastewater Extensions for Key Transportation Corridors Phase 1	0.0	0.0	Project Details Not Available
Wastewater System Rehabilitation	0.0	0.0	Ongoing Capital Program
Wastewater Subtotals:	2,520.0	0.0	

*All units in Metric tons of CO2 equivalent (MtCO2e)

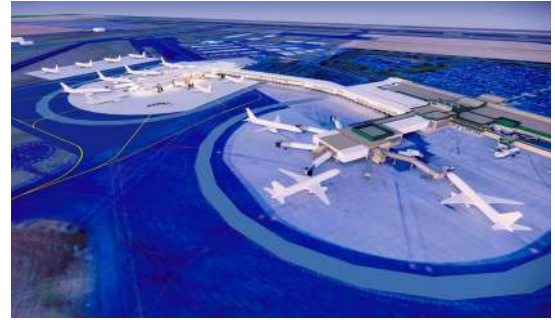
Greenhouse Gas Emissions Summary - Airport

Overview

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

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

Activities that require fuel or power are the primary stationary sources of greenhouse gases (GHGs) at airports. Aircraft and ground access vehicles that are not under the control of an airport typically generate more GHG emissions than airport-controlled sources. The majority of GHG emissions at airports are generated by aircraft and ground service vehicles (GSE). For aircraft and ground access vehicles (GAV), three key pollutants (CO₂, CH₄, and N₂O) are released as emissions.



Rendering of new Concourse C and Concourse A Expansion

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

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

Highlights of the current draft Roadmap:

- A baseline GHG emissions inventory for Scope 1 and 2 emissions at EUG was performed in house using the Airport Carbon and Emission Report Tool (ACERT).
 - Airport GHG inventory as of 2019 equaled 543.8 metric tons of carbon dioxide equivalent (CO₂e).
 - Sources of emissions were 62% natural gas, 21% vehicles and equipment, 11% electricity, and 6% other. Other less significant sources include fire training, glycol, and emergency generator use.
- Participating in the nationwide Good Traveler program, the airport contributes to the current carbon neutrality for City operations that was first achieved with offsets in 2020.
 - As of December 2023, the program had offset over 146,000 metric tons of carbon, the equivalent of neutralizing over 751 million passenger flight miles.
- The airport has set a goal of net-zero carbon by 2035.
- The airport has set a long-term goal to be carbon free by 2050.
- Current strategies for achieving goals include:

- Continue energy efficient lighting upgrades indoors and outdoors
- Solar panels onsite to offset grid electricity
- Upgrade building insulation and expand current Building Automation System
- Conduct ASHRAE Level 2 or 3 energy audits
- Electrify airport fleet vehicles
- Install public EV chargers
- New construction to follow City of Eugene CAP 2.0 guidelines
- LEED Qualifications and Certifications in building projects

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

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

Making Progress

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

In an effort to reduce the Airport's consumption from the local power grid, and to reduce GHG impact of airport activity, the new Quick Turn Around (QTA) rental car wash facility, completed in 2023, incorporates the use of roof-mounted solar panels.

The 2025-2031 CIP includes four Airport pavement preservation and maintenance projects and four construction projects. The Construct Terminal Apron, Taxiway B Rehabilitation & Taxiway R Relocation, and Demolition of Old Car Wash & Reclaim Parking Lot projects note GHG estimates for construction only; no changes to operational GHGs are expected, as these projects rehabilitate existing paved surfaces.

GHG estimates for several other projects, including construction of Concourse C Addition, Concourse A Expansion and ADA Egress Ramp, Outbound Baggage System, Runway 16R/34L Rehabilitation, and miscellaneous Airport Improvement Projects have not been calculated as it is too early in the lifecycle of these projects to determine reliable estimates.

Future Opportunities to Reduce Emissions

The Concourse C Addition and Concourse A Expansion and ADA Egress Ramp projects offer significant opportunities for green building. The Terminal Planning Study, completed in 2022, afforded City staff the opportunity to plan, design, construct, and commission a new Concourse C, utilizing best practices in energy and water use, indoor environmental quality, and materials selection. While it is too early in the planning phase to estimate GHGs for a new concourse, there will likely be opportunities to reduce GHG emissions as a result of construction-related activities as well.

As part of the Airport Master Plan process, several additional environmental and sustainability studies were commissioned. Energy audits were conducted at buildings on the airfield, including the Airport Administration Building, Air Cargo Building, Airfield Storage Facility, and Terminal Building. Several low-cost utility conservation opportunities were identified, encouraging a potentially short timeline for improvements and a precedent for long-term capital planning efforts. New HVAC systems planned as part of the Concourse A expansion are designed to significantly reduce emissions. By incorporating energy-efficient components, advanced controls, and innovative technologies

like heat recovery and a 100% airside economizer, these systems will optimize energy consumption, minimize waste heat, and lower the airport's overall environmental footprint. In addition to HVAC system upgrades, the Concourse A building expansion will be constructed in alignment with the City of Eugene CAP 2.0 and LEED Silver certification. Eugene Airport is also currently converting lights throughout airport facilities, ramps, and parking lots to light-emitting diodes (LED). The current goal is 100% LED lights by 2030.

A solar feasibility study was also conducted, identifying opportunities to develop a solar project that is compatible with existing and long-term growth of aviation activities at the Eugene Airport. Currently, solar power is expensive compared to existing power sources in Oregon, with solar investments carrying a 30- to 40-year payback period. However, a public-private partnership or grant funding would make such a project more feasible in the future. The Eugene Airport is moving forward with a number of green energy and sustainability planning projects. Eugene Airport will be conducting a Sustainable Management and Net Zero Energy Plan after receiving grant awards from the FAA. The airport will also be creating a Microgrid Resiliency Plan and completing an Electric Vehicle Charging and Renewable Solar Energy Planning Project using Oregon Department of Energy Grants, from the department's Community Renewable Energy Program.

Greenhouse Gas Emissions Summary - Parks and Open Space

Overview

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

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

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



Santa Clara Community Park under construction

Implementing Emissions Reductions

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

Making Progress

The 2025-2031 CIP has several Parks and Open Space projects that will help the City reduce GHG emissions over the long-term by identifying more sustainable park maintenance practices and resources for capital infrastructure. These projects include:

Park Irrigation Improvements: With funding from the 2019 Bond, Parks and Open Space has embarked on a system-wide irrigation water use assessment and subsequent strategic upgrade of irrigation systems. Concurrently, Parks and Open Space is developing a water conservation and drought management plan as part of our Salmon-Safe certification conditions. Transforming identified turf areas to lower maintenance, higher habitat value parcels with reduced irrigation and staff site visits is a key goal of this effort.

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

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

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

Future Opportunities to Reduce Emissions

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

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

Greenhouse Gas Emissions Summary - Public Buildings and Facilities

Overview

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

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



Eugene Police Services Building

Implementing Emissions Reductions

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

The City has recently completed HVAC upgrades at Echo Hollow Pool, Sheldon Pool, and Campbell Community Center, has improved energy consumption at City Hall by installing new automated controls, and has performed retro-commissioning for numerous facilities, along with several other projects, that have significantly reduced GHG emissions through the reduction of natural gas use and implementation of more efficient systems.

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

Making Progress

The 2025-2031 CIP has several facilities projects that will help the City reduce GHG emissions by implementing more energy efficient equipment and materials, including:

HVAC Replacement (R-22 Refrigerant): This project will replace R-22 HVAC refrigerant, a chemical with high global warming level potential, in multiple City buildings. The City's HVAC equipment that still uses this type of refrigerant is beyond the industry standard with an expected service life of 15 years. Prioritizing equipment replacement with this project presents multiple opportunities to reduce the City's operational GHG emissions. New equipment is more efficient, leading to an estimated 28% reduction of annual operational GHGs across the buildings targeted by this project. Additionally, elimination of the R-22 refrigerant further reduces the potential for future GHG emissions.

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

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

Future Opportunities to Reduce Emissions

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

Greenhouse Gas Emissions Summary - Stormwater

Overview

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

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



Vegetated rain gardens at Skinner Butte Park

Implementing Emissions Reductions

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

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

Making Progress

The 2025-2031 CIP includes stormwater projects that will reduce GHGs and increase the stormwater system's resiliency in response to climate change:

Green infrastructure projects: Such projects include the Roosevelt Yard Water Quality Retrofit, which is a low-impact development facility for stormwater management that acts as a carbon sink and improves the resiliency of the system in large storm events.

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

Stormwater system rehabilitation, retrofits, and repairs: Rehabilitation projects will continue to be selected to reduce ongoing maintenance and will be coordinated with transportation (paving) projects, thereby reducing overall GHG impacts. More efficient maintenance improves

system resiliency, reduces fuel use by fleet vehicles, and lowers greenhouse gas emissions.

Future Opportunities to Reduce Emissions

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

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

Greenhouse Gas Emissions Summary - Transportation

Overview

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

Implementing Emissions Reductions

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

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



A multi-modal intersection

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

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

Making Progress

The 2025-2031 CIP has several Transportation projects that demonstrate Eugene's innovative pavement construction practices as well as the City's multimodal leadership. Several projects will include elements such as sidewalk infill, improved street lighting, and bicycle facilities to encourage walking and biking.

Paving Projects: The City monitors the condition of street pavements and enters information into a pavement management system that predicts how streets will degrade over time and when projects should be scheduled. In combination with testing the streets identified for treatment, this rating system helps the City maintain its streets in the most cost-effective and least resource-intensive way. The City continues the practice of utilizing recycled asphalt content and warm mix asphalt to reduce emissions.

Future Opportunities to Reduce Emissions

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

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

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

Greenhouse Gas Emissions Summary - Wastewater

Overview

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

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



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

Implementing Emissions Reductions

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



Lined concrete pipe with sealed joints.

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

Making Progress

The 2025-2031 CIP includes several wastewater projects that demonstrate Eugene's rehabilitation practices. These include:

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

Wastewater Rehabilitation Projects in the Fairmount, West Eugene, and Churchill Neighborhoods: These projects were identified based on a high level of inflow and infiltration into the respective wastewater collection systems during wet weather or because of increased maintenance to the system due to age. Lining in-place along with manhole sealing is the preferred rehabilitation method to decrease the stormwater and groundwater inflows, but in some cases where the system is too deteriorated for lining, the pipes will be trenched and replaced.

Future Opportunities to Reduce Emissions

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

ATTACHMENT A

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

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

Capital Improvement Plan

[Citywide Project Map](#)

[Quadrant Maps:](#)

[Northwest Eugene Map](#)

[Northeast Eugene Map](#)

[Central Eugene Map](#)

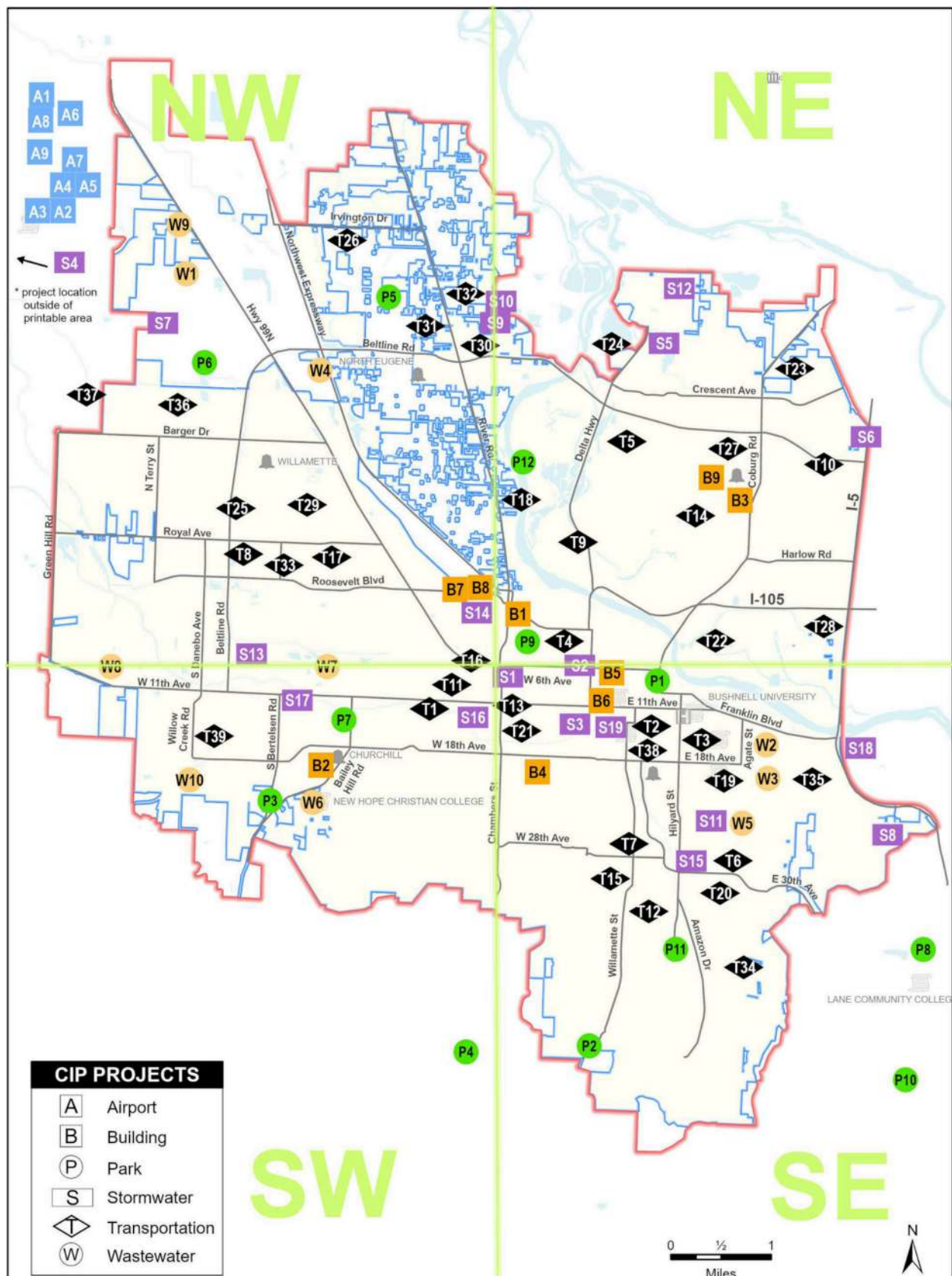
[Southwest Eugene Map](#)

[Southeast Eugene Map](#)

[Project Summaries](#)

[2025-2027 Biennial Capital Plan](#)

[Multi-Year Plan](#)



2025-2031 Citywide CIP Projects Map

Legends for each city quadrant and program area can be found with those maps in subsequent document sections.

Quadrant Maps:

[Northwest Eugene Map](#)

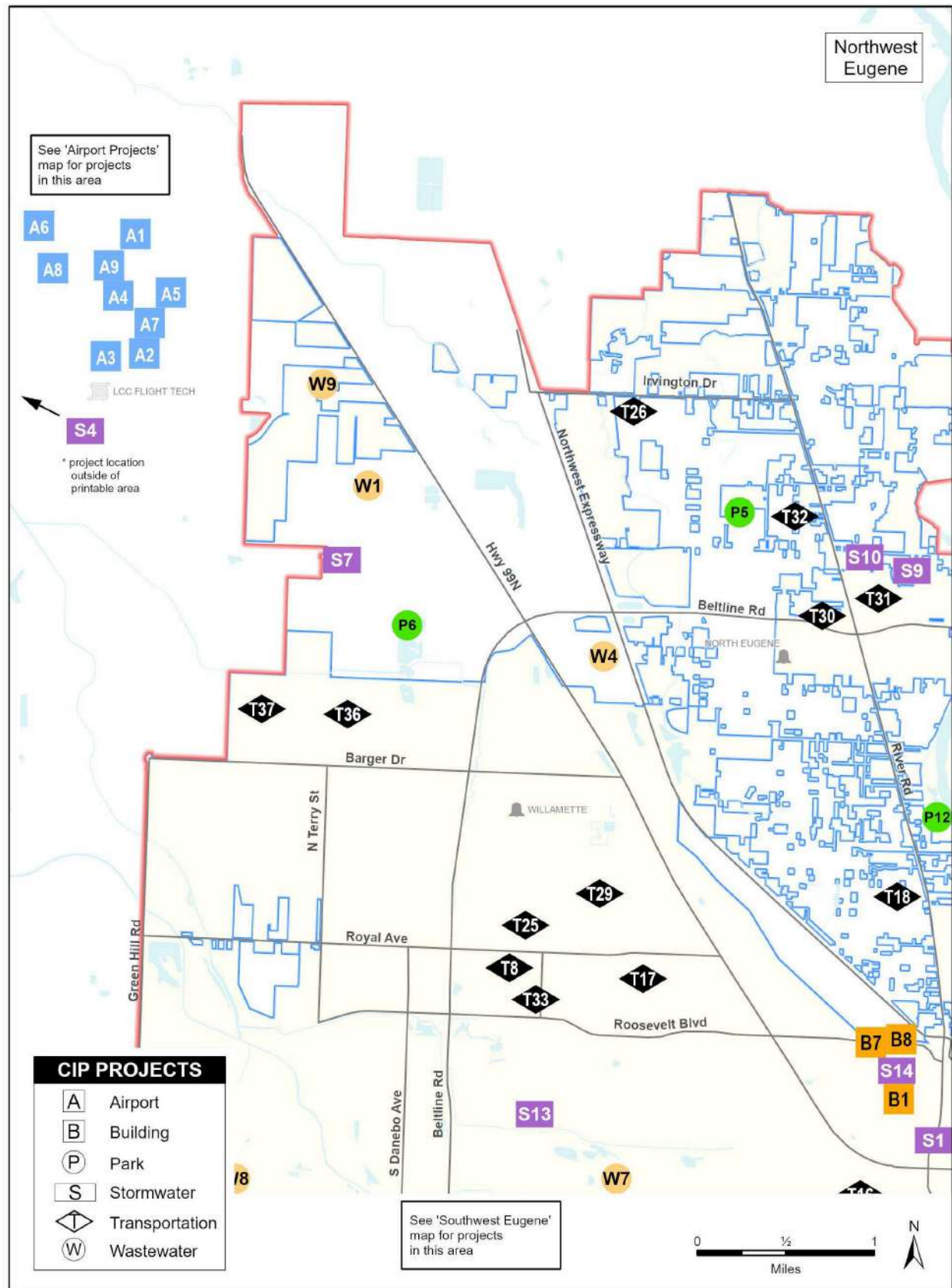
[Northeast Eugene Map](#)

[Central Eugene Map](#)

[Southwest Eugene Map](#)

[Southeast Eugene Map](#)

Northwest Eugene Projects



CIP PROJECTS - NORTHWEST EUGENE

Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- B1** Eugene Fire Department Paving Repairs
- B1** Fire Logistics Building Membrane Roof Replacement
- B1** Fire Logistics Window Repair
- B1** Fire Training Building Boiler
- B7** Police Services Building Roof
- B8** Roosevelt Yard Site Renovation and Rehabilitation

Parks and Open Space

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- P5** Ferndale Park Development
- P6** Golden Gardens Park and Sports Complex Phase 1
- P12** West Bank Park

Stormwater

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- S1** 6th Avenue Stormwater Retrofit
- S4** Amazon Prairie Mitigation Bank
- S7** Clear Lake Phase 1 Capacity and Water Quality Improvements
- S9 S10** East Santa Clara Waterway Improvements
- S13** North Terry Street Drainage Improvements
- S14** Roosevelt Yard Water Quality Retrofit

Transportation

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

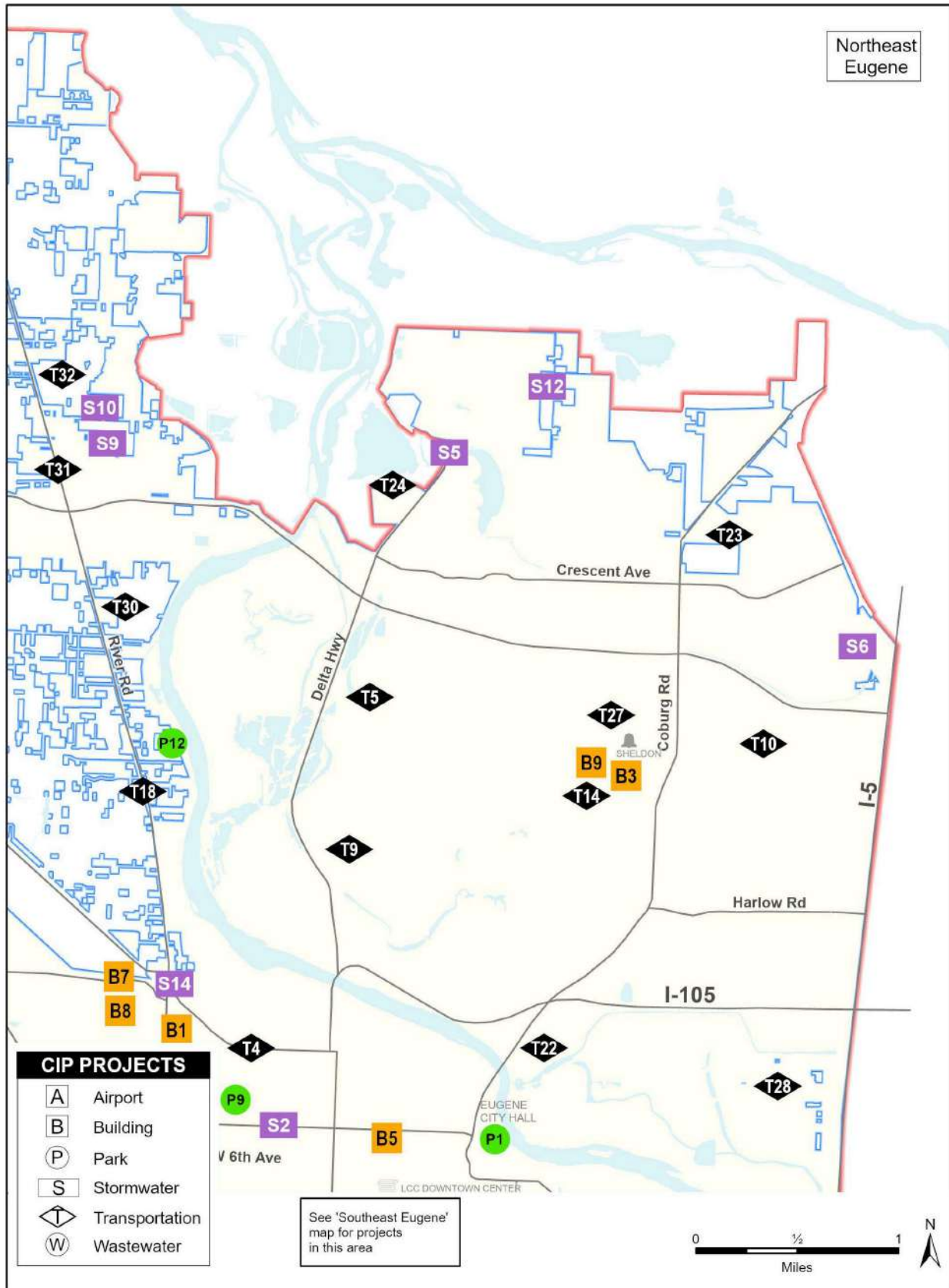
- T8** 2027 Neighborhood Traffic Calming
- T17 T18** 2029 Pedestrian Improvements
- T25** Echo Hollow Road Paving
- T29** Marshall Shared Use Path Rehabilitation
- T30** River Road Lighting
- T31** River Road: Green Lane to Beltline Road Paving
- T32** River Road: Wedgewood Drive to Green Lane Paving
- T33** Roosevelt Shared Use Path Rehabilitation & Lighting
- T36** Terry Street Paving
- T37** Waite Street and Ohio Street Paving

Wastewater

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- W1** Clear Lake Wastewater Extension Phase 1
- W4** Prairie Road South of Beltline Highway Wastewater Extension
- W7** Wastewater Rehabilitation Stewart Road
- W9** West Enid Road Wastewater Capacity Enhancements

Northeast Eugene Projects



CIP PROJECTS - NORTHEAST EUGENE

Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- B1** Eugene Fire Department Paving Repairs
- B1** Fire Logistics Building Membrane Roof Replacement
- B1** Fire Logistics Window Repair
- B1** Fire Training Building Boiler
- B3** Fire Station #6 Window Repair
- B5** Hult Center Elevator Refurbishment
- B5** Hult Emergency Light Replacement and Inverters
- B7** Police Services Building Roof
- B8** Roosevelt Yard Site Renovation and Rehabilitation
- B9** Sheldon Pool Boiler

Parks and Open Space

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- P1** Downtown Riverfront Plaza
- P9** Scobert Gardens Renovation
- P12** West Bank Park

Stormwater

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- S2** 6th Avenue Stormwater Retrofit
- S5** Ayres Pond Culvert Replacement
- S6** Chad Drive Stormwater Retrofit
- S9** **S10** East Santa Clara Waterway Improvements
- S12** North Gilham Capacity and Water Quality Improvements
- S14** Roosevelt Yard Water Quality Retrofit

Transportation

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- T4** **T5** 2026 Pedestrian Crossing Enhancements
- T9** **T10** 2027 Neighborhood Traffic Calming
- T14** 2029 Bicycle Safety Enhancements
- T18** 2029 Pedestrian Improvements
- T22** Club Road and Country Club Road Paving
- T23** County Farm Road Paving
- T24** Delta Highway Paving
- T28** Kinsrow Avenue, Lindley Lane, and Honeysuckle Lane Paving
- T30** River Road Lighting
- T31** River Road: Green Lane to Beltline Road Paving
- T32** River Road: Wedgewood Drive to Green Lane Paving

CIP PROJECTS

- A Airport
- B Building
- P Park
- S Stormwater
- T Transportation
- W Wastewater

Map of Eugene, Oregon, showing major roads (I-105, Martin Luther King Jr Blvd, Franklin Blvd, Agate St, E 6th Ave, E 7th Ave, E Broadway, E 11th Ave, E 13th Ave, E 18th Ave, E 24th Ave, W 13th Ave, Washington St, Mill St, Oak St, Pearl St, High St, Patterson St, Hilyard St, Agate St, Franklin Blvd, Southwood Ln, Coburg Rd, Ferry Street Bridge) and landmarks (Eugene City Hall, LCC Downtown Center, LCC Business Development Ctr, Bushnell University, University District, University of Oregon, Gutenberg College, South Eugene). CIP projects are marked with colored squares: B5 (orange), B6 (orange), S19 (purple), T2 (black diamond), T3 (black diamond), T12 (black diamond), T11 (black diamond), T19 (black diamond), S11 (purple), T35 (black diamond), T34 (black diamond), and W5 (yellow circle). A scale bar indicates 0 to 1/2 miles, and a north arrow is present.

CIP PROJECTS - CENTRAL EUGENE

Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

-  B5 Hult Emergency Light Replacement and Inverters
-  B6 Library Fire Alarm

Parks and Open Space

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

-  P1 Downtown Riverfront Plaza

Stormwater

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

-  S11 Emerald and Onyx Streets 22nd Avenue to 24th Avenue Replacement
-  S19 Willamette Street 13th Avenue to 14th Avenue Stormwater Rehabilitation

Transportation

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

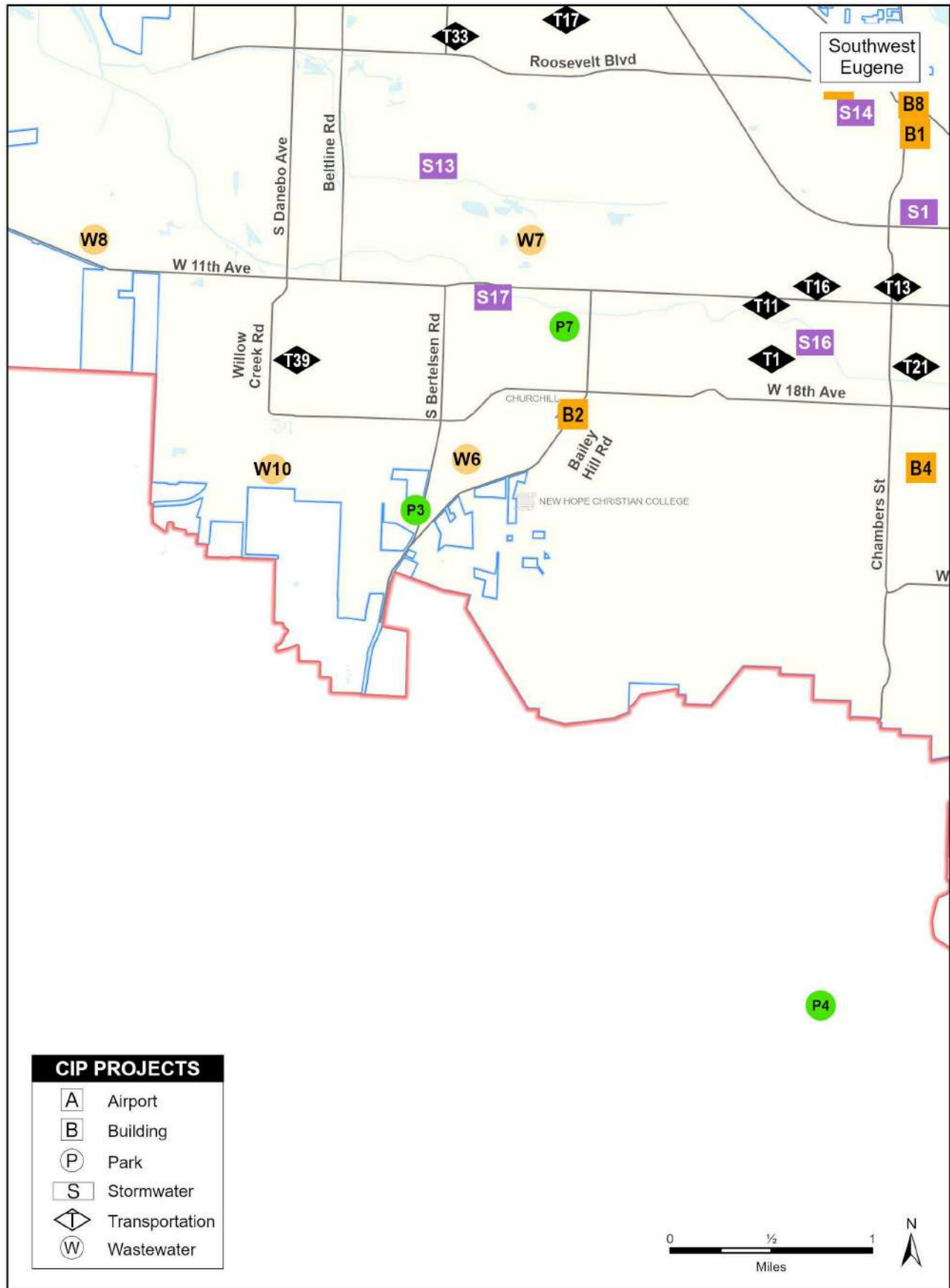
-  T2  T3 2026 Pedestrian Crossing Enhancements
-  T11 2028 Pedestrian Enhancements
-  T12 2029 Bicycle Safety Enhancements
-  T19 24th Avenue, Agate Street, University Street, Harris Street, and 22nd Avenue Paving
-  T22 Club Road and Country Club Road Paving
-  T34 Spring Blvd, South Ridge Dr, Vine Maple St, Pine Canyon Dr, Huckleberry St Paving
-  T35 Sunset Drive and Longview Street Paving
-  T38 Willamette Street Paving

Wastewater

Site-specific CIP projects shown in funding tables for 2024-2029 as \$50,000 or more

-  W2 Franklin Boulevard Wastewater Rehabilitation
-  W3 Longview Avenue Wastewater Rehabilitation
-  W5 Van Ness Wastewater Capacity Enhancements

Southwest Eugene Projects



CIP PROJECTS - SOUTHWEST EUGENE

Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- B1** Eugene Fire Department Paving Repairs
- B1** Fire Logistics Building Membrane Roof Replacement
- B1** Fire Logistics Window Repair
- B1** Fire Training Building Boiler
- B2** Fire Station #10 Membrane Roof Replacement
- B4** Graham Field House Roof
- B8** Roosevelt Yard Site Renovation and Rehabilitation

Parks and Open Space

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- P3** Eugene Parks Foundation Partnership - Antis Oaks Trailhead
- P4** Eugene Parks Foundation Partnership - South Eugene Meadows Trail
- P7** Mattie Reynolds Park

Stormwater

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- S1** 6th Avenue Stormwater Retrofit
- S13** North Terry Street Drainage Improvements
- S14** Roosevelt Yard Water Quality Retrofit
- S16 S17** Under Bridge Safety Modifications

Transportation

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

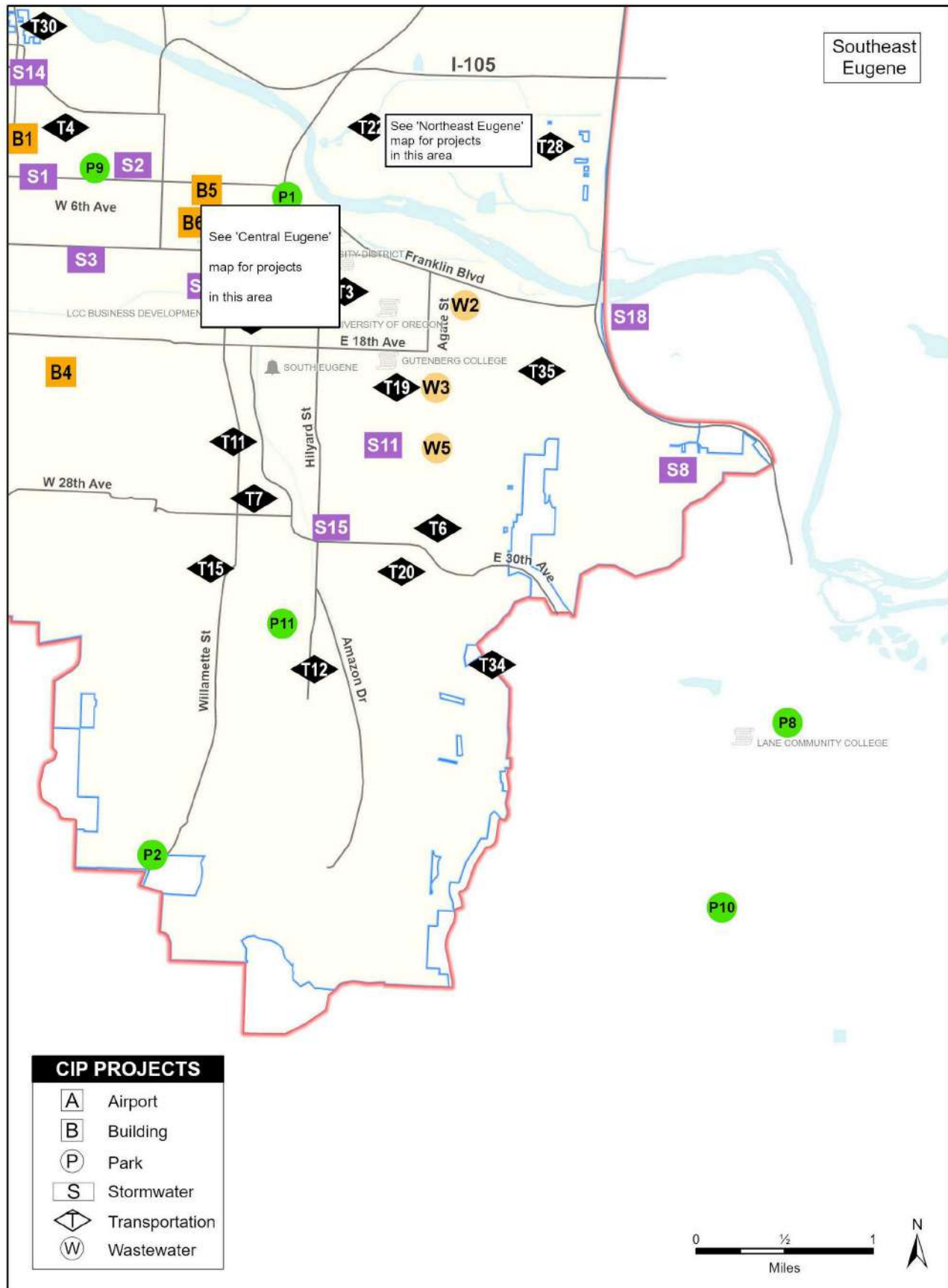
- T1** 14th Avenue Paving and City View Street Bike Improvements
- T11** 2028 Pedestrian Enhancements
- T13** 2029 Bicycle Safety Enhancements
- T16 T17** 2029 Pedestrian Improvements
- T21** Chambers Street Paving
- T33** Roosevelt Shared Use Path Rehabilitation & Lighting
- T39** Willow Creek Road Paving

Wastewater

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- W6** Wastewater Rehabilitation South Bertelsen Road
- W7** Wastewater Rehabilitation Stewart Road
- W8** West 11th Avenue and Crow Road Wastewater Extension
- W10** Willow Creek and West 18th Wastewater Extension

Southeast Eugene Projects



CIP PROJECTS - SOUTHEAST EUGENE

Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

B4 Graham Field House Roof

Parks and Open Space

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

P2 Eugene Parks Foundation - Ridgeline Parking at Willamette and 52nd

P8 Regional Pickleball Facility Partnership

P10 Suzanne Arlie Park Development Phase 1

P11 Tugman Park Renovation

Stormwater

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

S8 East Ridge Village Stormwater Retrofit

S11 Emerald and Onyx Streets 22nd Avenue to 24th Avenue Replacement

S15 Under Bridge Safety Modifications

S18 Willamette River at I-5 Diversion Structure Removal Feasibility Study

Transportation

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- T6** **T7** 2027 Neighborhood Traffic Calming
- T11** 2028 Pedestrian Enhancements
- T12** 2029 Bicycle Safety Enhancements
- T15** 2029 Pedestrian Improvements
- T19** 24th Avenue, Agate Street, University Street, Harris Street, and 22nd Avenue Paving
- T20** 31st Avenue and Agate Street Paving
- T34** Spring Blvd, South Ridge Dr, Vine Maple St, Pine Canyon Dr, Huckleberry St Paving
- T35** Sunset Drive and Longview Street Paving

Wastewater

Site-specific CIP projects shown in funding tables for 2024-2029 as \$50,000 or more

W2 Franklin Boulevard Wastewater Rehabilitation

W3 Longview Avenue Wastewater Rehabilitation

W5 Van Ness Wastewater Capacity Enhancements

CIP Totals by Funding Status and Funding Source

		Biennium			
Program Area	Funding Source	2025-2027	2027-2029	2029-2031	Total
> Funding Status					
Airport					
Identified	Airport Construction	\$17,890,000	\$163,570,000	\$1,000,000	\$182,460,000
Identified	Airport Customer Facility Charges	1,250,000	-	-	1,250,000
Identified	Airport Passenger Facility Charges	6,730,000	-	-	6,730,000
Identified	COAR Grant	300,000	-	150,000	450,000
Identified	Federal Aviation Admin.	96,700,000	-	10,500,000	107,200,000
Airport Total		122,870,000	163,570,000	11,650,000	298,090,000
Parks and Open Space					
Identified	Hayes Trust	30,000	30,000	30,000	90,000
Identified	Eugene Parks Foundation	975,000	100,000	100,000	1,175,000
Identified	Parks Maintenance	80,000	80,000	80,000	240,000
Identified	Parks SDC	7,035,000	6,730,000	6,300,000	20,065,000
Secured	General Capital Projects	1,090,000	1,130,000	1,170,000	3,390,000
Secured	Stormwater Utility - Capital	60,000	60,000	60,000	180,000
Parks and Open Space Total		9,270,000	8,130,000	7,740,000	25,140,000
Public Buildings and Facilities					
Identified	Parking Services	100,000	100,000	100,000	300,000
Secured	General Capital Projects	8,753,000	9,110,000	9,466,000	27,329,000
Secured	Road General Capital	470,000	470,000	470,000	1,410,000
Secured	Stormwater Utility - Capital	570,000	570,000	570,000	1,710,000
Secured	Wastewater Utility - Capital	370,000	370,000	370,000	1,110,000
Public Buildings and Facilities Total		10,263,000	10,620,000	10,976,000	31,859,000
Stormwater					
Identified	Stormwater SDC	850,000	820,000	820,000	2,490,000
Secured	Stormwater Utility - Capital	3,620,000	4,020,000	4,420,000	12,060,000
Secured	Wetlands Mitigation Bank	1,200,000	300,000	-	1,500,000
Stormwater Total		5,670,000	5,140,000	5,240,000	16,050,000
Transportation					
Identified	Transportation SDC	5,277,037	5,280,000	5,280,000	15,837,037
Identified	Stormwater SDC	740,000	780,000	780,000	2,300,000
Identified	Road General Capital	962,963	-	-	962,963
Secured	Road General Capital	1,300,000	1,300,000	1,300,000	3,900,000
Secured	Pavement Presrv. Capital	5,400,000	6,000,000	6,000,000	17,400,000
Secured	2022 Street Bond	23,240,000	22,090,000	-	45,330,000
Secured	Stormwater Utility - Capital	760,000	720,000	720,000	2,200,000
Secured	Wastewater Utility - Capital	600,000	600,000	600,000	1,800,000
Transportation Total		38,280,000	36,770,000	14,680,000	89,730,000
Wastewater					
Identified	Wastewater SDC	2,400,000	2,540,000	2,540,000	7,480,000
Secured	Wastewater Utility - Capital	3,890,000	4,290,000	4,690,000	12,870,000
Wastewater Total		6,290,000	6,830,000	7,230,000	20,350,000
Total 2025-2031 CIP Projects		\$192,643,000	\$231,060,000	\$57,516,000	\$481,219,000

CIP Project Listing (Alphabetical by Program Area)

		Biennium		
Project Title	2025-2027	2027-2029	2029-2031	Total
Airport				
Airfield Storage Facility	\$3,500,000	\$ -	\$ -	\$3,500,000
Airport Improvement Projects	1,000,000	1,000,000	1,000,000	3,000,000
Concourse A Expansion and ADA Egress Ramp	19,350,000	-	-	19,350,000
Concourse C Addition	10,000,000	162,570,000	-	172,570,000
Construct Terminal Apron	14,400,000	-	-	14,400,000
Demo Old Car Wash and Reclaim Parking Lot	1,250,000	-	-	1,250,000
Eugene Airport Master Plan	3,040,000	-	-	3,040,000
Outbound Baggage System	57,010,000	-	-	57,010,000
Runway 16R/34L Rehabilitation	-	-	10,650,000	10,650,000
Taxiway B Rehab & Taxiway R Relocation	13,320,000	-	-	13,320,000
Total Airport Projects	122,870,000	163,570,000	11,650,000	298,090,000
Parks and Open Space				
Downtown Riverfront Plaza	1,280,000	-	1,500,000	2,780,000
EPF - Ridgeline Parking at Willamette & 52nd	375,000	-	-	375,000
EPF - Antis Oaks Trailhead	650,000	-	-	650,000
EPF - South Eugene Meadows Trail	965,000	-	-	965,000
Ferndale Park Development	-	-	2,000,000	2,000,000
Golden Gardens Park & Complex Phase 1	-	2,130,000	-	2,130,000
Mattie Reynolds Park	1,090,000	-	-	1,090,000
Neighborhood & Community Park Dev't	-	-	500,000	500,000
Park Donation Projects	210,000	210,000	210,000	630,000
Parkland Acquisition	-	-	500,000	500,000
Regional Pickleball Facility Partnership	450,000	-	-	450,000
School District Partnership - Artificial Turf Field Replacement	370,000	350,000	200,000	920,000
Scobert Gardens Renovation	500,000	-	-	500,000
Site Renovations and Rehabilitation	2,020,000	2,330,000	2,770,000	7,120,000
Suzanne Arlie Park Development Phase 1	1,300,000	-	-	1,300,000
Tugman Park Renovation	-	250,000	-	250,000
West Bank Park	-	2,800,000	-	2,800,000
Street Tree Stocking and Planting Program*	60,000	60,000	60,000	180,000
Total Parks and Open Space Projects	9,270,000	8,130,000	7,740,000	25,140,000
Public Buildings and Facilities				
Annual Exterior Preservation and Maintenance	500,000	500,000	500,000	1,500,000
Annual Flooring and Interior Upgrades	500,000	500,000	500,000	1,500,000
Building Safety Items	70,000	-	-	70,000
Capital Planning	1,165,000	1,682,000	1,681,000	4,528,000
Contingency and Emergency Projects	1,980,000	2,934,000	3,222,000	8,136,000
Eugene Fire Department Paving Repairs	200,000	-	-	200,000
Facilities CRO Implementation	550,000	1,300,000	1,300,000	3,150,000
Fire Logistics Bldg. Membrane Roof Replacement	100,000	-	-	100,000
Fire Logistics Window Repair	90,000	-	-	90,000
Fire Station #10 Membrane Roof Replacement	120,000	-	-	120,000
Fire Station #6 Window Repair	400,000	-	-	400,000
Fire Training Building Boiler	120,000	-	-	120,000

*Street Tree Stocking & Planting Program is co-managed by the Parks and Open Space and Transportation divisions; funding from the 2022 Street Bond (Measure 20-333) is managed by Transportation and reflected in those document sections and Transportation tables.

	Biennium			
Project Title	2025-2027	2027-2029	2029-2031	Total
Public Buildings/Facilities (continued)				
General Site and Facility Improvements	928,000	1,109,000	1,153,000	3,190,000
Generator Condition and Capacity Study	80,000	-	-	80,000
Graham Field House Roof	230,000	-	-	230,000
Hazardous Remediation	60,000	60,000	60,000	180,000
Hult Center Elevator Refurbishment	100,000	-	-	100,000
Hult Emergency Light Replacement & Inverters	200,000	-	-	200,000
HVAC R-22 Replacement	100,000	425,000	450,000	975,000
Library Fire Alarm	180,000	-	-	180,000
Library Lighting Controls Study & Upgrades	200,000	-	-	200,000
Parking Lot and Pavement Maintenance	100,000	200,000	200,000	500,000
Parking Structure Capital Projects	100,000	100,000	100,000	300,000
Police Services Building Roof	230,000	-	-	230,000
Roosevelt Yard Site Renovation & Rehab	1,410,000	1,410,000	1,410,000	4,230,000
Sheldon Pool Boiler	450,000	-	-	450,000
Small Re-Roofing Projects	100,000	400,000	400,000	900,000
Total Buildings and Facilities Projects	10,263,000	10,620,000	10,976,000	31,859,000
Stormwater				
6th Avenue Stormwater Retrofit	-	500,000	-	500,000
Adams St., 12th Ave. to 13th Ave. Stormwater Replacement	50,000	200,000	-	250,000
Amazon Creek Restoration	90,000	280,000	-	370,000
Amazon Prairie Mitigation Bank	1,200,000	300,000	-	1,500,000
Ayres Pond Culvert Replacement	500,000	-	-	500,000
Chad Drive Stormwater Retrofit	-	300,000	300,000	600,000
Clear Lake Phase 1 Capacity & Water Quality Improvements	-	320,000	1,020,000	1,340,000
East Ridge Village Stormwater Retrofit	100,000	200,000	-	300,000
East Santa Clara Waterway Improvements	1,000,000	-	-	1,000,000
Emerald & Onyx Streets, 22nd Ave. to 24th Ave. Replacement	200,000	-	-	200,000
North Gilham Capacity & Water Quality Improvement	270,000	440,000	-	710,000
North Terry Street Drainage Improvements	-	300,000	-	300,000
Roosevelt Yard Water Quality Retrofit	400,000	-	-	400,000
Splash Pad Retrofits	-	50,000	350,000	400,000
Stormwater Facilities Plant Establishments	100,000	100,000	100,000	300,000
Stormwater System Rehabilitation	110,000	600,000	2,920,000	3,630,000
Tip Up Replacement	-	50,000	350,000	400,000
Under Bridge Safety Modifications	1,350,000	1,050,000	-	2,400,000
Water Quality Facilities	200,000	200,000	200,000	600,000
Willamette River at I-5 Diversion Structure Removal Feasibility Study	100,000	-	-	100,000
Willamette St. 13th Ave. to 14th Ave. Stormwater Rehabilitation	-	250,000	-	250,000

Total Stormwater Projects	5,670,000	5,140,000	5,240,000	16,050,000
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	Biennium			
Project Title	2025-2027	2027-2029	2029-2031	Total
Transportation				
14th Ave. Paving and City View St. Bike Improvements	300,000	590,000	-	890,000
2026 Neighborhood Pedestrian & Safety Enhancements	360,000	-	-	360,000
2026 Pedestrian Crossing Enhancements	520,000	-	-	520,000
2027 Neighborhood Traffic Calming	180,000	-	-	180,000
2028 Pedestrian Enhancements	300,000	740,000	-	1,040,000
2029 Bicycle Safety Enhancements	-	1,090,000	-	1,090,000
2029 Pedestrian Enhancements	-	660,000	-	660,000
24th Ave., Agate St., University St., etc. Paving	300,000	3,560,000	-	3,860,000
31st Ave. and Agate St. Paving	1,590,000	-	-	1,590,000
Active Transportation, Safety, and Street Tree Bond Projects	1,000,000	1,000,000	-	2,000,000
Annual Slurry Seals and Local Street Repairs	-	600,000	600,000	1,200,000
Chambers St. Paving	1,440,000	-	-	1,440,000
Club Rd. and Country Club Rd. Paving	1,420,000	-	-	1,420,000
County Farm Rd. Paving	790,000	-	-	790,000
Delta Highway Paving	3,120,000	-	-	3,120,000
Echo Hollow Rd. Paving	-	1,470,000	-	1,470,000
Irvington Drive Paving	300,000	1,910,000	-	2,210,000
Jeppesen Acres Rd. Paving & Sidewalk Infill	-	2,230,000	-	2,230,000
Kinsrow Ave., Lindley Ln., and Honeysuckle Ln. Paving	300,000	2,020,000	-	2,320,000
Marshall Shared Use Path Rehabilitation	100,000	300,000	-	400,000
Pavement Preservation Program	7,660,000	7,660,000	7,660,000	22,980,000
Projects Supporting the Transportation System Plan	4,400,000	4,820,000	4,820,000	14,040,000
River Road Lighting	100,000	200,000	-	300,000
River Rd.: Green Ln. to Beltline Rd. Paving	2,020,000	-	-	2,020,000
River Rd.: Wedgewood Dr. to Green Ln. Paving	2,960,000	-	-	2,960,000
Roosevelt Shared Use Path Rehabilitation & Lighting	-	1,500,000	-	1,500,000
Sidewalk Access Ramp Upgrades	300,000	300,000	300,000	900,000
Spring Blvd., South Ridge Dr., Vine Maple St., Pine Canyon Dr., Huckleberry St. Paving	2,810,000	-	-	2,810,000
Street Tree Stocking and Planting Program*	800,000	700,000	-	1,500,000
Sunset Dr. and Longview St. Paving	-	1,330,000	-	1,330,000
Terry St. Paving	2,040,000	-	-	2,040,000
Traffic Calming / Neighborhood Livability	200,000	200,000	200,000	600,000
Traffic Operations Improvement Program	500,000	500,000	500,000	1,500,000
Traffic Signal Controller Replacement	100,000	100,000	100,000	300,000
Traffic Signal Strain Pole Replacement	500,000	500,000	500,000	1,500,000
Waite St. and Ohio St. Paving	-	1,650,000	-	1,650,000
Willamette St. Paving	-	1,140,000	-	1,140,000
Willow Creek Rd. Paving	1,870,000	-	-	1,870,000
Total Transportation Projects	38,280,000	36,770,000	14,680,000	89,730,000

Biennium



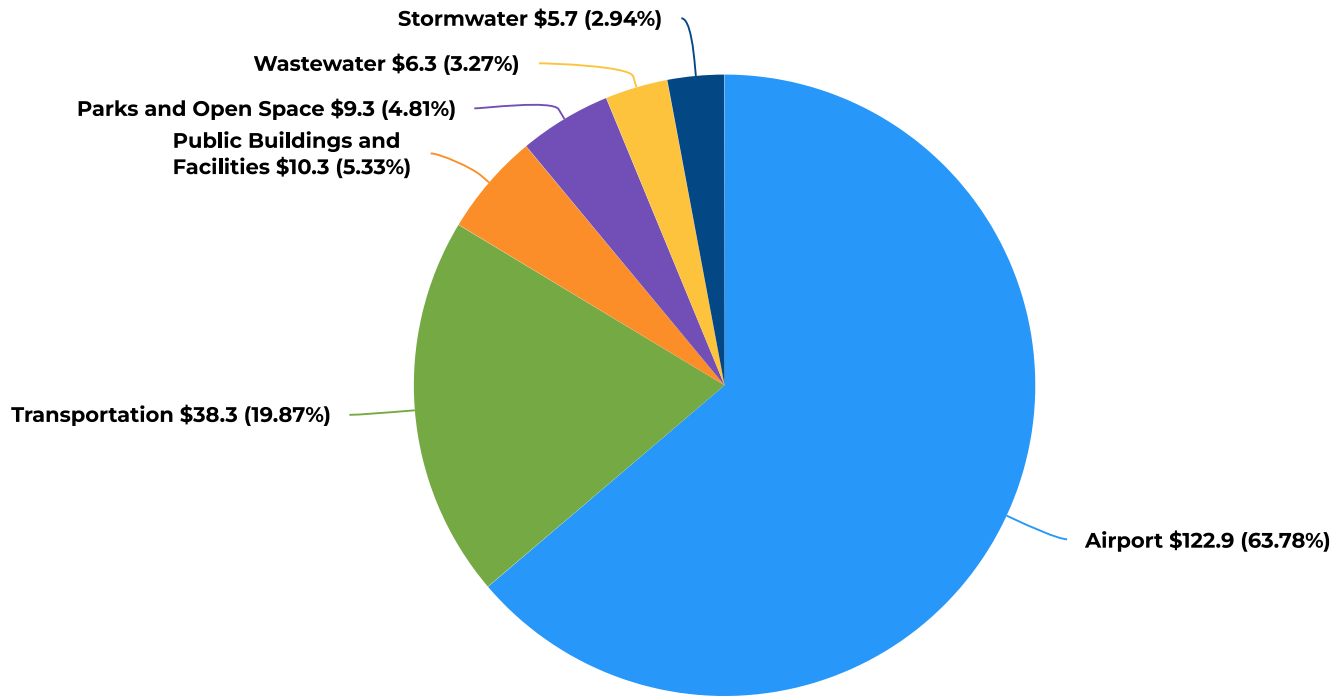
Project Title	2025-2027	2027-2029	2029-2031	Total
Wastewater				
100+ Year Pipe Rehabilitation and Replacement	745,000	1,000,000	1,000,000	2,745,000
500 Year Flood Wastewater Retrofit	140,000	-	-	140,000
Clear Lake Wastewater Extension Phase 1	1,000,000	1,080,000	1,160,000	3,240,000
Flexible Pipe Connections - Pump Stations to Discharge Pipes	400,000	-	-	400,000
Franklin Boulevard Wastewater Rehabilitation	300,000	-	-	300,000
Longview Ave. Wastewater Rehabilitation	100,000	200,000	-	300,000
Prairie Rd. South of Beltline Highway Wastewater Extension	895,000	-	-	895,000
Pump Station Rehabilitation	420,000	420,000	420,000	1,260,000
Van Ness Wastewater Capacity Enhancements	-	510,000	-	510,000
Wastewater Extensions for Key Transportation Corridors Phase 1	500,000	-	-	500,000
Wastewater Rehabilitation S. Bertelsen Rd.	-	-	1,700,000	1,700,000
Wastewater Rehabilitation Stewart Rd.	-	1,700,000	-	1,700,000
Wastewater System Rehabilitation	280,000	840,000	1,790,000	2,910,000
West 11th Ave. & Crow Rd. Wastewater Extension	500,000	-	-	500,000
West Enid Rd. Wastewater Capacity Enhancements	510,000	-	-	510,000
Willow Creek & West 18th Wastewater Extension	500,000	1,080,000	1,160,000	2,740,000
Total Wastewater Projects	6,290,000	6,830,000	7,230,000	20,350,000
Total 2025-2031 CIP Projects	\$192,643,000	\$231,060,000	\$57,516,000	\$481,219,000

*Street Tree Stocking & Planting Program is co-managed by the Parks and Open Space and Transportation divisions; funding from the 2022 Street Bond (Measure 20-333) is managed by Transportation and reflected in those document sections and Transportation tables.

2025-2027 Biennium Capital Plan

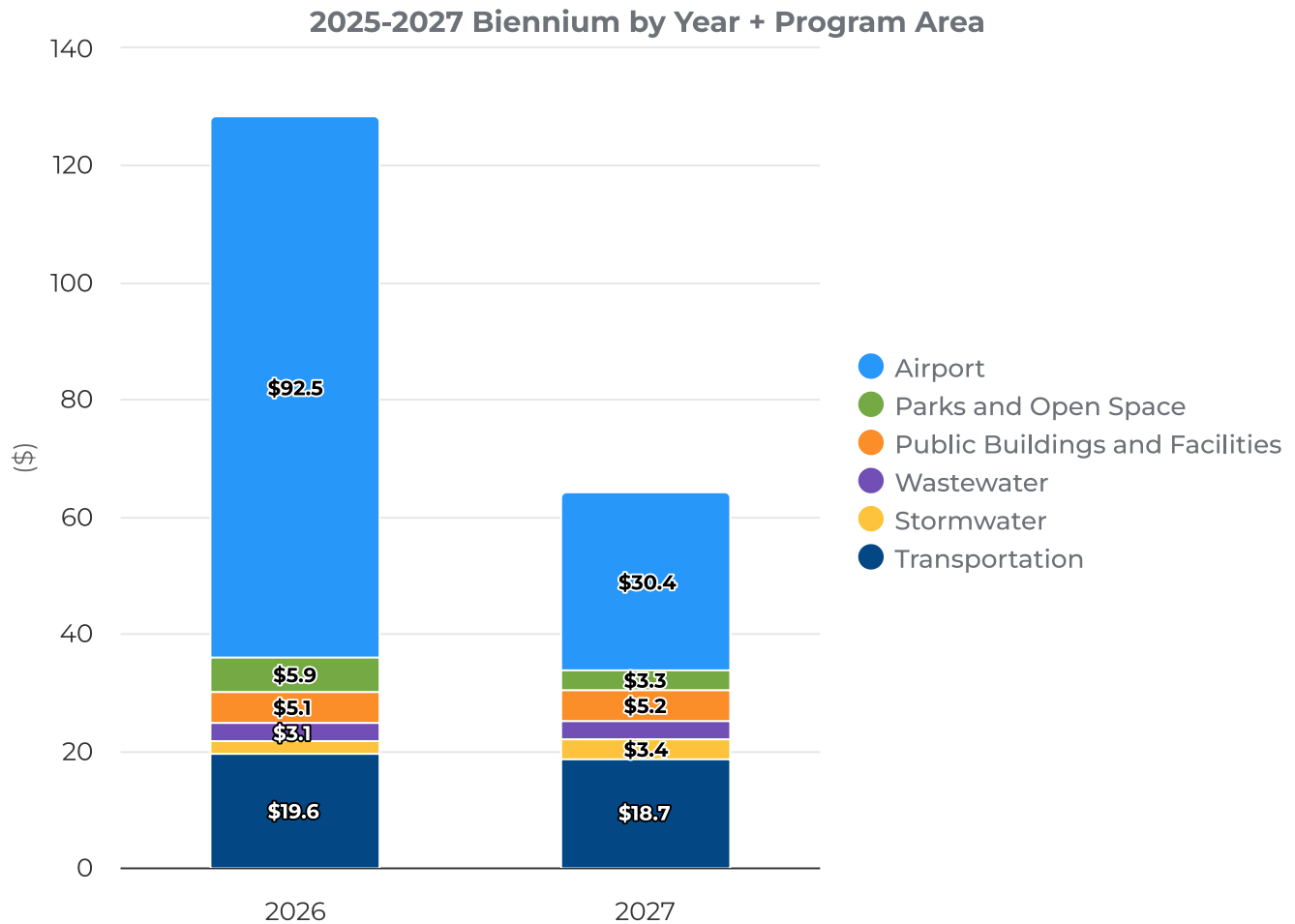
Totals by Program Area

2025-2027 CIP Totals by Program Area - \$192.6M

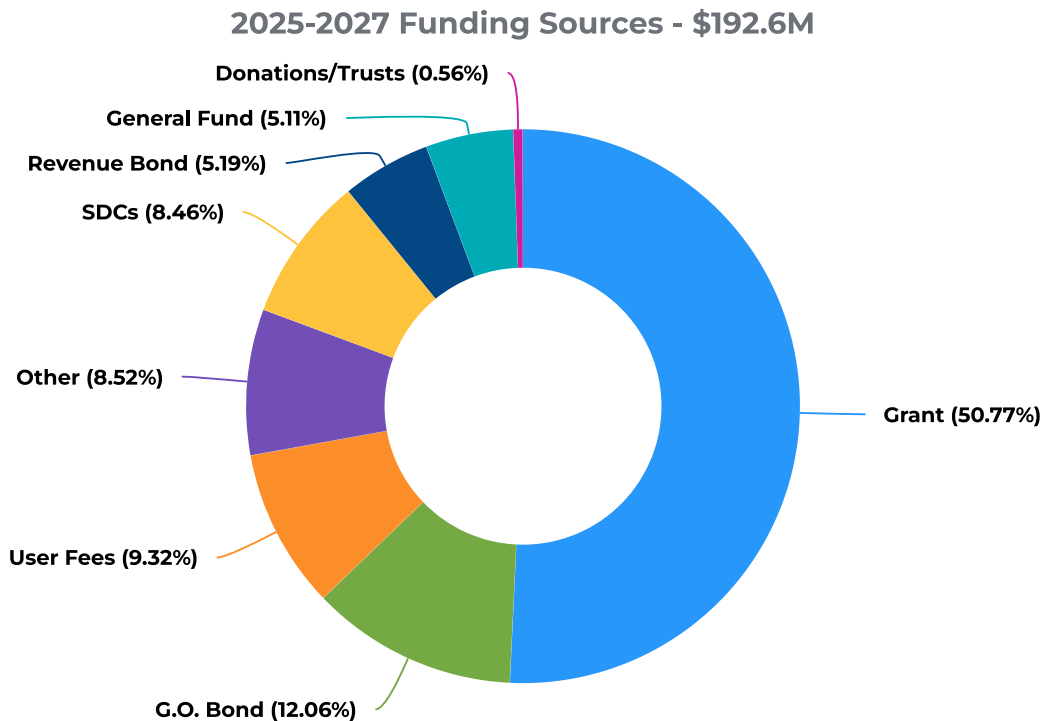


ATTACHMENT A

The following chart displays the estimated annual capital costs by functional Program Area, as budgeted in this CIP for the upcoming 2025-2027 biennium. Due to the biennial nature of the City's budgets, appropriated funds can be used in either calendar year in a given biennium.



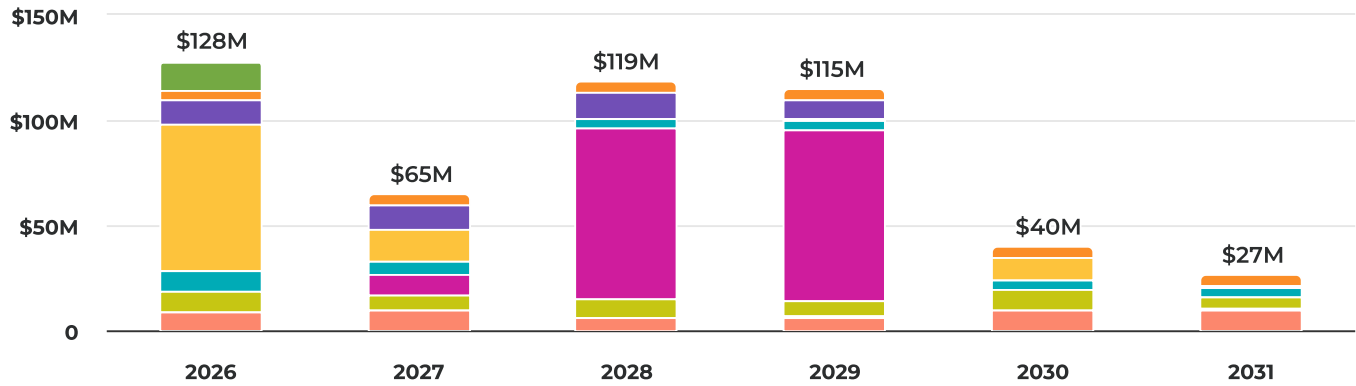
2025-2027 Biennial Capital Plan by Funding Source



Funding Source	Program Area	2026	2027	Total
General Fund	Facilities	4,332,000	4,421,000	\$8,753,000
General Fund	Parks and Open Space	540,000	550,000	\$1,090,000
General Obligation Bond	Transportation	11,560,000	11,680,000	\$23,240,000
Grant	Airport	81,510,000	15,340,000	\$96,850,000
Grant	Transportation	962,963	-	\$962,963
Other	Airport	6,520,000	1,520,000	\$8,040,000
Other	Facilities	235,000	235,000	\$470,000
Other	Stormwater	100,000	1,100,000	\$1,200,000
Other	Transportation	3,350,000	3,350,000	\$6,700,000
Donations/Trusts	Parks and Open Space	730,000	355,000	\$1,085,000
Revenue Bond	Airport	-	10,000,000	\$10,000,000
System Development Charges	Parks and Open Space	4,645,000	2,390,000	\$7,035,000
System Development Charges	Stormwater	460,000	390,000	\$850,000
System Development Charges	Transportation	2,997,037	3,020,000	\$6,017,037
System Development Charges	Wastewater	1,180,000	1,220,000	\$2,400,000
User Fees	Airport	4,480,000	3,500,000	\$7,980,000
User Fees	Facilities	520,000	520,000	\$1,040,000
User Fees	Parks and Open Space	30,000	30,000	\$60,000
User Fees	Stormwater	1,760,000	1,860,000	\$3,620,000
User Fees	Transportation	690,000	670,000	\$1,360,000
User Fees	Wastewater	1,895,000	1,995,000	\$3,890,000
Grand Total		\$128,497,000	\$64,146,000	\$192,643,000

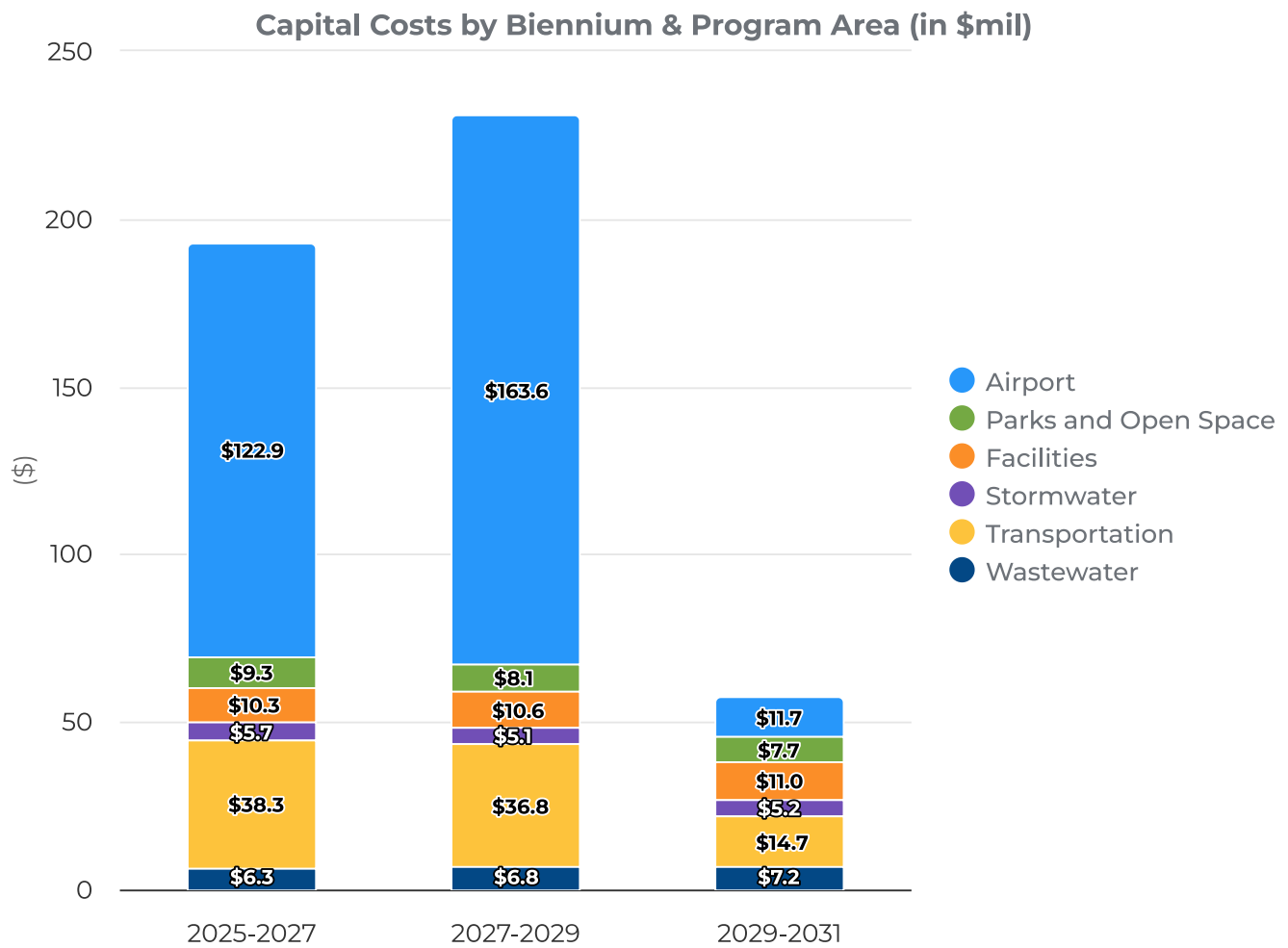
Capital Improvement Multi-Year Plan

2025 - 2031 CIP Total Funding Requested by Source - Capital + Operating



Funding by Source Totals (all years)

Donations/Trusts	\$1,505,000	0.30%
Federal Aviation Administration	\$13,500,000	2.73%
General Fund	\$30,719,000	6.20%
General Obligation Bond	\$45,330,000	9.15%
Grant	\$95,112,963	19.20%
Operating Levy	\$1,810,000	0.37%
Other	\$33,780,000	6.82%
Revenue Bond	\$172,570,000	34.84%
System Development Charges	\$48,172,037	9.73%
Tax Revenue	\$1,200,000	0.24%
User Fees	\$51,584,600	10.42%



Airport Capital Projects

Sections:

[Airport Project Map](#)

[Airport Funding Summary](#)

[Airport Overview](#)

[Airport Project Status Update](#)

Project Pages:

[Airfield Storage Facility](#)

[Airport Improvement Projects](#)

[Concourse A Expansion and ADA Egress Ramp](#)

[Concourse C Addition](#)

[Construct Terminal Apron](#)

[Demo Old Car Wash and Reclaim Parking Lot](#)

[Eugene Airport Master Plan](#)

[Outbound Baggage System](#)

[Runway 16R/34L Rehabilitation](#)

[Taxiway B Rehabilitation and Taxiway R Relocation](#)

Airport Project Map

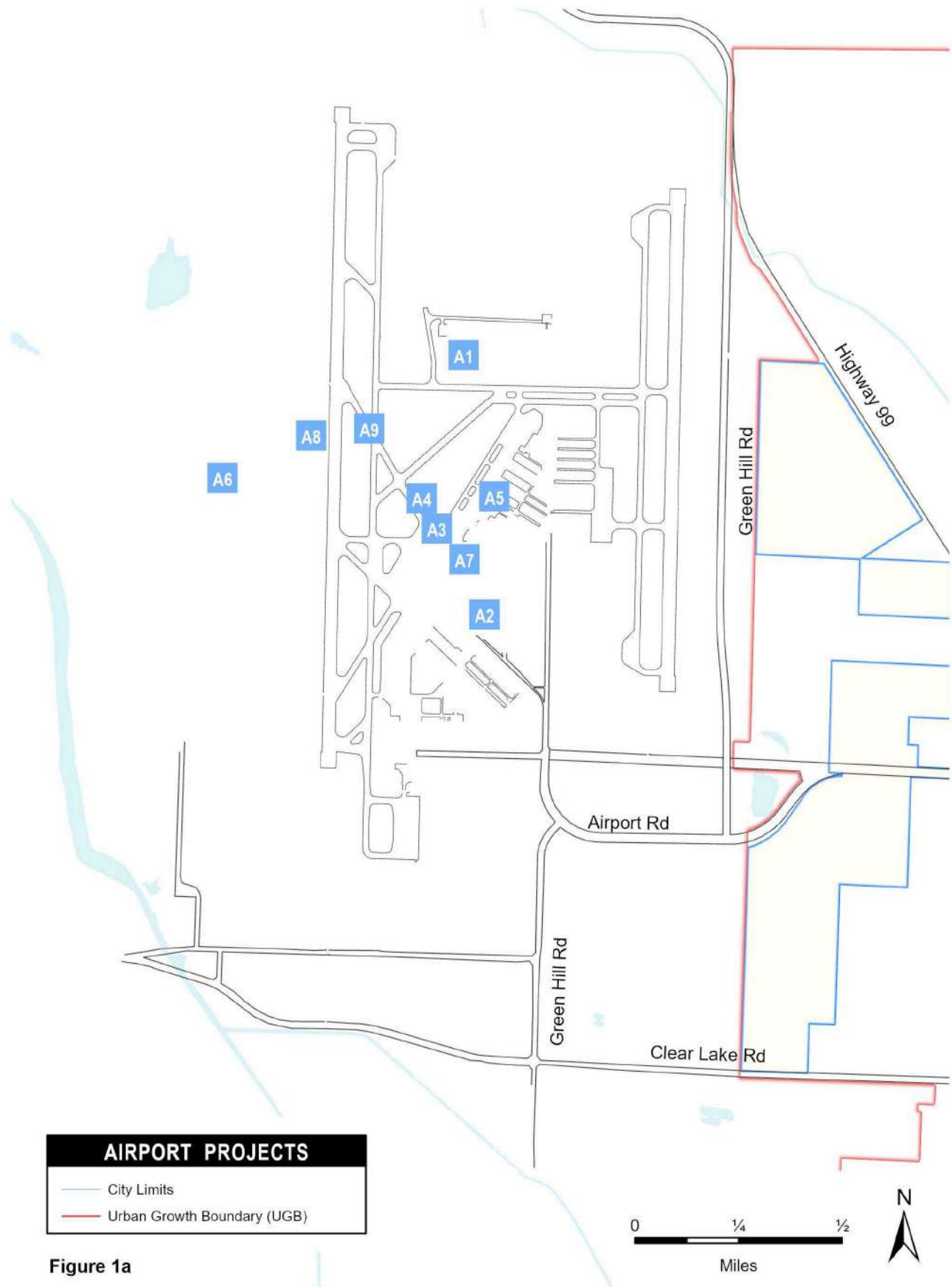


Figure 1a

AIRPORT PROJECTS

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- A1 Airfield Storage Facility
- A2 Concourse A Expansion and ADA Egress Ramp
- A3 Concourse C Addition
- A4 Construct Terminal Apron
- A5 Demo Old Car Wash and Reclaim Parking Lot
- A6 Eugene Airport Master Plan
- A7 Outbound Baggage System
- A8 Runway 16R/34L Rehabilitation
- A9 Taxiway B Rehabilitation and Taxiway R Relocation

Figure 1b

Airport Funding Summary

		Funding by Biennium			
Project Title	Funding Status	2025-2027	2027-2029	2029-2031	Total
Functional and Safety Improvements					
Demo Old Car Wash & Reclaim Parking Lot	Identified	\$1,250,000	\$0	\$0	\$1,250,000
Functional and Safety Improvements Total		1,250,000	0	0	1,250,000
Site and Facility Improvements					
Eugene Airport Master Plan	Identified	3,040,000	0	0	3,040,000
Site and Facility Improvements Total		3,040,000	0	0	3,040,000
New Capital Facilities					
Airfield Storage Facility	Identified	3,500,000	0	0	3,500,000
New Capital Facilities Total		3,500,000	0	0	3,500,000
Preservation and Maintenance					
Airport Improvement Projects	Identified	1,000,000	1,000,000	1,000,000	3,000,000
Runway 16R/34L Rehabilitation	Identified	0	0	10,650,000	10,650,000
Taxiway B Rehabilitation & Taxiway R Relocation	Identified	13,320,000	0	0	13,320,000
Preservation and Maintenance Total		14,320,000	1,000,000	11,650,000	26,970,000
Upgrades and Capacity Enhancement					
Concourse A Expansion and ADA Egress Ramp	Identified	19,350,000	0	0	19,350,000
Concourse C Addition	Identified	10,000,000	162,570,000	0	172,570,000
Construct Terminal Apron	Identified	14,400,000	0	0	14,400,000
Outbound Baggage System	Identified	57,010,000	0	0	57,010,000
Upgrades and Capacity Enhancement Total		100,760,000	162,570,000	0	263,330,000
Airport CIP Total		\$122,870,000	\$163,570,000	\$11,650,000	\$298,090,000

Airport Overview

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

Project Categories

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

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

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

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

New Capital Facilities: Projects in this category typically provide for new and/or replacement facilities, expansion of existing facilities or services, or the purchase of new assets.

The focus of the Eugene Airport for the immediate future will be terminal expansion, economic development, passenger and airline customer service improvements, and the preservation and maintenance of existing assets – primarily airfield pavements.

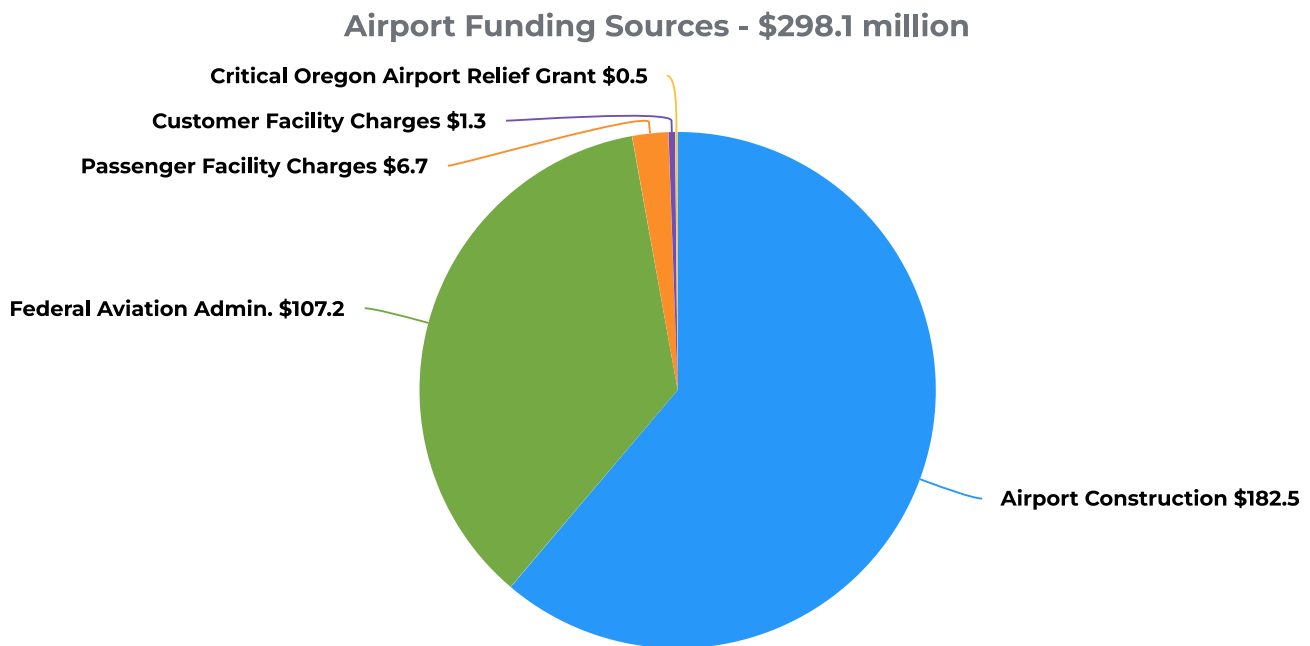
The 2025-2031 CIP includes pavement improvements as identified in the Airport Master Plan and includes construction of Concourse C Apron, Concourse A Asphalt Apron Rehabilitation, and Taxiway B Rehabilitation & Taxiway R Relocation. The 2025-2031 CIP also includes Concourse A Expansion and ADA Egress Ramp, Outbound Baggage System, Concourse C Addition, demolition of Old Car Wash and Reclaim Parking Lot, construction of a new Airfield Storage Facility, Airport Master Plan update, and various other capital improvements.

The projects included in the 2025-2031 CIP are all consistent with the Eugene Airport Master Plan 2018 Update. The Master Plan serves as a development guide for the Airport over both the short-term (five to 10 years) and long-term (20 years). The Master Plan strives to present a 20-year development plan that is technically correct, environmentally sound, financially viable, and implementable; and identifies the overall land requirements that will ensure the Airport's long-term operational viability. An update to the 2018 Master Plan is planned for 2027.

Funding

Eugene Airport's capital projects are funded primarily from Federal Aviation Administration (FAA) grants, Passenger Facility Charges (PFC), and Customer Facility Charges (CFC). FAA grants include allocations from both an Entitlement Fund and a Discretionary Fund. Levels of available discretionary funds are subject to congressional appropriations and are subject to the FAA's priority system. Occasionally, Eugene Airport will apply for other competitive grants to fund capital projects. The balance of funding comes from the Municipal Airport Fund, which is derived from airport parking fees, terminal rents, and fees from other operations. Although Airport CIP projects are considered fully funded, some projects will be segregated into smaller projects and spread out over a longer period to reflect the annual funding limitations and planning needs. Additionally, the estimate for the construction of Concourse C is based on the Advanced Terminal Planning Study and project costs are expected to be higher given the current economic conditions. A refined estimate and proposed financing plan will be forthcoming.

The COVID-19 pandemic had far-reaching implications, with severe reductions in passenger numbers and flight schedules. The Federal relief grants provided 100% funding for two years and allowed continuation of locally funded capital projects by providing operational support when revenue plummeted. In Summer 2021, passenger numbers began a swift recovery. Eugene Airport has now fully recovered and is well above FY19 passenger numbers. Between 2019-2023, the Eugene Airport saw a 14% retention rate increase of local passengers who had previously been utilizing Portland International Airport.



Project Prioritization

The Master Plan develops short, medium, and long-term capital planning targets with milestone data. The Master Plan is developed in coordination with technical and community input to clarify which projects to prioritize. The Master Plan sets the long-term vision of the Airport for the next 20 years. Annually, the Eugene Airport reviews the Master Plan milestones and submits a new five-year plan to the FAA based on current data to obtain FAA concurrence and project approval.

Specific Plans/Policies Related to Airport Projects

Airport Advisory Committee Recommendations

[Airport Master Plan Update](#) (also titled *Comprehensive Airport Development Plan*)

[EUG Advanced Terminal Planning Study](#)

[Climate Recovery Ordinance](#)

[Federal Aviation Administration \(FAA\) Capital Improvement Plan – 5 Year](#)

[Pavement Management Program Report](#)

Capital Project Status Update

Project status updates are provided below for projects that have been included in previous Adopted or Supplemental Budgets and were not completed as of the 2023-2029 CIP; where applicable, it is noted if projects were included in the last CIP.

Project Title	In 2023-29 CIP	Project Status
Completed		
Automated Car Wash Facility		Construction was completed and rental car companies occupied the facility in FY23.
Landside Parking Lot Expansion		This project was completed in FY23.
Taxiway Charlie/Mike Rehabilitation	x	This project was initially delayed due to the COVID-19 pandemic but was completed and put into service in FY24.
Heavy Pad – CARES/AIP		Project was completed in FY24.
Widening Taxiways Juliet & Lima to Air Cargo Apron	x	Expected costs for this project exceed the original scope due to elevated construction costs. Additional project costs were added in the June 2024 SB and are supported with Passenger Facility Charge (PFC) funds. This project was completed in November 2024.
Pavement Management Plan		This is an on-going capital project that is updated every five years. Current plan was completed as part of the Taxiway Charlie/Mike Taxiway Rehabilitation project.
Airport Passenger Walkway		Additional funding was added in the December 2023 Supplemental Budget for this project due to rising material costs; the project was completed April 2024.
In Progress		
Airport Improvement Projects	x	This is an ongoing program. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Smaller locally funded capital projects remain within this capital project number.
Airfield Storage Facility	x	Design of the project has started and construction is now projected to begin in 2027. This project appeared in the previous CIP and adopted budget as Snow Removal Equipment (SRE) Sand Storage Facility.
Airport Concourse A Expansion and ADA Egress Ramp Design		\$2.1M was added in June 2024 Supplemental Budget to move forward with the design of the project. Design is underway and construction is expected to start July 2025.
Wetland Mitigation 16L/34R	x	This is a long-term capital project with multiple phases that have occurred over the years. Environmental Assessment for Phase 3 work was completed in December 2024. Construction is scheduled to start in June 2025 and additional funding was included in the December 2023 Supplemental Budget.
Terminal Apron Concourse A Rehabilitation	x	This item has appeared in previous CIPs. The project area was finalized in the 2018 Master Plan Update. Design of project has started and construction is expected to begin in June 2025.

Project Title	In 2023-29 CIP	Project Status
Not Started		
Demolition of Old Air Traffic Control Tower & Friendly Hangar		Friendly Hangar is primarily used to store runway sand and equipment used for sanding on the airfield. The building is dilapidated and needs to be demolished, thereby creating the need for a new airside facility. New facility must be constructed prior to demolition of Friendly Hangar. Demolition is expected to start in FY27.
Construct Terminal Apron	x	The Terminal Planning Study, completed in 2022, identified the full scope of the project. After further evaluation, it was determined to be a full construction project and is now projected to begin in 2026. This project appeared in the previous CIP and adopted budget as Reconstruct Concourse C Apron.
Land Acquisition-Runway Protection Zone (RPZ)	x	This project is currently scheduled to be completed in 2027.
Public Access Road Improvements and Signage	x	This project is delayed due to lack of funding. It is estimated to start in FY27.
Terminal Building: Concourse C Addition	x	This project appeared in previous CIPs and has been identified in the Airport Master Plan. Advanced terminal planning study was completed in fall 2022. Several enabling projects will have to be completed before the construction of Concourse C, which is now estimated to start in FY27.
Terminal Seismic Upgrade	x	Project is estimated to start in FY27.
Airport Baggage System Design		\$5M in grant funding was added in June 2024 Supplemental Budget. Project appears in this CIP as Outbound Baggage System. This is an enabling project for the Concourse C Addition. Construction is estimated to begin in 2026.
Demo Old Car Wash and Reclaim Parking Lot	x	This project appeared in the previous CIP. Customer Facility Charges (CFCs) paid by rental car companies will fund the project. Demolition will not start until enough CFCs have been collected to fund the project. The estimated timeframe for demolition is 2026.
Canceled		
Existing Airport Power Supply Relocation	x	This project has been incorporated in the Outbound Baggage System Project.

Parks and Open Space

Sections:

[Parks and Open Space Project Map](#)

[Parks and Open Space Funding Summary](#)

[Parks and Open Space Overview](#)

[Parks and Open Space Project Status Update](#)

Project Pages:

[Downtown Riverfront Plaza](#)

[Eugene Parks Foundation - Ridgeline Parking at Willamette and 52nd](#)

[Eugene Parks Foundation Partnership - Antis Oaks Trailhead](#)

[Eugene Parks Foundation Partnership - South Eugene Meadows Trail](#)

[Ferndale Park Development](#)

[Golden Gardens Park and Sports Complex Phase 1](#)

[Mattie Reynolds Park](#)

[Neighborhood and Community Park Development](#)

[Park Donation Projects](#)

[Parkland Acquisition](#)

[Regional Pickleball Facility Partnership](#)

[School District Partnership - Artificial Turf Field Replacement](#)

[Scobert Gardens Renovation](#)

[Site Renovations and Rehabilitation](#)

[Suzanne Arlie Park Development Phase 1](#)

[Tugman Park Renovation](#)

West Bank Park

Parks and Open Space Project Map

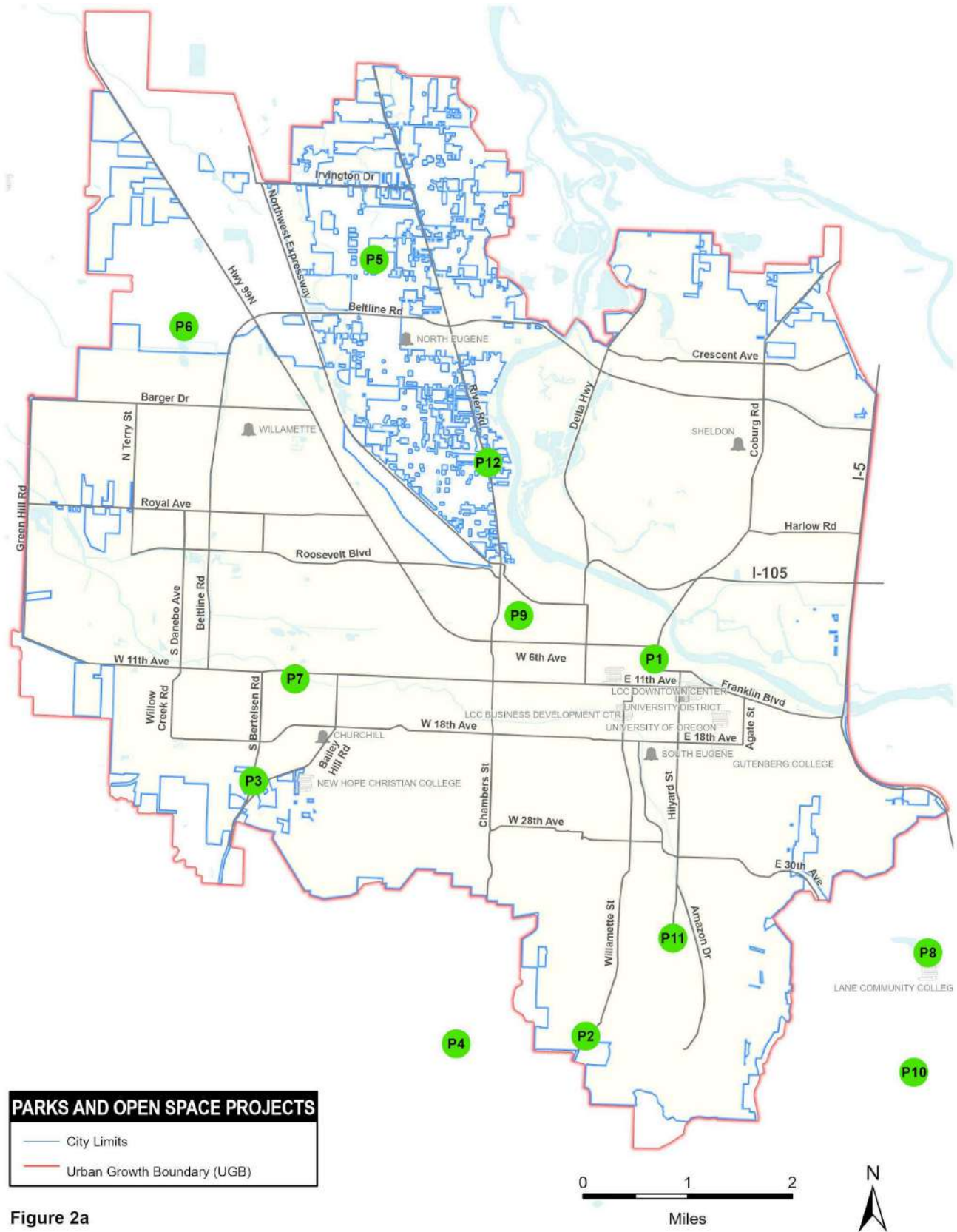


Figure 2a

PARKS AND OPEN SPACE PROJECTS

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- P1 Downtown Riverfront Plaza
- P2 Eugene Parks Foundation - Ridgeline Parking at Willamette and 52nd
- P3 Eugene Parks Foundation Partnership - Antis Oaks Trailhead
- P4 Eugene Parks Foundation Partnership - South Eugene Meadows Trail
- P5 Ferndale Park Development
- P6 Golden Gardens Park and Sports Complex Phase 1
- P7 Mattie Reynolds Park
- P8 Regional Pickleball Facility Partnership
- P9 Scobert Gardens Renovation
- P10 Suzanne Arlie Park Development Phase 1
- P11 Tugman Park Renovation
- P12 West Bank Park

Figure 2b

Parks and Open Space Funding Summary

		Funding by Biennium			
Project Title	Funding Status	2025-2027	2027-2029	2029-2031	Total
Functional and Safety Improvements					
Scobert Gardens Renovation	Identified	\$500,000	\$-	\$-	\$500,000
Functional & Safety Improvements Total		500,000	-	-	500,000
Land Acquisition					
Parkland Acquisition	Identified	-	-	500,000	500,000
Land Acquisition Total		-	-	500,000	500,000
New Capital Facilities					
Downtown Riverfront Plaza	Identified	1,280,000	-	1,500,000	2,780,000
Eugene Parks Foundation - Ridgeline Parking at Willamette and 52nd	Identified	375,000	-	-	375,000
Eugene Parks Foundation Partnership - Antis Oaks Trailhead	Identified	650,000	-	-	650,000
Eugene Parks Foundation Partnership - South Eugene Meadows Trail	Identified	965,000	-	-	965,000
Ferndale Park Development	Identified	-	-	2,000,000	2,000,000
Golden Gardens Park & Complex Phase 1	Identified	-	2,130,000	-	2,130,000
Mattie Reynolds Park	Identified	1,090,000	-	-	1,090,000
Regional Pickleball Facility Partnership	Identified	450,000	-	-	450,000
Suzanne Arlie Park Development Phase 1	Identified	1,300,000	-	-	1,300,000
West Bank Park	Identified	-	2,800,000	-	2,800,000
New Capital Facilities Total		6,110,000	4,930,000	3,500,000	14,540,000
Preservation and Maintenance					
Park Donation Projects	Identified	210,000	210,000	210,000	630,000
School District Partnership - Artificial Turf Field Replacement	Identified	370,000	350,000	200,000	920,000
Tugman Park Renovation	Identified	-	250,000	-	250,000
Site Renovations and Rehabilitation	Identified	930,000	1,200,000	1,600,000	3,730,000
Site Renovations and Rehabilitation	Secured	1,090,000	1,130,000	1,170,000	3,390,000
Preservation and Maintenance Total		2,600,000	3,140,000	3,180,000	8,920,000
Upgrades and Capacity Enhancement					
Neighborhood and Community Park Development	Identified	-	-	500,000	500,000
Street Tree Stocking and Planting Program	Secured	60,000	60,000	60,000	180,000
Upgrades & Capacity Enhancement Total		60,000	60,000	560,000	680,000
Parks and Open Space CIP Total		\$9,270,000	\$8,130,000	\$7,740,000	\$25,140,000

Parks and Open Space Overview

The City owns, manages, and maintains a large network of parks, recreation facilities, and open space areas. Currently, the City owns over 5,200 acres of parks and open spaces. The City's goals for the parks and open space system include providing opportunities for active and passive recreation, conserving open space and natural resources, and contributing to water quality and wildlife habitat, while maintaining the system in a socially, ecologically, and financially sustainable manner.

As the community continues to grow, the City strives to balance providing new and/or expanded facilities to meet the increased demands for parks and open space, while maintaining the safety and functionality of existing infrastructure in older parts of the parks and open space system. The City Council adopted [Picture. Plan. Play. A Vision and Implementation Plan for Eugene's Parks and Recreation System](#) in July 2018, which lists specific park development projects and identifies relative priorities among the listed projects over a 30-year planning period.

The second phase of implementation of this plan is underway with a [Parks and Recreation Bond and renewed Operating Levy](#) that voters authorized in May 2018, and May 2023, respectively. The \$39.35 million General Obligation Bond includes renovation of parks that are outdated, development of new parks in underserved areas of town, construction of new trails and renovation of existing trails, habitat enhancement projects, lighting projects, renovation of fields and sports facilities shared with local school districts, and renovation and expansion of two pools and a community center. When matched with Systems Development Charge (SDC) funds and partnership dollars, the capital investment resulting from the bond will total approximately \$90 million.

The current five-year Parks and Recreation levy raises approximately \$5.33 million annually, to increase the public safety presence in parks, expand general maintenance activities in developed parks and natural areas, and to fund operations and maintenance activities of new parks and recreation facilities that were developed over this five-year period with bond and/or SDC funds. Although not a long-term solution due to the five-year limitation on operating levies, this levy has served as a stopgap measure while a more sustainable solution is identified and implemented.

Parks capital projects listed in the 2025-2031 CIP are consistent with the projects and priorities identified in the 2018 System Plan and the accompanying Parks and Recreation Bond and Levy.

Project Categories

Parks and Open Space capital projects fall into one of the following five categories:

Preservation and Maintenance: These projects preserve, maintain, and repair systems associated with existing parks and open space facilities. They help to ensure that park improvements achieve their useful life span and are maintained at a level required for effective service delivery to the public. These projects also address habitat restoration activities.

Land Acquisition: These projects acquire land for new neighborhood and community parks and natural areas.

Site or Facility Upgrades and Capacity Enhancement: These projects increase service levels and expand the functionality of existing park features or facilities and expand recreational opportunities.

New Capital Facilities: Projects in this category typically provide for either new and/or replacement facilities or are projects that expand existing facilities or services.

Functional and Safety Improvements: These projects improve the accessibility and safety of existing parks and include renovation of facilities that no longer meet safety standards and regulations.

Funding Outlook

The 30-year vision (ending in 2050) for Parks and Recreation in Eugene represents a total investment of approximately \$380 million (in 2018 dollars). Current bond funding will accomplish about 20% of this vision for the future. It is anticipated that future bond measures will be considered as a primary funding source to achieve the remaining components of this vision. Bonds have historically been a major funding mechanism for park development and renovation projects, with bonds successfully passed in 1998, 2006, and 2018.

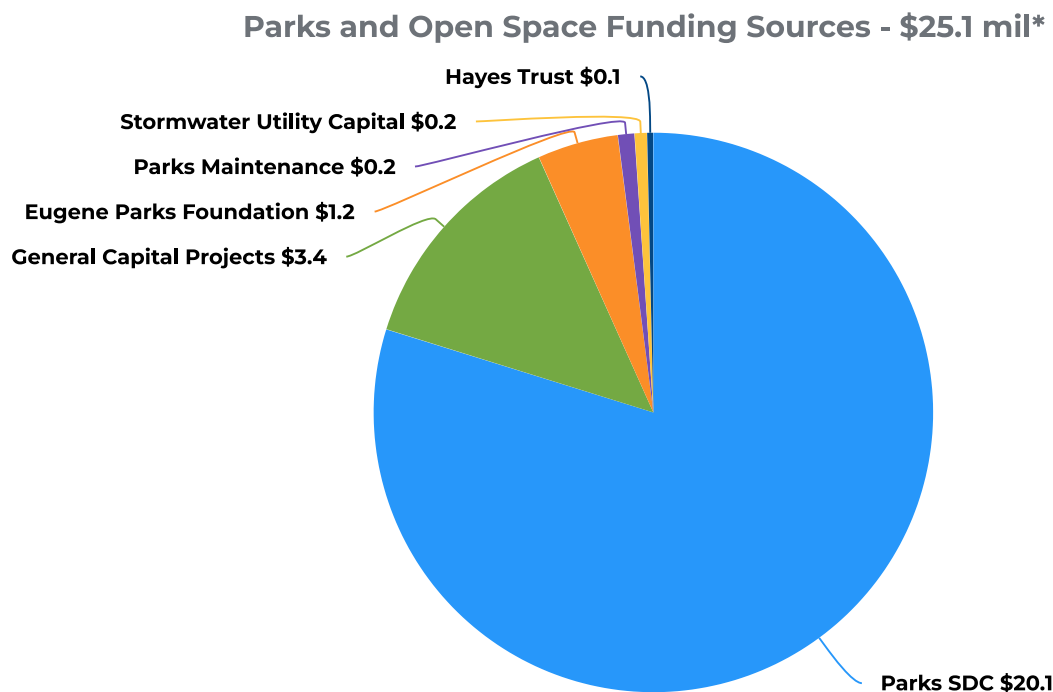
Identifying a sustainable, ongoing funding mechanism for operations and maintenance of parks and open space continues to be a high priority. FY28 is the final year of the current five-year levy. When the current levy expires in FY28, either a new levy will need to be authorized by voters, or another funding mechanism must take its place to ensure that parks and open space infrastructure and assets are being maintained, and safety and security measures remain intact. The Eugene City Code was amended by Ordinance 20710, effective July 2024, to include operations and maintenance of city-owned parks and open spaces as eligible for stormwater funding. This resulted in \$1,100,000 being funded by stormwater funds in the 2023-2025 biennium for parks services that were previously funded by the General Fund.

A limited amount of capital funding from the City's General Fund is available for rehabilitation and renovation of existing assets. The focus for these funds is on park operations – specifically repair and renovation projects that address public safety and health – compliance with regulatory requirements, programming needs, and resource and cost efficiencies over the long-term.

Park systems development charges (SDCs) on new development are the primary ongoing capital funding source for park improvements. Under state law, the “improvement component” (approximately 75% of total Parks SDC revenue) of the SDC is restricted to fund projects that help accommodate new growth, and the “reimbursement component” (approximately 25% of Parks SDC revenue) is not restricted and can be used for the rehabilitation of existing infrastructure. In July 2020, City Council adopted a revised SDC Methodology that is based on the project list of the 2018 approved System Plan. Fee increases associated with the revised methodology are being phased in and will go into full effect in 2024.

Other funds, such as Stormwater and Wastewater funds, along with grants, donations, and the volunteer program are used on a limited basis, when appropriate, to accomplish projects that have goals compatible with these dedicated funds.

*The following chart represents capital costs only; \$1.8 million in operating costs are not depicted.



Project Prioritization

Parks and Open Space projects are generally prioritized to address immediate safety concerns, long-term maintenance considerations, equity across the community, and operational efficiencies. The 2018 System Plan identifies broad priorities within 10-year increments. For example, priority one projects are identified for implementation within the first 10 years of the plan, priority two projects are identified for years 11-20, and priority three projects for years 21-30. Project priorities are further refined through project selection criteria that are designed to address a broad range of issues. The criteria include “triple bottom line” considerations such as safety, climate, and energy considerations, natural resource and habitat values, accessibility, programmability, and social equity. This project ranking system serves as the foundation for determining Parks and Open Space projects and assists with overall system evaluation by balancing renovation, maintenance, and expansion needs with the availability of capital and operating funds.

Specific Plans/Policies Related to Parks and Open Spaces Projects

[Climate Action Plan 2.0](#)

[Climate Recovery Ordinance](#)

[Council Goal – Accessible and Thriving Culture and Recreation](#)

[Cuthbert Amphitheater Feasibility Study](#)

[East Alton Baker Park Plan](#)

[Envision Eugene](#)

[Eugene 2035 Transportation System Plan](#)

[Eugene Downtown Plan](#)

[Eugene Trails Plan](#)

[EWEB Riverfront Master Plan](#)

[Parks and Recreation System Plan \(Picture. Plan. Play.\)](#)

[Rivers to Ridges Metropolitan Regional Parks & Open Space Study](#)

[Urban Forest Management Plan](#)

[West Alton Baker Park Development Plan](#)

Capital Project Status Update

Project status updates are provided below for projects that have been included in previous Adopted or Supplemental Budgets and were not completed as of the 2023-2029 CIP; where applicable, it is noted if projects were included in the last CIP.

Project Title	In 2023-29 CIP	Project Status
Completed		
Churchill Tennis Court Renovation		Project was completed in 2023.
Delta Ponds Loop Trail Construction	x	Project construction began in spring 2024 and is now complete. The project was temporarily delayed in 2022 due to an easement issue. Additional project funding was added in an FY24 Supplemental Budget to address construction cost increases.
Fern Ridge Path Lighting		Construction completed in 2024.
Lincoln School Park Renovation	x	This project received \$400,000 in additional funding in an FY24 Supplemental Budget to address the budget gap due to increased construction costs. Lincoln School Park renovation was completed in summer 2024 with a grand opening celebration held in September 2024.
Striker Field Development/ Umso Park		This project was completed in 2023. The park was renamed to Umso Park in 2024.
In Progress		
Alton Baker Park Master Plan	x	Master planning began in 2023 to respond to University of Oregon land swap proposal. Stakeholder involvement and planning expected to continue into 2025.
Downtown Riverfront Plaza	x	Concept design and community engagement was completed in summer of 2022. Construction is underway and is estimated for completion in 2025. Steam Plant Southern Plaza timing is undetermined.
Habitat Restoration		2018 Parks and Recreation Bond funded habitat restoration efforts have been underway in the Ridgeline Park System and Skinner Butte Park. Work will continue in other parts of the Parks system including portions of the West Eugene Wetlands and the Whilamut Natural Area of Alton Baker Park.
Golden Gardens Park and Sports Complex Phase 1	x	Community engagement and master planning began in 2022, and Phase 1 construction is anticipated for 2027 or 2028.
Martin Luther King, Jr. Park Renovation	x	Construction will be completed in 2025.
Mattie Reynolds Park Development	x	Community engagement was completed in 2024, and construction is anticipated in 2026 or 2027.
Park and Path Lighting		Priority path lighting projects were started in 2021, and several have been completed. The program is ongoing with additional priority path lighting projects in Maurie Jacobs, Washington Jefferson, and Amazon Parks to be completed by 2028.
Park Irrigation Improvements		A consultant was hired in 2024 to evaluate the existing irrigation system and make recommendations for overall system priorities, efficiencies and upgrades. Construction projects will follow.
Park Restroom Improvements		Evaluation of existing restrooms is underway to determine priority improvements. Portable restroom enclosure designs are complete and installed at trailheads. Developed park enclosures will be installed in 2024 and 2025.
Parkland Acquisition	x	This is an ongoing capital program to acquire park land for the City's Parks and Open Space System.

Parks Donation Projects	x	This is an ongoing capital program. Funds are budgeted under this general program and later transferred to specific capital projects as they are identified and developed.
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Project Title	In 2023-29 CIP	Project Status
In Progress		
Santa Clara Community Park Phase 1	x	A community engagement process began in 2020 for a park master plan. This project received \$1.9 million in additional funding during the FY24 supplemental budget process. Expected costs for this project exceeded the original scope due to elevated design and construction costs, leading to a funding gap. Construction will be complete in early 2025.
Scobert Gardens Renovation	x	Community engagement and design began in 2022. Construction is expected in 2026.
Site Renovations and Rehabilitation	x	This is an ongoing program. SDC reimbursement funds and General Capital funds are budgeted under this program and subsequently transferred to specific capital projects as they are identified and developed.
Street Tree Stocking and Planting Program	x	This is an ongoing program. Funds are budgeted under this program and are subsequently transferred to specific capital projects as they are identified and developed. In this CIP, this program includes funding from the 2022 Street Bond that is specifically designated for street tree planting.
Suzanne Arlie Park Development, Phase 1		\$1.2 million in grant funding from the federal Economic Development Administration was received in 2024. Construction of hiking and biking trails as well as trailhead and access improvements is expected to begin in 2025.
Trainsong Park	x	Park renovation and stormwater improvements are planned following remediation of soil contamination. Community engagement to begin in 2025 and construction in 2026.
EPA Trainsong Park Pollution Rehab		\$150,000 of project funding was received in the FY24 Supplemental Budget to initiate testing, analysis, and planning to address soil contamination issues. \$1.5 million in brownfield clean up grant funds were received in 2024 to remediate dioxin contaminated soils that were unexpectedly found in Trainsong Park in 2022. Remediation work will be completed in 2025.
University Park Renovation	x	Community engagement was completed in 2024. Project construction anticipated to begin in 2025.
Tugman Park Renovation	x	The first phase of this project was completed in 2019. The second phase is anticipated for construction in 2027.
Not Started		
West Bank Park Development	x	Community Engagement expected to begin in 2026, with construction in 2028.
Ferndale Park Development	x	A community engagement process is planned for 2026 with construction anticipated in 2028.
Canceled		
Eugene Parks Foundation Capital Campaign	x	This project was eliminated in the new CIP and is now integrated into specific projects.

Public Buildings and Facilities Capital Projects

Sections:

[Public Buildings and Facilities Project Map](#)

[Public Buildings and Facilities Funding Summary](#)

[Public Buildings and Facilities Overview](#)

[Public Buildings and Facilities Status Update](#)

Project Pages:

[Annual Exterior Preservation and Maintenance](#)

[Annual Flooring and Interior Upgrades](#)

[Building Safety Items](#)

[Capital Planning](#)

[Contingency and Emergency Projects](#)

[Eugene Fire Department Paving Repairs](#)

[Facilities Climate Recovery Ordinance Implementation](#)

[Fire Logistics Building Membrane Roof Replacement](#)

[Fire Logistics Window Repair](#)

[Fire Station #10 Membrane Roof Replacement](#)

[Fire Station #6 Window Repair](#)

[Fire Training Building Boiler](#)

[General Site and Facility Improvements](#)

[Generator Condition and Capacity Study](#)

[Graham Field House Roof](#)

[Hazardous Remediation](#)

Hult Center Elevator Refurbishment

Hult Emergency Light Replacement and Inverters

HVAC R-22 Replacement

Library Fire Alarm

Library Lighting Controls Upgrade Study and Upgrades

Parking Lot and Pavement Maintenance

Parking Structure Capital Projects

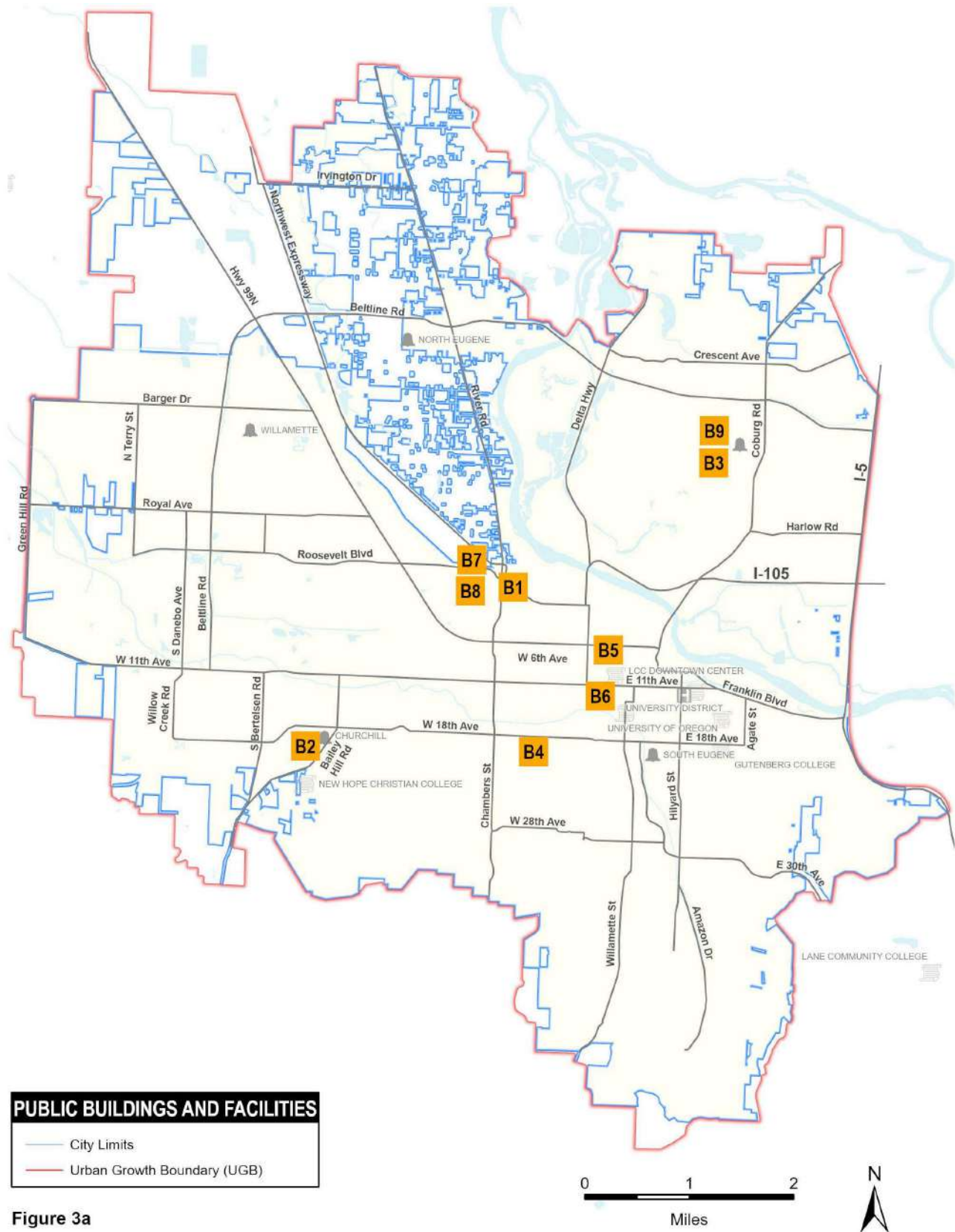
Police Services Building Roof

Roosevelt Yard Site Renovation and Rehabilitation

Sheldon Pool Boiler

Small Re-Roofing Projects

Public Buildings and Facilities Project Map



PUBLIC BUILDINGS AND FACILITIES PROJECTS

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- B1 Eugene Fire Department Paving Repairs
- B1 Fire Logistics Building Membrane Roof Replacement
- B1 Fire Logistics Window Repair
- B1 Fire Training Building Boiler
- B2 Fire Station #10 Membrane Roof Replacement
- B3 Fire Station #6 Window Repair
- B4 Graham Field House Roof
- B5 Hult Center Elevator Refurbishment
- B5 Hult Emergency Light Replacement and Inverters
- B6 Library Fire Alarm
- B6 Library Lighting Controls Upgrade Study and Upgrades
- B7 Police Services Building Roof
- B8 Roosevelt Yard Site Renovation and Rehabilitation
- B9 Sheldon Pool Boiler

Figure 3b

Public Buildings and Facilities Funding Summary

		Funding by Biennium			
Project Title	Funding Status	2025-2027	2027-2029	2029-2031	Total
Preservation and Maintenance					
Annual Exterior Preservation and Maintenance	Secured	\$500,000	\$500,000	\$500,000	\$1,500,000
Annual Flooring and Interior Upgrades	Secured	500,000	500,000	500,000	1,500,000
Building Safety Items	Secured	70,000	-	-	70,000
Capital Planning	Secured	1,165,000	1,682,000	1,681,000	4,528,000
Contingency and Emergency Projects	Secured	1,980,000	2,934,000	3,222,000	8,136,000
Eugene Fire Department Paving Repairs	Secured	200,000	-	-	200,000
Facilities CRO Implementation	Secured	550,000	1,300,000	1,300,000	3,150,000
Fire Logistics Building Membrane Roof Replacement	Secured	100,000	-	-	100,000
Fire Logistics Window Repair	Secured	90,000	-	-	90,000
Fire Station #10 Membrane Roof Replacement	Secured	120,000	-	-	120,000
Fire Station #6 Window Repair	Secured	400,000	-	-	400,000
Fire Training Building Boiler	Secured	120,000	-	-	120,000
Generator Condition and Capacity Study	Secured	80,000	-	-	80,000
Graham Field House Roof	Secured	230,000	-	-	230,000
Hazardous Remediation	Secured	60,000	60,000	60,000	180,000
Hult Center Elevator Refurbishment	Secured	100,000	-	-	100,000
Hult Emergency Light Replacement and Inverters	Secured	200,000	-	-	200,000
HVAC R-22 Replacement	Secured	100,000	425,000	450,000	975,000
Library Fire Alarm	Secured	180,000	-	-	180,000
Library Lighting Controls Upgrade Study & Upgrades	Secured	200,000	-	-	200,000
Parking Lot and Pavement Maintenance	Secured	100,000	200,000	200,000	500,000
Parking Structure Capital Projects	Identified	100,000	100,000	100,000	300,000
Police Services Building Roof	Secured	230,000	-	-	230,000
Sheldon Pool Boiler	Secured	450,000	-	-	450,000
Small Re-Roofing Projects	Secured	100,000	400,000	400,000	900,000
Preservation and Maintenance Total		7,925,000	8,101,000	8,413,000	24,439,000
Site and Facility Improvements					
General Site and Facility Improvements	Secured	928,000	1,109,000	1,153,000	3,190,000
Roosevelt Yard Site Renovation and Rehabilitation	Secured	1,410,000	1,410,000	1,410,000	4,230,000
Site and Facility Improvements Total		2,338,000	2,519,000	2,563,000	7,420,000
Public Buildings and Facilities CIP Total		\$10,263,000	\$10,620,000	\$10,976,000	\$31,859,000

Public Buildings and Facilities Overview

The City manages a diverse array of public facilities, including neighborhood, community, and metro parks, community centers, swimming pools, fire stations, government offices, parking structures, and libraries. Altogether, the City is responsible for maintaining and preserving over 180 buildings, totaling around 2.1 million square feet, to deliver essential services to Eugene's residents. Additionally, the City continues to provide new or expanded facilities to meet the demands of a growing community.

The General Fund, which is predominately supported by property tax revenues, is the primary source of funding for Public Buildings and Facilities preservation and improvement projects. Dedicated funds also include the Atrium Fund, the Parking Fund, and Urban Renewal Agency Funds. Public building projects at the Eugene Airport are included in the Airport section of the CIP. Projects associated with the wastewater treatment plant are part of the Metropolitan Wastewater Management Commission (MWMC) capital program and are not included in the City's Capital Improvement Program.

Public Buildings and Facilities projects are derived from several adopted plans and facility condition reports. These include the Parks & Recreation System Plan, Urban Renewal Plans, the Facility Condition Report, Public Works Facilities Master Plan Update, Americans with Disabilities Act (ADA) Transition Plan, the Housing and Urban Development Consolidated Plan, and a Parking Structure Condition Analysis.

Project Categories

Public Buildings and Facilities projects fall into one of the following categories:

Preservation and Maintenance: These projects focus on preserving, maintaining, and repairing systems in existing facilities to ensure they reach their expected lifespan and are maintained at levels necessary for effective public service. Typically, such projects have minimal impact on operating costs. In many cases, upgrades to roofs, windows, electrical, and heating, ventilating, and air conditioning (HVAC) systems can improve energy efficiency, even if they increase technical complexity. The General Fund portion of Facility Preservation and Maintenance will support specific projects based on City Council policies, the Facility Condition Report, and immediate maintenance priorities.

Site and Facility Improvements: This category includes modifications or additions to existing facilities to meet operational, safety, and cost-efficiency goals, as well as ADA compliance. The primary goals of projects in this category are to adapt to changing program functions and needs or to enhance service delivery. Typically, these projects have a limited impact on operating costs, as they focus on upgrading or reconfiguring spaces to support more effective service delivery.

New Capital Facilities: Projects in this category typically provide for new and/or replacement facilities or are projects that expand existing facilities or services and are of such a scale as to warrant classification as stand-alone projects. Large-scale facility changes that are needed to provide for community growth are found in this category. Generally, new capital facilities will result in additional facility operating costs. Where a new facility is replacing an existing building, the incremental cost of the new facility is projected as a new or unfunded cost. These facility operating cost projections include both routine facility maintenance (the cost of utilities, custodial services, preventive maintenance, and other activities needed to keep a building operating) and an annualized amount of capital preservation that represents future costs that the City can expect to incur for building preservation and rehabilitation. In the 2025-2031 CIP, there are no New Capital Facilities projects.

Greenhouse Gas Emissions

Operational Greenhouse Gas (GHG) emissions have been estimated for those projects identified as having a meaningful impact on City emissions. For example, projects that result in a net reduction in GHG use, such as energy efficiency upgrades, lighting conversion, mechanical system and building envelop improvements, and commissioning work, are more likely to impact operational GHGs. A number of smaller, less impactful projects are expected to have a minimal effect on operational GHGs and therefore, estimates have not been provided. Projects that increase the size and function of a facility may result in a net increase in operational GHGs. GHGs from construction or embodied energy have not been calculated for Facilities projects as the major source of emissions is from ongoing operations.

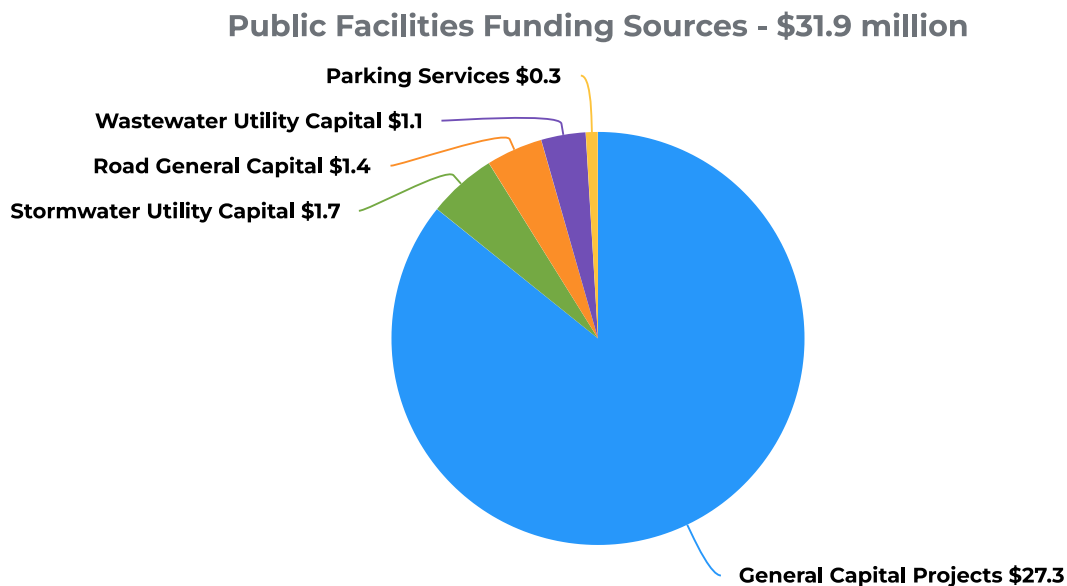
Funding

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

The City's General Fund is the primary source of funding for building and facility renovations. The General Capital Projects Fund supports the repair of existing facilities and deferred maintenance and is predominately allocated to Facility Preservation and Maintenance and Site and Facility Improvements for each year of the program.

Of the total transfer from the General Fund, over 75% is normally dedicated to facility-related capital preservation and maintenance projects. Since General Fund revenues have not kept up with service and capital requirements, the preservation of Public Buildings and Facilities has been consistently underfunded.

Adequate funding for maintenance of City facilities that is not supported by dedicated revenue has been a problem for many years. To partially address this shortfall, the Budget Committee adopted a general capital budget strategy in FY01. The base transfer from the General Fund was increased in FY01 by \$700,000 to \$1.7 million and would grow by \$100,000 each year thereafter. In the 2023-2025 Adopted Biennial Budget this transfer was funded at \$7,638,000. This strategy has also generally included dedication of an additional \$1.8 million transfer from the General Fund as part of the Supplemental Budget process as long as the General Fund has the resources available. Of the \$1.8 million, \$1.6 million is allocated to Facilities and \$200,000 to Parks & Open Spaces for park-related capital preservation projects. However, the \$1.8 million transfer from the General Fund does not always occur due to insufficient availability of resources or due to other funding priorities. For example, in FY15 and FY16 this amount was reduced to \$400,000, with the remaining \$500,000 of the regular transfer amount dedicated to the City Hall project.



Another component of the capital preservation funding is the ongoing building maintenance funded through the Facilities Maintenance Fund. The primary revenue source supporting these expenditures is the internal service facility rates charged to various funds for departments that occupy the buildings.

Building Preservation and Deferred Maintenance

In 1995, the City Council adopted a Facility Condition Assessment (FCA) process, which establishes baseline data about the condition of facilities supported by the General Fund through a detailed, structured inspection process. All capital building and facility projects in the General Fund are assessed and prioritized based on this report, which is published periodically.

The most recent Facility Condition Assessment was conducted in 2017. The estimated cost of existing deficiencies equaled \$38.5 million, which equates to an overall Facility Condition Index of 11%, based on a total Current Replacement Value of \$348.0 million for all General Fund buildings. The Facility Condition Assessment is scheduled to be updated in FY25.

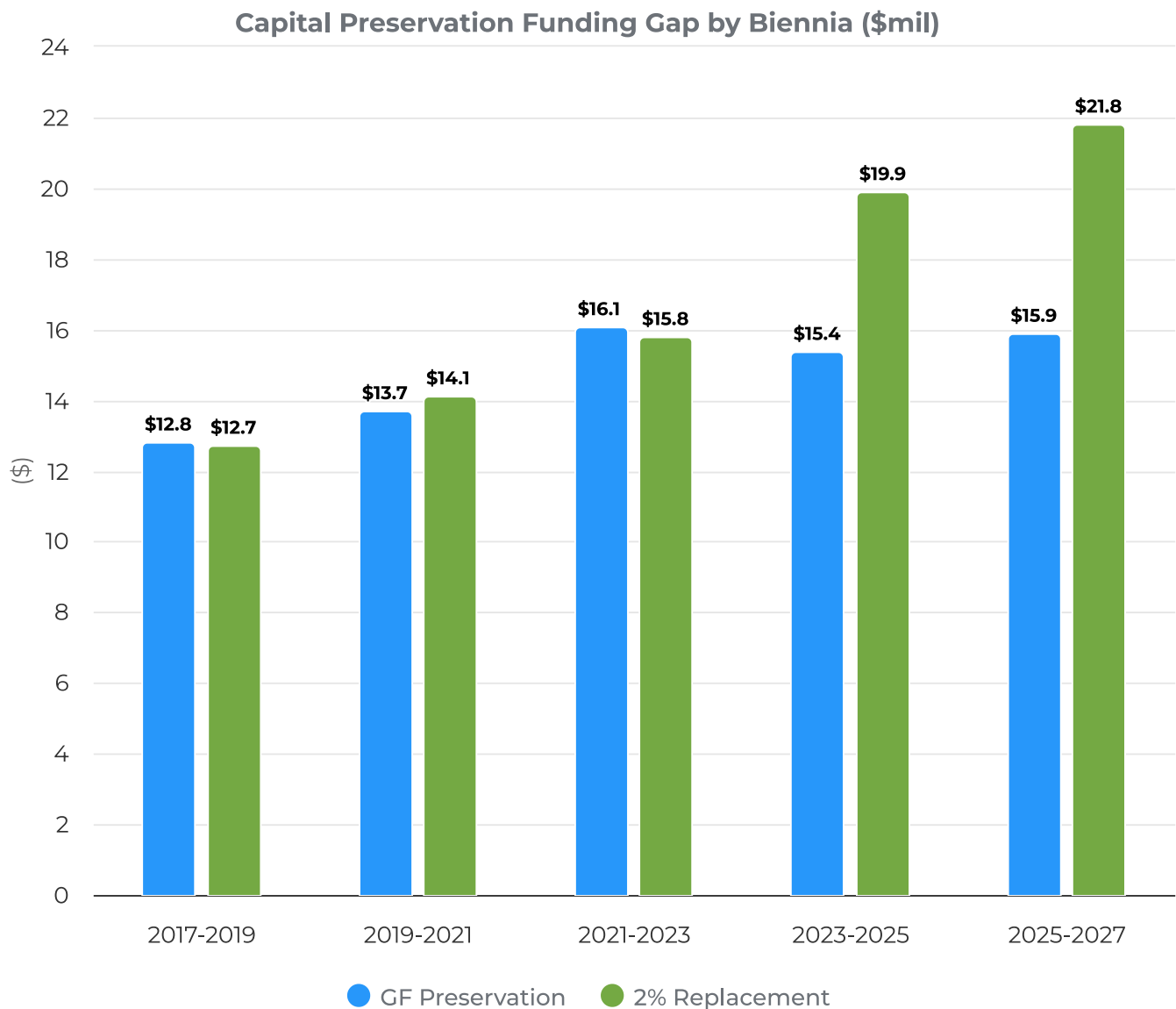
Although the replacement and renovation of older buildings in the City's inventory removes a large portion of deficiencies in the short term, the value of existing deficiencies will continue to rise in the rest of the General Fund building inventory without significant increases in future funding levels for building preservation and maintenance.

When combined with major maintenance provided through the Facility Management Division's operating budget, resources dedicated to General Fund facility preservation and maintenance equal approximately 1.7% of the value of the inventory of General Fund buildings. This is below the lower limit of the range of 2% to 4% of asset value recommended by the National Research Council for the maintenance and repair of publicly owned buildings.

Increased capital investment in facility preservation is necessary to maintain the functionality of City buildings and prevent the backlog of deficiencies from increasing. A ten-year comparison of the General Fund investment in capital preservation and maintenance versus the level of funding needed to meet the target of reinvesting a minimum of 2% of replacement value is shown in the chart below.

In 2024, the City added the City Hall building to its building inventory. The City Hall building is approximately 107,000 square feet. While the building underwent a significant remodel before the City occupied the space, the building and the various building systems are over 36 years old. As our footprint increases and construction costs continue to rise, funding for capital preservation and maintenance projects becomes even more critical.

The Eugene Public Library, which was completed in 2002, is a relatively new building and yet it requires significant annual expenditures for capital preservation and maintenance. The Hult Center, completed in 1982, is an example of an older building that requires major reinvestment to repair and replace aging systems such as roofs, interior finishes, lighting systems, and HVAC equipment as they reach the end of their useful lives.



Project Selection Criteria

Facilities projects are prioritized and selected in several ways. The following formal and informal processes determine project selection and implementation.

Facility Condition Assessment (FCA): The FCA serves as a general reference to assess the condition of specific facilities and their components, such as roofs. If the FCA indicates that a roof is approaching the end of its expected useful life, Facilities staff will evaluate it to determine if replacement is needed in the near future.

Organizational Priority: The organization has been moving away from fossil fuels and toward more sustainable, energy-saving practices. Projects that support this organizational goal are identified, as well as the approach and materials for traditional Facilities projects, which may also be altered to support sustainable energy efforts.

Work Order History: Work Orders often identify a systemic problem with a building system. If they are repetitive, Operations and Maintenance staff will bring the problem to the attention of the Design and Construction section for evaluation and possible inclusion as a project.

Project Manager Awareness: As Project Managers work on a particular facility, they may observe other deficiencies that have developed over time. Those concerns are often considered for possible inclusion as an upcoming project.

Specific Plans/Policies Related to Facilities Projects

[Climate Action Plan 2.0](#)

[Climate Recovery Ordinance](#)

[Facility Condition Report](#)

[Public Works Facility Master Plan Update](#)

[Parking Structure Condition Analysis](#)

[Facilities Greenhouse Gas Reduction Analysis](#)

Capital Project Status Update

Project status updates are provided below for projects that have been included in previous Adopted or Supplemental Budgets and were not completed as of the 2023-2029 CIP; where applicable, it is noted if projects were included in the last CIP.

Project Title	In 2023-29 CIP	Project Status
In Progress		
Annual Exterior Preservation & Maintenance		This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
Annual Flooring Projects		This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
Atrium Building Improvements	x	This project has been approved in previous CIPs. Historically, the annual funding for this project has ranged from \$150,000 to \$250,000. Specific capital needs are addressed as they are identified.
City Hall Rebuild Phase 1		This phase of the project is expected to be completed in 2025.
Dr. Edwin Coleman Jr. Community Center (Boys & Girls Club) HVAC Replacement		Project expected to be complete in 2025. This project also appears in previous CIPs as the Westmoreland Community Center HVAC Replacement.
Facilities Capital Planning		This is ongoing funding for capital projects planning. Efforts include facility condition assessments and reports, maintaining the facility condition eComet database, document management, general support of the organization for project investigation and space planning needs, and Climate Recovery Ordinance implementation (greenhouse gas and fossil fuel reduction).
Facilities Climate Recovery Ordinance (CRO) Implementation		This is an ongoing capital program that has been included in previous CIPs. Funds budgeted under this program will be transferred to specific projects that would as they are identified and developed.
Fire / Police Training Building Roof and HVAC	x	Project expected to be complete in 2026.
Eugene Police Department Headquarters Siding Repairs	x	Preliminary planning is underway.
Eugene Police Department Headquarters Window Replacement	x	Preliminary planning is underway.
General Site and Facilities Improvements		This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
HVAC R-22 Replacement		This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
Haz Mat/Asbestos Emergency Work		This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed. It appears in this CIP as Hazardous Remediation.
Hult Center Elevator Refurbishment		Project expected to be complete in 2025.
Hult Center Roof		Repairs to the roof expected to be complete in 2025.

Project Title	In 2023-29 CIP	Project Status
In Progress		
Library Lighting Controls Study and Upgrade	x	Funding for this project has occurred over multiple fiscal years and it has appeared in previous CIPs. The project is receiving additional funding in this CIP in FY27. This project was delayed due to the remodel of City Hall.
Parking Lot & Pavement Maintenance		This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
Parking Structure Upgrade/Rehabilitation		Some of the items identified in the 2016 Parking Structure Condition Analysis have been completed, but not all. This project appears in the current CIP as Parking Structure Capital Projects.
Petersen Barn Floor Repair		Project is expected to be completed in 2024.
Police Department Headquarters Parking	x	Project was completed in 2024.
Small Re-Roofing Projects		This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.
Roosevelt Yard Site Renovation and Rehabilitation	x	This project was included in the 2023-2029 CIP. This is a general project for all capital projects for the shared site on Roosevelt Blvd. This project will be ongoing and used as a general location for capital funds for the site.
Not Started		
Amazon Pool 50 M Hydrazzo Study	x	This project was delayed due to the remodel of City Hall.
Amazon Pool GHG Study and Upgrades	x	This project was delayed due to the remodel of City Hall.
Eugene Fire Department Paving Repairs	x	Work on this project is expected to begin 2025.
Facility Management Building 1 & 4 Roof Replacement	x	This project was delayed due to the remodel of City Hall.
Petersen Barn Repairs and HVAC	x	This project was delayed due to the remodel of City Hall. Estimated start date is currently unknown.
Fire Station 10 Roof and HVAC		The project appeared in the FY23 capital budget as "Fire Station Roof", was identified in the 2023-2029 CIP, and was expected to begin in 2023. However, the project was delayed as it was determined additional funding would be required to complete the project. It appears in this CIP as "Fire Station #10 Membrane Roof Replacement".
Amazon CC Building A Wall Cracks Investigation		Work on this project is expected to begin 2024.
Overpark HVAC Replacement		Funding constraints in the Parking Enterprise Fund have paused all but emergency capital projects until the fund recovers.
Overpark Garage Deferred Maintenance		This project is a placeholder for capital repairs identified in the 2016 Parking Structure Assessment. Currently the Parking Enterprise fund does not have available resources to undertake these projects.

Project Title	In	Project Status
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		2023-29 CIP	
Not Started			
Hult Garage - Deferred Maintenance			This project is a placeholder for capital repairs identified in the 2016 Parking Structure Assessment. Currently the Parking Enterprise fund does not have available resources to undertake these projects.
Pearl Street Garage Deferred Maintenance			This project is a placeholder for capital repairs identified in the 2016 Parking Structure Assessment. Currently the Parking Enterprise fund does not have available resources to undertake these projects.
Complete			
Fire Station #2 Siding Repair			Completed summer 2024
Library Roof			Completed summer 2024
Overpark Garage Emergency Repair			This project was completed in late summer 2024. Additional work was identified during the stairwell repair which increased total project spending to \$1.3M; this additional funding was appropriated in the December 2023 Supplemental Budget.
SMJ House Exterior Preservation			Completed summer 2024

Stormwater Capital Projects

Sections:

[Stormwater Project Map](#)

[Stormwater Funding Summary](#)

[Stormwater Overview](#)

[Stormwater Project Status Update](#)

Project Pages:

[6th Avenue Stormwater Retrofit](#)

[Adams Street 12th Avenue to 13th Avenue Stormwater Replacement](#)

[Amazon Creek Restoration](#)

[Amazon Prairie Mitigation Bank](#)

[Ayres Pond Culvert Replacement](#)

[Chad Drive Stormwater Retrofit](#)

[Clear Lake Phase 1 Capacity and Water Quality Improvements](#)

[East Ridge Village Stormwater Retrofit](#)

[East Santa Clara Waterway Improvements](#)

[Emerald and Onyx Streets 22nd Avenue to 24th Avenue Replacement](#)

[North Gilham Capacity and Water Quality Improvements](#)

[North Terry Street Drainage Improvements](#)

[Roosevelt Yard Water Quality Retrofit](#)

[Splash Pad Retrofits](#)

[Stormwater Facilities Plant Establishment Various Locations](#)

[Stormwater System Rehabilitation](#)

[Tip Up Replacement](#)

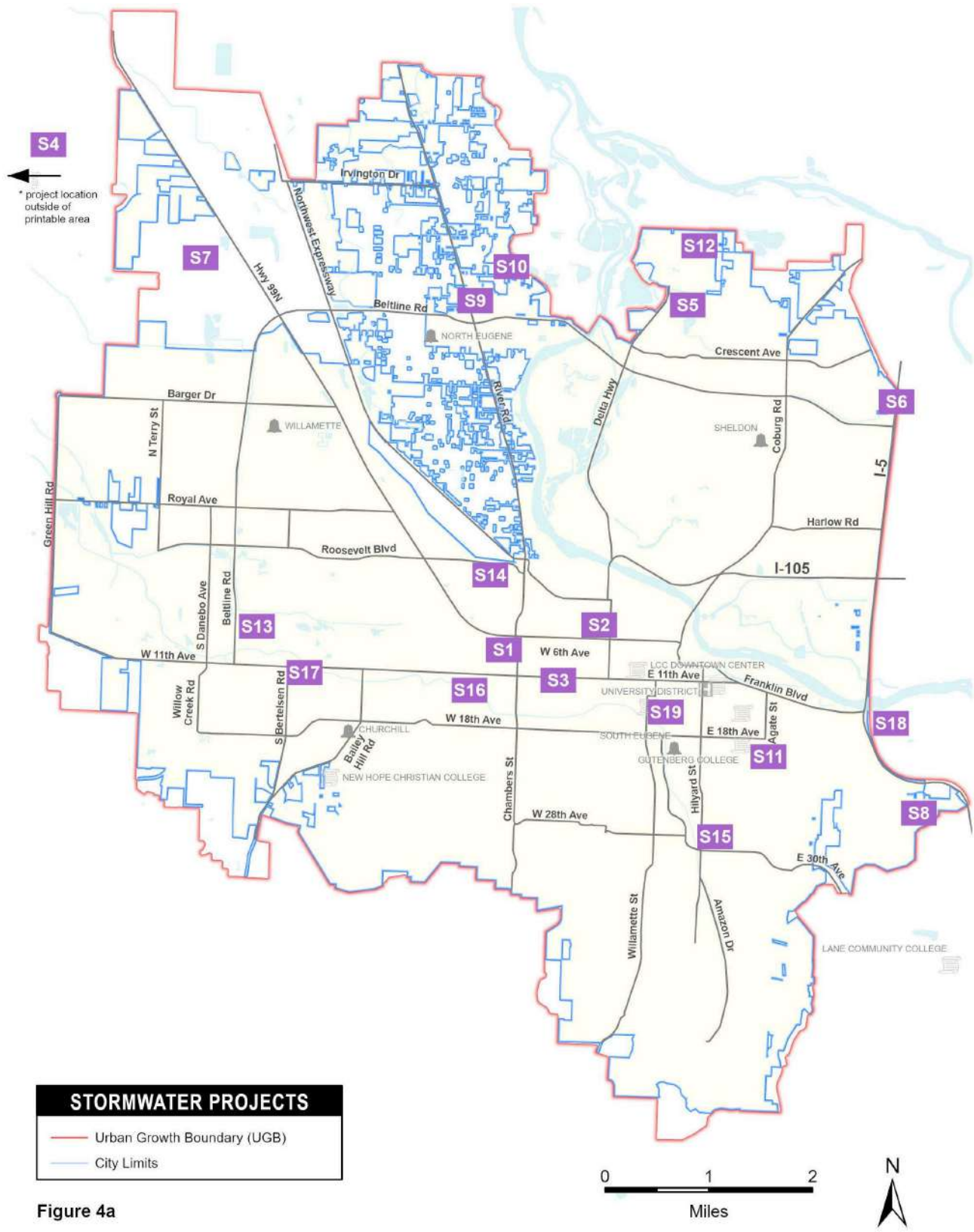
[Under Bridge Safety Modifications](#)

[Water Quality Facilities](#)

[Willamette River at I-5 Diversion Structure Removal Feasibility Study](#)

[Willamette Street 13th Avenue to 14th Avenue Stormwater Rehabilitation](#)

Stormwater Project Map



STORMWATER PROJECTS

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

S1	S2	6th Avenue Stormwater Retrofit
	S3	Adams Street 12th Avenue to 13th Avenue Stormwater Replacement
	S4	Amazon Prairie Mitigation Bank
	S5	Ayres Pond Culvert Replacement
	S6	Chad Drive Stormwater Retrofit
	S7	Clear Lake Phase 1 Capacity and Water Quality Improvements
	S8	East Ridge Village Stormwater Retrofit
S9	S10	East Santa Clara Waterway Improvements
	S11	Emerald and Onyx Streets 22nd Avenue to 24th Avenue Replacement
	S12	North Gilham Capacity and Water Quality Improvements
	S13	North Terry Street Drainage Improvements
	S14	Roosevelt Yard Water Quality Retrofit
S15	S16	S17 Under Bridge Safety Modifications
	S18	Willamette River at I-5 Diversion Structure Removal Feasibility Study
	S19	Willamette Street 13th Avenue to 14th Avenue Stormwater Rehabilitation

Figure 4b

Stormwater Funding Summary

		Funding by Biennium			
Project Title	Funding Status	2025-2027	2027-2029	2029-2031	Total
Functional and Safety Improvements					
Adams Street 12th Ave. to 13th Ave. Stormwater Replacement	Secured	\$50,000	\$200,000	\$-	\$250,000
Amazon Creek Restoration	Secured	90,000	280,000	-	370,000
Ayres Pond Culvert Replacement	Identified	260,000	-	-	260,000
Ayres Pond Culvert Replacement	Secured	240,000	-	-	240,000
East Santa Clara Waterway Improvements	Secured	1,000,000	-	-	1,000,000
Emerald and Onyx Streets 22nd Ave. to 24th Ave. Replacement	Identified	100,000	-	-	100,000
Emerald and Onyx Streets 22nd Ave. to 24th Ave. Replacement	Secured	100,000	-	-	100,000
Splash Pad Retrofits	Secured	-	50,000	350,000	400,000
Tip Up Replacement	Secured	-	50,000	350,000	400,000
Under Bridge Safety Modifications	Secured	1,350,000	1,050,000	-	2,400,000
Willamette River at I-5 Diversion Structure Removal Feasibility Study	Secured	100,000	-	-	100,000
Willamette Street 13th Ave. to 14th Ave. Stormwater Rehabilitation	Secured	-	250,000	-	250,000
Functional and Safety Improvements Total		3,290,000	1,880,000	700,000	5,870,000
New Capital Facilities					
Amazon Prairie Mitigation Bank	Secured	1,200,000	300,000	-	1,500,000
Roosevelt Yard Water Quality Retrofit	Secured	400,000	-	-	400,000
Stormwater Facilities Plant Establishment Various Locations	Secured	100,000	100,000	100,000	300,000
New Capital Facilities Total		1,700,000	400,000	100,000	2,200,000
Preservation and Maintenance					
Stormwater System Rehabilitation	Identified	20,000	60,000	60,000	140,000
Stormwater System Rehabilitation	Secured	90,000	540,000	2,860,000	3,490,000
Preservation and Maintenance Total		110,000	600,000	2,920,000	3,630,000
Upgrades and Capacity Enhancement					
6th Avenue Stormwater Retrofit	Secured	-	500,000	-	500,000
Chad Drive Stormwater Retrofit	Secured	-	300,000	300,000	600,000
Clear Lake Phase 1 Capacity & Water Quality Improvements	Identified	-	280,000	560,000	840,000
Clear Lake Phase 1 Capacity & Water Quality Improvements	Secured	-	40,000	460,000	500,000
East Ridge Village Stormwater Retrofit	Secured	100,000	200,000	-	300,000
North Gilham Capacity & Water Quality Improvements	Identified	270,000	280,000	-	550,000
North Gilham Capacity & Water Quality Improvements	Secured	-	160,000	-	160,000
North Terry Street Drainage Improvements	Secured	-	300,000	-	300,000
Water Quality Facilities	Identified	200,000	200,000	200,000	600,000
Upgrades and Capacity Enhancement Total		570,000	2,260,000	1,520,000	4,350,000
Stormwater CIP Total		\$5,670,000	\$5,140,000	\$5,240,000	\$16,050,000

Stormwater Overview

The City's stormwater capital program reflects the goals of the Comprehensive Stormwater Management Plan (CSWMP), the City's compliance with federal clean water regulations, including its National Pollutant Discharge Elimination System (NPDES) stormwater permit, the Willamette Basin Total Maximum Daily Load (TMDL), and the City's compliance with the federal and state groundwater protection regulations pertaining to drywells.

The goals of stormwater capital improvements include the following:

- Protect the community from excessive flood damage;
- Meet the requirements of the Clean Water Act for managing non-point source pollution and the Safe Drinking Water Act for protecting groundwater quality;
- Incorporate multiple objectives outlined in the CSWMP into capital projects: flood protection, water quality protection and enhancement, and related natural resource protection;
- Integrate stream corridors into the City's green infrastructure system through a combination of restoration and rehabilitation;
- Participate in the ongoing management and implementation of the wetland mitigation bank program; and
- Preserve the effectiveness of the stormwater system through an ongoing operations and maintenance program and system rehabilitation/retrofits.

Stormwater capital improvement priorities also reflect a set of guiding principles consistent with CSWMP goals and objectives and consider additional opportunities to leverage local funds through coordination with other City and County transportation and parks capital improvement needs. The stormwater capital improvements put forward in the 2025-2031 CIP reflect these priorities and goals.

Project Categories

Stormwater projects fall into one or more of the following four categories:

Functional and Safety Improvements: These projects include improvements to the performance and/or safety of stormwater infrastructure. Projects funded under this category include the Ayres Pond Culvert Replacement, East Santa Clara Waterway Improvements, Emerald and Onyx Streets 22nd Avenue to 24th Avenue Replacement, Under Bridge Safety Modifications, and the Willamette River at I-5 Diversion Structure Removal Feasibility Study.

New Capital Facilities: This category includes projects which result in construction of a new facility or system. A project funded under this category is the Roosevelt Yard Water Quality Retrofit and a program funded by this category is Stormwater Facilities Plant Establishment.

Preservation and Maintenance: This category includes projects that preserve the investment in the existing stormwater system, rehabilitate existing open waterways and outfalls, retrofit the existing stormwater system to improve water quality, and address localized system improvements. Programs funded under this category include Stormwater System Rehabilitation and Street and Alley Preservation.

Upgrades and Capacity Enhancement: These projects include modification, improvement, or expansion of existing facilities, and they enhance water quality and natural resources. Projects funded under this category include the East Ridge Village Stormwater Retrofit, the North Gilham Capacity and Water Quality Improvements.

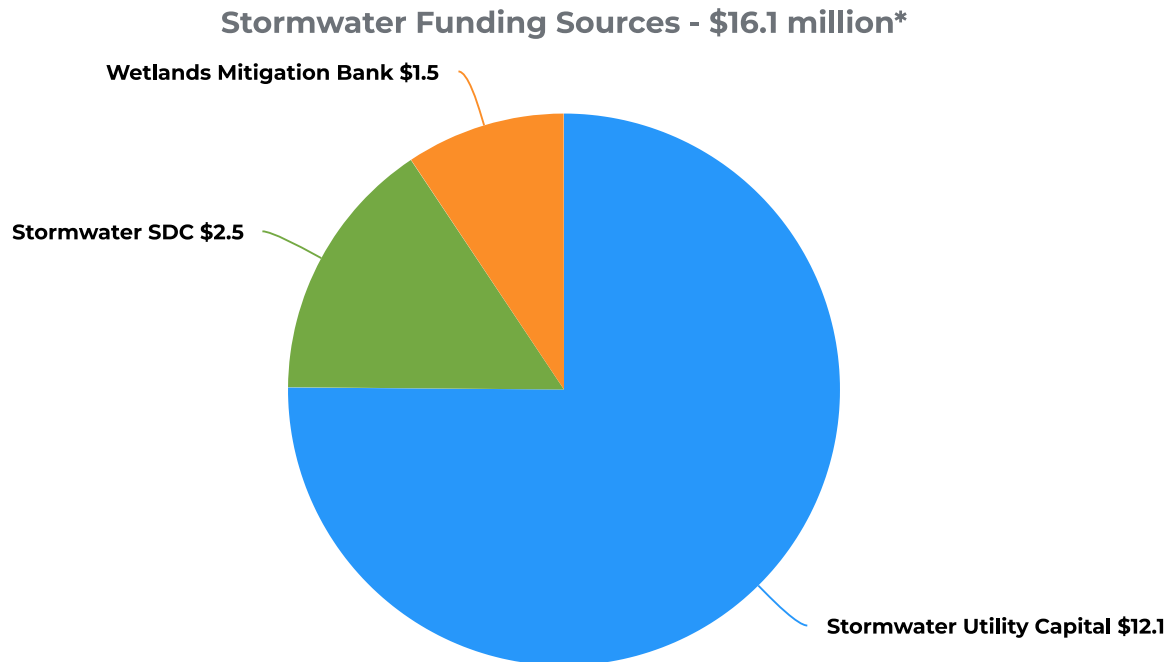


Stormwater Planter

Funding

The Stormwater Capital Program is primarily funded by stormwater user fees, systems development charges, and assessments to property owners. Expansion of the stormwater collection system to service new development is financed primarily by assessments and systems development charges.

*The following chart represents capital costs only; \$880,000 in operating costs are not depicted.



Project Selection Criteria

Stormwater projects are selected in a two-phase system. Phase 1 ranks projects based upon the following criteria:

- Project resolves an imminently hazardous situation which needs attention quickly;
- Project puts the City in compliance with direction from a regulatory entity;
- Project provides a long-term solution to an ongoing maintenance issue, or improves efficiency of maintenance activities;
- Project protects or restores natural watershed functions;
- Project resolves a safety, health, or security issue for citizens and staff;
- Project is a result of federal or state regulations, codes, laws, or other mandates;
- Project meets multiple objectives consistent with the Comprehensive Stormwater Management Plan (CSWMP);
- Project takes advantage of an opportunity that otherwise might not exist. Examples include grant funding and leveraging another project timeline or funding;
- Project addresses TMDL pollutant(s);
- Project is identified in an approved master plan or adopted study;
- Project expands the ability of City facilities to meet the needs of future growth and development. Impacts include capacity, water quality, natural resources, and safety;
- Project furthers an action or stated goal in the Climate Action Plan 2.0;
- Project improves system resiliency against natural disasters including earthquakes, flooding, or landslides; and
- Project addresses issues in underserved parts of the city or parts of the city with higher proportions of historically underserved populations.

In Phase 2 the following items are considered before final prioritization of projects and funding. Based on first phase scoring, current level of funding available, and the following guidelines, projects will be selected for inclusion in the CIP.

- Are there aspects of the project that could delay it or make it cost prohibitive? What is the likelihood of these obstacles occurring?
- Is there a more cost-effective way to address the problem or opportunity?
- Does the project resolve an issue in an environmentally responsible way? Have other solutions been considered?
- Were potential adverse impacts of the project identified and minimized as possible?
- Is there funding available for the entire project or is phasing the project possible?
- Are there funding sources (internal or external) that could support the work?
- Does the project require significant planning, outreach, and design work? Is the project ready to construct?
- Is there staff capacity to complete the project and to maintain the project once it is constructed?
- Does the project provide an opportunity to coordinate with transportation and other projects to lower overall greenhouse gas impacts, increase efficiencies, and lower costs?
- Can staff collaborate with the Urban Forestry section to identify potential tree planting sites along capital projects to align with the urban forestry goals in the Climate Action Plan 2.0?

Specific Plans/Policies Related to Stormwater Projects

[City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan](#)

[City of Eugene Willamette Basin Total Maximum Daily Load \(TMDL\) Implementation Plan](#)

[Climate Action Plan 2.0](#)

[Climate Recovery Ordinance](#)

[Comprehensive Stormwater Management Plan](#)

[Envision Eugene](#)

[Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan \(NHMP\)](#)

[Parks and Recreation System Plan \(Picture. Plan. Play.\)](#)

[SDC City Code and Methodologies](#)

[Stormwater Basin Master Plan](#)

Capital Project Status Update

Project status updates are provided below for projects that have been included in previous Adopted or Supplemental Budgets and were not completed as of the 2023-2029 CIP; where applicable, it is noted if projects were included in the last CIP.

Project Title	In 2023-29 CIP	Project Status
In Progress		
Chad Drive Stormwater Retrofit	x	Preliminary scoping has started for this project.
Amazon Creek Restoration: 19th Ave - 24th Ave		This project was partially funded in the FY16-21, FY18-FY23, and FY20-25 CIPs and is in the design phase. \$2.9M was added in June 2024 Supplemental Budget for this project, to remove a section of concrete channel, re-slope the bank, and add a footbridge to cross Amazon Creek. Additional funding for this project was allocated in the December 2024 Supplemental Budget to support reimbursable work completed on behalf of EWEB; this cross-organizational collaboration increased construction efficiencies and minimized disruption to the public.
Amazon Creek Restoration	x	This project was partially funded in the 2023-2029 CIP and is in the design phase.
Amazon Prairie Mitigation Bank	x	Phase 1 of the Amazon Prairie Mitigation Bank began construction in 2020. Since that time earthwork, vegetation establishment and monitoring have occurred. Phase 1 has two more years of performance standards to meet requiring additional operational inputs. Phase 2 of the Amazon Prairie Mitigation Bank is scheduled to begin construction in 2026. Phase 3 is scheduled for 2028.
Atlantic Street and Pacific Avenue Repair	x	Preliminary scoping has started for this project.
East Santa Clara Waterway Restoration	x	This project was partially funded in the FY22 - 27 and 2023-2029 CIPs and is in the design phase. Formerly titled "East Santa Clara Waterway Improvements".
Emerald St. and Onyx St. (22nd - 24th Ave) Stormwater Replacement	x	This project was partially funded in the 2023-2029 CIP and is in the design phase with construction expected in 2025.
Mill Street Water Quality Improvement	x	Preliminary scoping has started for this project. This project was partially funded in the last two CIPs.
North Delta Highway Stormwater Rehabilitation	x	This project is in the design phase. Construction is planned for 2026.
North Gilham Capacity and Water Quality Improvements	x	This project was funded in the 2023-2029 CIP and is in the design phase.
North Terry Street Drainage Improvements	x	Preliminary scoping has started for this project. This project was partially funded in the FY22 - 27 CIP and programmed in the 2023-2029 CIP.
Park Forest Drive from 28th Ave. Stormwater Improvement		This project is in the design phase. Construction is planned for 2025.
Safety Enhancement for Quality & Flow Monitoring	x	This project is in the design phase. Construction is planned for 2025.
Stormwater Basin Master Plan Update	x	This planning process is in progress.

Project Title	In 2023-29 CIP	Project Status
In Progress		
Stormwater Services for New Development	x	This is an ongoing program to fund new stormwater infrastructure and capacity improvements. Funds are budgeted under this project and later transferred to specific capital projects as they are identified and developed. The individual projects within this program for 2025-2031 have been identified and are included in this CIP.
Stormwater System Rehabilitation	x	This is an ongoing program to rehabilitate existing systems and improve deficiencies in the overall stormwater system. Individual projects within this program for the upcoming capital budget have been identified and are included separately in this CIP.
Stream Restoration and Stabilization	x	This is an ongoing program. Funds are budgeted under this program and then are transferred to specific capital projects as they are identified and developed. Individual projects within this program for the upcoming capital budget have been identified and are included in this CIP.
Trainsong Park Stormwater Retrofit	x	Preliminary scoping has started for this project.
Tugman Creek Stormwater Restoration	x	Preliminary scoping has started for this project.
Under Bridge Safety Modifications		This project was funded in the FY22-27 CIP which covered a portion of the design expenses. This project has been phased with a portion of construction in 2024 and additional design and construction through 2029.
Water Quality Facilities	x	This item has previously appeared in the CIP and is an ongoing capital program. Funds are budgeted under this program and then are transferred to specific projects as they are identified and developed. Individual projects within this program for 2025-2027 have been identified and are included in this CIP.
Wetland Mitigation Bank Capital Projects		This is an ongoing capital program. Funds are budgeted annually and are applied to specific capital projects as they are identified and developed. The Amazon Prairie Mitigation Bank is managed by POS and is currently the only active mitigation bank that continues to generate credits, and staff are actively seeking opportunities for a new phase of a wetland mitigation bank. Should the opportunity arise, additional funds will be used for land acquisition and restoration work.
Willow Corner Adaptive Management	x	Preliminary scoping has started for this project.
Delayed		
Alton Baker Canoe Canal Enhancement Planning	x	This project is delayed indefinitely in order to coordinate with other larger projects with unknown timing.
Golden Gardens A2 Channel Restoration Planning	x	This project is delayed indefinitely in order to coordinate with other larger projects with unknown timing.
Completed		
Drywell Elimination Program Holly and Calumet Areas	x	This project is complete.
Skinner Butte Parking Lot Water Quality Retrofits	x	This project is complete.

Transportation Capital Projects

Sections:

[Transportation Project Map](#)

[Transportation Funding Summary](#)

[Transportation Overview](#)

[Transportation Project Status Update](#)

Project Pages:

[14th Avenue Paving and City View Street Bike Improvements](#)

[2026 Neighborhood Pedestrian and Safety Enhancements](#)

[2026 Pedestrian Crossing Enhancements](#)

[2027 Neighborhood Traffic Calming](#)

[2028 Pedestrian Enhancements](#)

[2029 Bicycle Safety Enhancements](#)

[2029 Pedestrian Enhancements](#)

[24th Avenue, Agate Street, University Street, Harris Street, and 22nd Avenue Paving](#)

[31st Avenue and Agate Street Paving](#)

[Active Transportation, Safety, and Street Tree Bond Projects](#)

[Annual Slurry Seals and Local Street Repairs](#)

[Chambers Street Paving](#)

[Club Road and Country Club Road Paving](#)

[County Farm Road Paving](#)

[Delta Highway Paving](#)

[Echo Hollow Road Paving](#)

[Irvington Drive Paving](#)

[Jeppesen Acres Road Paving and Sidewalk Infill](#)

[Kinsrow Avenue, Lindley Lane, and Honeysuckle Lane Paving](#)

[Marshall Shared Use Path Rehabilitation](#)

[Pavement Preservation Program](#)

[Projects Supporting the Transportation System Plan](#)

[River Road Lighting](#)

[River Road: Green Lane to Beltline Road Paving](#)

[River Road: Wedgewood Drive to Green Lane Paving](#)

[Roosevelt Shared Use Path Rehabilitation & Lighting](#)

[Sidewalk Access Ramp Upgrades](#)

[Spring Boulevard, South Ridge Drive, Vine Maple Street, Pine Canyon Drive, Huckleberry Street Paving](#)

[Street Tree Stocking and Planting Program](#)

[Sunset Drive and Longview Street Paving](#)

[Terry Street Paving](#)

[Traffic Calming / Neighborhood Livability](#)

[Traffic Operations Improvement Program](#)

[Traffic Signal Controller Replacement](#)

[Traffic Signal Strain Pole Replacement](#)

[Waite Street and Ohio Street Paving](#)

[Willamette Street Paving](#)

[Willow Creek Road Paving](#)

Transportation Project Map

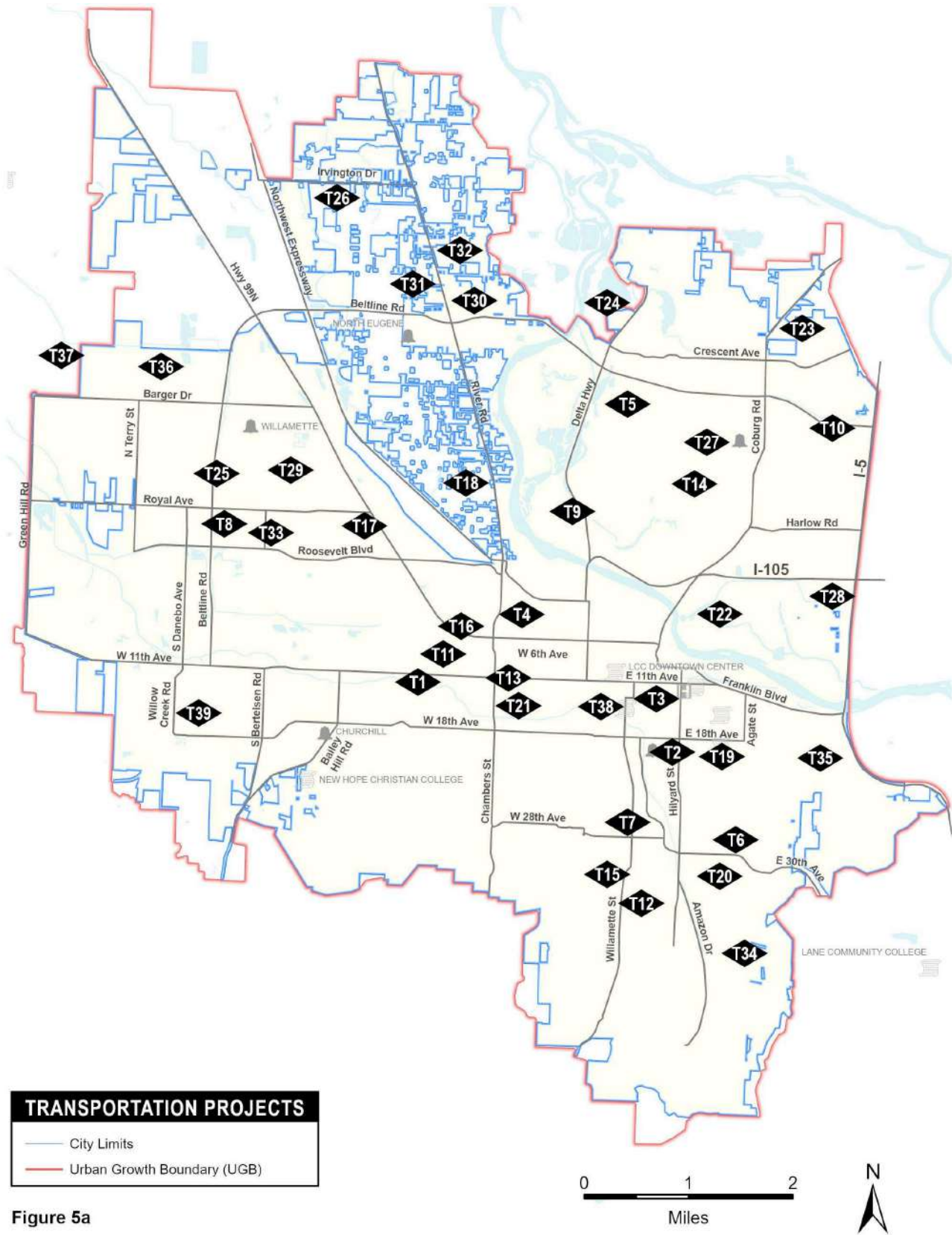


Figure 5a

TRANSPORTATION PROJECTS

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

T1	14th Avenue Paving and City View Street Bike Improvements
T2	2026 Pedestrian Crossing Enhancements
T3	
T4	
T5	
T6	2027 Neighborhood Traffic Calming
T7	
T8	
T9	
T10	
T11	2028 Pedestrian Enhancements
T12	2029 Bicycle Safety Enhancements
T13	
T14	
T15	2029 Pedestrian Improvements
T16	
T17	
T18	
T19	24th Ave, Agate St, University St, Harris St, and 22nd Ave Paving
T20	31st Avenue and Agate Street Paving
T21	Chambers Street Paving
T22	Club Road and Country Club Road Paving
T23	County Farm Road Paving
T24	Delta Highway Paving
T25	Echo Hollow Road Paving
T26	Irvington Drive Paving
T27	Jeppesen Acres Road Paving and Sidewalk Infill
T28	Kinsrow Avenue, Lindley Lane, and Honeysuckle Lane Paving
T29	Marshall Shared Use Path Rehabilitation
T30	River Road Lighting
T31	River Road: Green Lane to Beltline Road Paving
T32	River Road: Wedgewood Drive to Green Lane Paving
T33	Roosevelt Shared Use Path Rehabilitation & Lighting
T34	Spring Blvd, South Ridge Dr, Vine Maple St, Pine Canyon Dr, Huckleberry St Paving
T35	Sunset Drive and Longview Street Paving
T36	Terry Street Paving
T37	Waite Street and Ohio Street Paving
T38	Willamette Street Paving
T39	Willow Creek Road Paving

Figure 5b

Transportation Funding Summary

		Funding by Biennium			
Project Title	Funding Status	2025-2027	2027-2029	2029-2031	Total
Preservation and Maintenance					
14th Ave. Paving & City View St. Bike Improvements	Secured	300,000	590,000	-	890,000
2026 Neighborhood Pedestrian and Safety Enhancements	Secured	360,000	-	-	360,000
2026 Pedestrian Crossing Enhancements	Secured	520,000	-	-	520,000
2027 Neighborhood Traffic Calming	Secured	180,000	-	-	180,000
2028 Pedestrian Enhancements	Secured	300,000	740,000	-	1,040,000
2029 Bicycle Safety Enhancements	Secured	-	1,090,000	-	1,090,000
2029 Pedestrian Enhancements	Secured	-	660,000	-	660,000
24th Ave., Agate St., University St., Harris St., and 22nd Ave. Paving	Secured	300,000	3,560,000	-	3,860,000
31st Ave. and Agate St. Paving	Secured	1,590,000	-	-	1,590,000
Active Transportation, Safety, and Street Tree Bond Projects	Secured	1,000,000	1,000,000	-	2,000,000
Annual Slurry Seals and Local Street Repairs	Secured	-	600,000	600,000	1,200,000
Chambers St. Paving	Secured	1,440,000	-	-	1,440,000
Club Rd. and Country Club Rd. Paving	Secured	1,420,000	-	-	1,420,000
County Farm Rd. Paving	Secured	790,000	-	-	790,000
Echo Hollow Rd. Paving	Secured	-	1,470,000	-	1,470,000
Irvington Dr. Paving	Secured	300,000	1,910,000	-	2,210,000
Jeppesen Acres Rd. Paving and Sidewalk Infill	Secured	-	2,230,000	-	2,230,000
Kinsrow Ave., Lindley Ln., and Honeysuckle Ln. Paving	Secured	300,000	2,020,000	-	2,320,000
Marshall Shared Use Path Rehabilitation	Secured	100,000	300,000	-	400,000
River Road Lighting	Secured	100,000	200,000	-	300,000
River Rd.: Green Ln. to Beltline Rd. Paving	Secured	2,020,000	-	-	2,020,000
River Rd.: Wedgewood Dr. to Green Ln. Paving	Secured	2,960,000	-	-	2,960,000
Roosevelt Shared Use Path Rehabilitation & Lighting	Secured	-	1,500,000	-	1,500,000
Sidewalk Access Ramp Upgrades	Secured	300,000	300,000	300,000	900,000
Spring Blvd., South Ridge Dr., Vine Maple St., Pine Canyon Dr., Huckleberry St. Paving	Secured	2,810,000	-	-	2,810,000
Sunset Dr. and Longview St. Paving	Secured	-	1,330,000	-	1,330,000
Terry St. Paving	Secured	2,040,000	-	-	2,040,000
Waite St. and Ohio St. Paving	Secured	-	1,650,000	-	1,650,000
Willamette St. Paving	Secured	-	1,140,000	-	1,140,000
Willow Creek Road Paving	Secured	1,870,000	-	-	1,870,000
Delta Highway Paving	Identified	1,380,000	-	-	1,380,000
Delta Highway Paving	Secured	1,740,000	-	-	1,740,000
Pavement Preservation Program	Identified	1,200,000	1,240,000	1,240,000	3,680,000
Pavement Preservation Program	Secured	6,460,000	6,420,000	6,420,000	19,300,000
Preservation and Maintenance Total		31,780,000	29,950,000	8,560,000	70,290,000
Functional and Safety Improvements					
Traffic Calming / Neighborhood Livability	Secured	200,000	200,000	200,000	600,000
Traffic Operations Improvement Program	Secured	500,000	500,000	500,000	1,500,000
Traffic Signal Controller Replacement	Secured	100,000	100,000	100,000	300,000
Traffic Signal Strain Pole Replacement	Secured	500,000	500,000	500,000	1,500,000

Functional and Safety Improvements Total		1,300,000	1,300,000	1,300,000	3,900,000
Upgrades and Capacity Enhancement					
Projects Supporting the Transportation System Plan	Identified	4,400,000	4,820,000	4,820,000	14,040,000
Street Tree Stocking and Planting Program	Secured	800,000	700,000	-	1,500,000
Upgrades and Capacity Enhancement Total		5,200,000	5,520,000	4,820,000	15,540,000
Transportation CIP Total		\$38,280,000	\$36,770,000	\$14,680,000	\$89,730,000

Transportation Overview

Many of the projects in the Transportation section are derived from the Eugene 2035 Transportation System Plan, adopted in 2017. Other plans and policies that support the selection of projects include:

- Pavement Management Program;
- Vision Zero Action Plan;
- Americans with Disabilities Act Transition Plan for Public Rights-of-Way;
- Climate Recovery Ordinance;
- Climate Action Plan 2.0 (CAP 2.0);
- Envision Eugene recommendations;
- Master Traffic Communications Plan; and
- Eugene-Springfield Natural Hazards Mitigation Plan.

Transportation capital projects fall into the following five categories:

Functional and Safety Improvements: This category includes proposed transportation improvements that involve:

- Neighborhood transportation livability projects;
- Accessibility projects, such as installing and upgrading accessible pedestrian signals and sidewalk access ramps;
- Shared-use path rehabilitation;
- Pedestrian crossing treatments; and
- Traffic signals, streetlights, and intersection improvements.

Projects within this category are typically funded by the Transportation Systems Development Charges (SDCs) Fund, the pedestrian and bicycle component of the 2022 Street Bond, the City's share of state gas tax (and related revenues), and grants from other levels of government (e.g. state and federal). Projects are generally identified within planning documents, based on traffic crash data, from community and partner agency requests, and as opportunities arise to implement, including with other, larger projects.

New Capital Facilities: This project category includes new streets built by the City or by private developers and new shared-use paths. Funds for city-built improvements in this category come from systems development charges (SDCs), Special Assessment Capital Projects Fund, and grants from other levels of government (e.g. state and federal). Projects are generally identified within planning documents, primarily the 2035 Transportation System Plan.

Preservation and Maintenance: These projects preserve prior investments by rehabilitating existing transportation infrastructure where routine preventative maintenance activities are no longer cost-effective. These projects typically include overlays, slurry seals, and in some cases, reconstruction of existing streets and shared-use paths. These projects are funded through the City's local motor vehicle fuel tax, Transportation SDC (reimbursement component), federal funds, and General Obligation Bonds. Street projects are identified through the Pavement Management System, which scores streets by their age, surface condition, and visible distresses. Projects are then prioritized by selecting streets that can be prevented from falling into a condition that requires a more expensive reconstruction treatment. Projects are also prioritized on the basis of social equity, geographic distribution, and elements of the project selection criteria described in a following section below. Bridge rehabilitation projects are selected based on records of regular bridge inspections performed by the Oregon Department of Transportation and the Eugene-Springfield Natural Hazards Mitigation Plan.

Upgrades to City Standards: These are projects that bring existing, substandard facilities up to City standards. Typically, these are street improvements that include improving the road structure, constructing curbs, gutters, and sidewalks, building bike lanes, and undergrounding utilities on an as-needed basis. The primary funds used for these projects are assessments, SDCs, the Road General Capital Fund, and grants from other levels of government. Projects are generally identified within planning documents.

Capacity Enhancement: Projects in this category typically involve increasing the number of system users that a facility can carry. Based on previous City Council direction, capacity increasing projects are focused on facilities serving people who walk, bicycle, and take transit.

Funding for these projects generally comes from a combination of Systems Development Charges (SDCs), grants (e.g. state and federal) and Special Assessment Capital Project Funds. Projects are generally identified within planning documents.

Funding

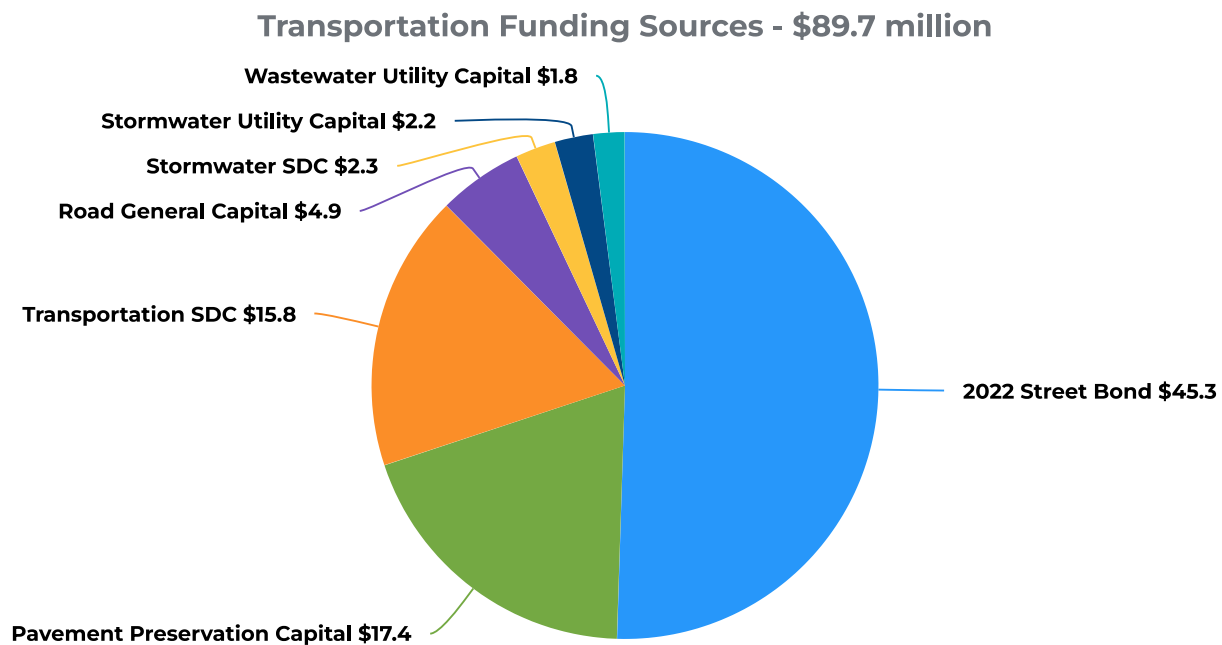
In November 2022, Eugene voters approved the fourth five-year bond measure to repair streets, make active transportation improvements, and to fund safety and street tree projects throughout the City. The bond measure authorized the issuance of \$61.2 million in General Obligation Bonds. Construction of 2022 bond-financed projects began in summer 2024 and the first year of the property tax levy occurred in the first year of the 2023-2025 biennium. These funds are included in the 2025-2031 CIP.

Transportation SDC projects are funded at the current level of projected SDC revenue, which is generated from development within the City. The Transportation SDC improvement component is projected to provide \$2,410,000 annually from 2025-2031. The Transportation SDC reimbursement component is expected to provide \$230,000 annually from 2025-2031.

The City's five-cent local motor vehicle fuel tax provides revenue for the Pavement Preservation Capital Fund, which is used to preserve the existing transportation system without increasing capacity or conducting major upgrades to the streets. The motor vehicle fuel tax is projected to provide about \$3 million annually. Due to rising construction costs and more costly repair needs for the bond-funded projects, it is anticipated that the funds from the City's local motor vehicle fuel tax will be needed to fully fund and complete the bond-funded paving projects.

The pavement preservation backlog on asphalt streets was estimated to be \$158 million at the end of 2023. The Pavement Management System estimated that \$15.4 million annually is needed to preserve the existing street pavement system and prevent additional streets from needing costly reconstruction. Staff are in the process of developing a similar program for roadway bridges.

The City also has a maintenance backlog of the off-street shared-use path and pedestrian and bicycle bridge system that is estimated to be around \$10 million. Because most transportation funding is dedicated to street rights-of-way or specific projects due to statutory restrictions on the use of motor vehicle fuel taxes, funding shared-use path construction and maintenance is challenging. Currently, funding from federal grants and general obligation bonds is typically used for construction and capital preservation projects in this system.



Project Selection Criteria

The project selection criteria for the City's transportation system vary depending on the type of project and funding source, as well as the many plans that shape the project decision-making process. For example, projects within the Pavement Management System are chosen through a formal process in which streets are scored by their surface condition and visible distresses. Other projects that include new capital facilities, upgrades to city standards, and transportation capacity enhancements are prioritized based on development demands and other plans, such as Envision Eugene or the 2035 Transportation System Plan.

Historically, project selection criteria such as funding source, project type, planning documents, geographic location, neighborhood involvement, function and safety, and asset condition have commonly been used to prioritize transportation projects. More recently, additional factors have been integrated into project selection, including equity considerations such as whether the project is located in a traditionally underserved area, whether projects are on Vision Zero corridors, and the project's ability to reduce greenhouse gas emissions from motor vehicles. Staff have developed a tool that enables a comparison of how well potential projects address these and other factors. This tool will be used for programming categories of transportation funding within this CIP, including for the pedestrian and bicycle component of the street bond and for future grant opportunities.

Specific Plans/Policies Related to Transportation Projects

[2020 Wastewater Master Plan](#)

[2022 Street Bond Measure 20-333](#)

[Americans with Disabilities Act \(ADA\) Transition Plan](#)

[City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan](#)

[Climate Action Plan 2.0](#)

[Climate Recovery Ordinance](#)

[Comprehensive Stormwater Management Plan](#)

[Council-specific Direction](#)

[Envision Eugene](#)

[Eugene 2035 Transportation System Plan](#)

[Eugene/Springfield Multi-Jurisdictional Natural Hazards Mitigation Plan \(NHMP\)](#)

[Master Traffic Communications Plan - CLMPO Intelligent Transportation Systems Plan](#)

[Pavement Management Program Report](#)

[Regional Transportation Plan](#)

[Vision Zero Action Plan](#)

Capital Project Status Update

Project status updates are provided below for projects that have been included in previous Adopted or Supplemental Budgets and were not completed as of the 2023-2029 CIP; where applicable, it is noted if projects were included in the last CIP.

Project Title	In 2023-29 CIP	Project Status
Complete		
2024 Slurry Seals and Local Street Repairs	x	This project was completed in summer 2024.
46th Ave.: Fox Hollow Rd. to Donald St. Paving		This project was completed in fall 2024.
8th Avenue Streetscape/Bike Facility Improvements		Additional funding for this project was allocated in the December 2023 Supplemental Budget to provide support from stormwater SDCs for stormwater low impact eligible components of the project. This project was completed in fall 2024.
Agate Street Paving		This project was completed in fall 2024.
Amazon Parkway Paving		This project was completed in summer 2024.
Bailey Lane: Bogart Ln. to Luella St. Paving	x	This project was completed in fall 2024.
Carmel, Brewer, Linnea, Monterey, etc., Paving	x	This project was completed in fall 2024.
Chambers Street Paving		Additional funding for this project was allocated in the December 2023 Supplemental Budget to support reimbursable work completed on behalf of EWEB; this cross-organizational collaboration increased construction efficiencies and reduced disruption to the public. This project was completed in fall 2024.
Coburg Rd: Ferry St RR Bridge to Willamette River Bridge		This project was completed in spring 2024.
Coburg Rd., Oakway Rd. to Ferry St. Bridge Paving		This project was completed in fall 2024.
Goodpasture Island Road Bridge Repairs	x	This project was completed in spring 2024.
Lakeview Drive and Crescent Ave Paving		This project was completed in summer 2024.
MLK Jr. Blvd. Transit & Safety Improvements	x	This project was completed in fall 2024.
Oak Street Paving	x	This project was completed in fall 2024.
Pearl Street Paving		This project was completed in fall 2024.
Polk Street Paving		This project was completed in summer 2023.
Portland Street Paving		This project was completed in summer 2024.
River Rd. and Irving Rd. Improvements		This project was completed in fall 2024.
River Road Paving		This project was completed in summer 2024.
Safe Routes to School Program: Howard Elementary School - Pedestrian Path	x	This project was completed in fall 2024.
Safe Routes to School Program: Bethel/Prairie Mountain Crosswalks		This project was completed in fall 2023.
Spyglass Drive Paving		This project was completed in fall 2023.
W. 8th Ave. Paving		Additional funding for this project was allocated in the December 2023 Supplemental Budget to support reimbursable work completed on behalf of EWEB; this cross-organizational collaboration increased construction efficiencies and reduced disruption to the public. This project was completed in fall 2024.
18th Ave. and Hilyard Street Intersection Safety	x	A federal grant through the Central Lane Metropolitan Planning Organization (CLMPO) has been secured for this project. Preliminary Design for this project is underway.

Project Title	In 2023-29 CIP	Project Status
In Progress		
2025 Slurry Seals and Local Street Repairs	x	Project scoping and street selection has begun.
24th Ave, Hilyard St., and Alder St. Paving	x	Preliminary Design for this project is underway. Construction is expected to begin in the spring of 2025.
Active Transportation Projects Funded by Street Bond	x	This is an ongoing capital program.
Bailey Hill Rd. at Bertelsen Rd. Roundabout	x	Two federal grants have been secured for this project: All Roads Transportation Safety Grant through the Oregon Department of Transportation and a Surface Transportation Program Block Grant through the Central Lane Metropolitan Organization. Scoping and preliminary design has started for this project.
Berkeley Park Path		Preliminary Scoping for this project has begun.
Chambers Street Safety Improvements, 2nd Ave. to 28th Ave.	x	This project is in construction.
Chambers Street Seismic Bridge Retrofits		Construction will begin for this project in early 2025.
Climate Action Planning and Tree Planting	x	This capital program is being replaced with a new structure as part of the 2022 Street Bond. A new, ongoing capital project called Street Tree Stocking and Planting is identified in this CIP.
Coburg Road Viaduct Load Strengthening	x	Project Scoping for this project has begun.
Division Avenue Safety Improvements		The project received a federal grant through the Central Lane Metropolitan Planning Organization (CLMPO) and has since received additional federal funding from the All Roads Transportation Safety (ARTS) program to complete project design and construction. Project Scoping and Preliminary Design are underway for this project.
East Broadway Street Paving	x	Design for this project is underway with construction expected in the spring of 2025.
Franklin Blvd: 11th Ave. to Walnut St. Paving	x	This project will be completed as part of the Franklin Blvd: a Partnership to Rebuild and Revive a Corridor project.
Franklin Blvd: A Partnership to Rebuild and Revive a Corridor	x	This project received a federal RAISE grant to redesign the Franklin Blvd corridor. An extensive public outreach process was previously completed. Preliminary Scoping and Design for the project has started.
Goodpasture Island Road Bridge Seismic Retrofit	x	The project received federal funding to complete project design and construction. Preliminary Scoping has begun.
Hunsaker Lane Complete Street Upgrades		This project is a partnership with Lane County which has already conducted significant public involvement and adopted a design concept for the street. There has also been significant support for the project expressed through the River Road/Santa Clara neighborhood planning process. Preliminary Design has begun for this project.
Lincoln Street Protected Bike Lanes		Project has received two federal grants from ODOT and the Central Lane MPO. Preliminary Scoping has begun for this project.
Oakway Road Protected Bike Lanes	x	A federal grant has been secured through the Central Lane Metropolitan Planning Organization (CLMPO). Preliminary Scoping has begun for this project.

Project Title	In 2023-29 CIP	Project Status
In Progress		
Pavement Preservation Program	x	This is an ongoing program to rehabilitate streets in Eugene. The majority of program funds were allocated to specific capital projects in FY26-27. It is anticipated that the city motor vehicle fuel tax will be used to supplement the General Obligation Bond street repair projects due to increasing construction costs and the need for more costly repairs. For FY28-31, funds will be transferred to specific projects as they are identified and developed.
Projects Supporting the Transportation System Plan	x	This is ongoing funding from the improvement component of the Transportation SDC funds. As individual projects from the SDC Project List are prioritized, funded, and programmed, this funding will be budgeted for the individual projects. Individual projects for FY26 and FY27 have been identified and are included in this CIP.
Regional Bicycle Enhancements (CLMPO)	x	Preliminary Design is underway for this project. This project is a partnership with the Central Lane MPO and City of Springfield.
River Road – Santa Clara Pedestrian & Bicycle Bridge	x	Preliminary Scoping is underway for this project.
Sidewalk Access Ramp Upgrades	x	Project scoping has begun for the FY26 ramp upgrades.
Traffic Calming / Neighborhood Livability	x	This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed.
Traffic Operations Improvement Program	x	This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed.
Traffic Signal Controller Replacement	x	This is an ongoing program. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed.
Traffic Signal Safety Improvements Conversion to Flashing Yellow Arrow		This project will be funded through a federal All Roads Transportation Safety grant through ODOT. Construction on this project will begin in the spring of 2025.
Traffic Signal Strain Pole Replacement	x	This is an ongoing program. Funds are budgeted under this program and are utilized as needed.
West Bank Path Extension, Beaver St. to Admiral St.	x	A federal grant has been secured through the Central Lane Metropolitan Planning Organization (CLMPO). Preliminary Scoping has begun for this project.
Not Started		
Amazon Creek Bridge at Bailey Hill Road		Construction is anticipated to begin in spring of 2025.
11th Ave.: Charnelton to Grant St. Paving	x	Construction for this project will begin in early 2025.
Maxwell/Prairie Sidewalks		This project received \$1.8M in the December 2023 Supplemental Budget. Construction for this project will begin in early 2025.

Wastewater Capital Projects

Sections:

[Wastewater Project Map](#)

[Wastewater Funding Summary](#)

[Wastewater Overview](#)

[Wastewater Project Status Update](#)

Project Pages:

[100+ Year Pipe Rehabilitation and Replacement](#)

[500 Year Flood Wastewater Retrofit](#)

[Clear Lake Wastewater Extension Phase 1](#)

[Flexible Pipe Connections - Pump Stations to Discharge Pipes](#)

[Franklin Boulevard Wastewater Rehabilitation](#)

[Longview Avenue Wastewater Rehabilitation](#)

[Prairie Road South of Beltline Highway Wastewater Extension](#)

[Pump Station Rehabilitation](#)

[Van Ness Wastewater Capacity Enhancements](#)

[Wastewater Extensions for Key Transportation Corridors Phase 1](#)

[Wastewater Rehabilitation South Bertelsen Road](#)

[Wastewater Rehabilitation Stewart Road](#)

[Wastewater System Rehabilitation](#)

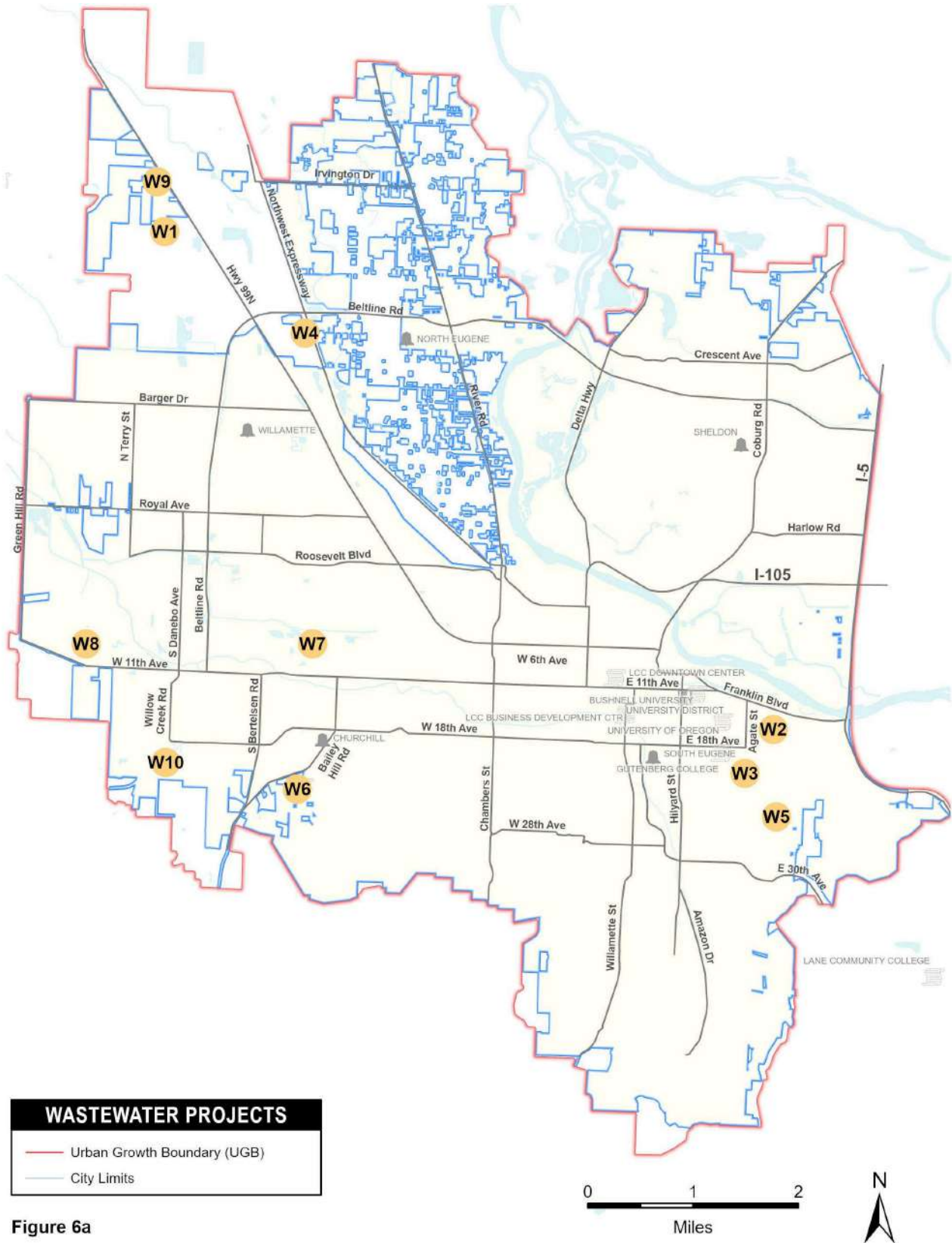
[West 11th Avenue and Crow Road Wastewater Extension](#)

[West Enid Road Wastewater Capacity Enhancements](#)

Willow Creek and West 18th Wastewater Extension



Wastewater Project Map



WASTEWATER PROJECTS

Site-specific CIP projects shown in funding tables for 2025-2031 as \$50,000 or more

- W1 Clear Lake Wastewater Extension Phase 1
- W2 Franklin Boulevard Wastewater Rehabilitation
- W3 Longview Avenue Wastewater Rehabilitation
- W4 Prairie Road South of Beltline Highway Wastewater Extension
- W5 Van Ness Wastewater Capacity Enhancements
- W6 Wastewater Rehabilitation South Bertelsen Road
- W7 Wastewater Rehabilitation Stewart Road
- W8 West 11th Avenue and Crow Road Wastewater Extension
- W9 West Enid Road Wastewater Capacity Enhancements
- W10 Willow Creek and West 18th Wastewater Extension

Figure 6b

Wastewater Funding Summary

		Funding by Biennium			
Project Title	Funding Status	2025-2027	2027-2029	2029-2031	Total
New Capital Facilities					
Clear Lake Wastewater Extension Phase 1	Identified	\$1,000,000	\$1,080,000	\$1,160,000	\$3,240,000
Prairie Road South of Beltline Highway Wastewater Extension	Identified	160,000	-	-	160,000
Prairie Road South of Beltline Highway Wastewater Extension	Secured	735,000	-	-	735,000
Wastewater Extensions for Key Transportation Corridors Phase 1	Identified	500,000	-	-	500,000
West 11th Avenue and Crow Road Wastewater Extension	Secured	500,000	-	-	500,000
Willow Creek and West 18th Wastewater Extension	Identified	500,000	1,080,000	1,160,000	2,740,000
New Capital Facilities Total		3,395,000	2,160,000	2,320,000	7,875,000
Preservation and Maintenance					
100+ Year Pipe Rehabilitation and Replacement	Secured	745,000	1,000,000	1,000,000	2,745,000
500 Year Flood Wastewater Retrofit	Secured	140,000			140,000
Flexible Pipe Connections - Pump Stations to Discharge Pipes	Secured	400,000	-	-	400,000
Franklin Boulevard Wastewater Rehabilitation	Secured	300,000	-	-	300,000
Longview Avenue Wastewater Rehabilitation	Secured	100,000	200,000	-	300,000
Pump Station Rehabilitation	Secured	420,000	420,000	420,000	1,260,000
Wastewater Rehabilitation South Bertelsen Road	Secured	-	-	1,700,000	1,700,000
Wastewater Rehabilitation Stewart Road	Secured	-	1,700,000	-	1,700,000
Wastewater System Rehabilitation	Identified	80,000	220,000	220,000	520,000
Wastewater System Rehabilitation	Secured	200,000	620,000	1,570,000	2,390,000
Preservation and Maintenance Total		2,385,000	4,160,000	4,910,000	11,455,000
Upgrades and Capacity Enhancement					
Van Ness Wastewater Capacity Enhancements	Identified	-	160,000	-	160,000
Van Ness Wastewater Capacity Enhancements	Secured	-	350,000	-	350,000
West Enid Road Wastewater Capacity Enhancements	Identified	160,000	-	-	160,000
West Enid Road Wastewater Capacity Enhancements	Secured	350,000	-	-	350,000
Upgrades and Capacity Enhancement Total		510,000	510,000	-	1,020,000
Wastewater CIP Total		\$6,290,000	\$6,830,000	\$7,230,000	\$20,350,000

Wastewater Overview

The City's wastewater collection system collects and conveys wastewater from Eugene to the regional water pollution control facility, which is owned and operated by the Metropolitan Wastewater Management Commission (MWMC). Projects associated with the regional water pollution control facility and other regional facilities are separately managed and funded by the MWMC Capital Program.

During wet weather, groundwater and rainwater enter the wastewater collection system due to open joints, cracks, and other age-related defects. When this occurs, it reduces the carrying capacity of the collection system and increases flows that must be treated by the wastewater pollution control facility. One focus of the capital wastewater program is on preservation of the existing wastewater system rehabilitation program in order to restore water-tightness to the collection system, reduce undesired stormwater flow volumes, and restore the structural integrity of this critical infrastructure. Another focus is extending wastewater infrastructure to meet the major wastewater system collection expansion goals as described in Chapter 7 of the 2020 Wastewater Master Plan.

Project Categories

Wastewater projects typically fall into one of the following categories:

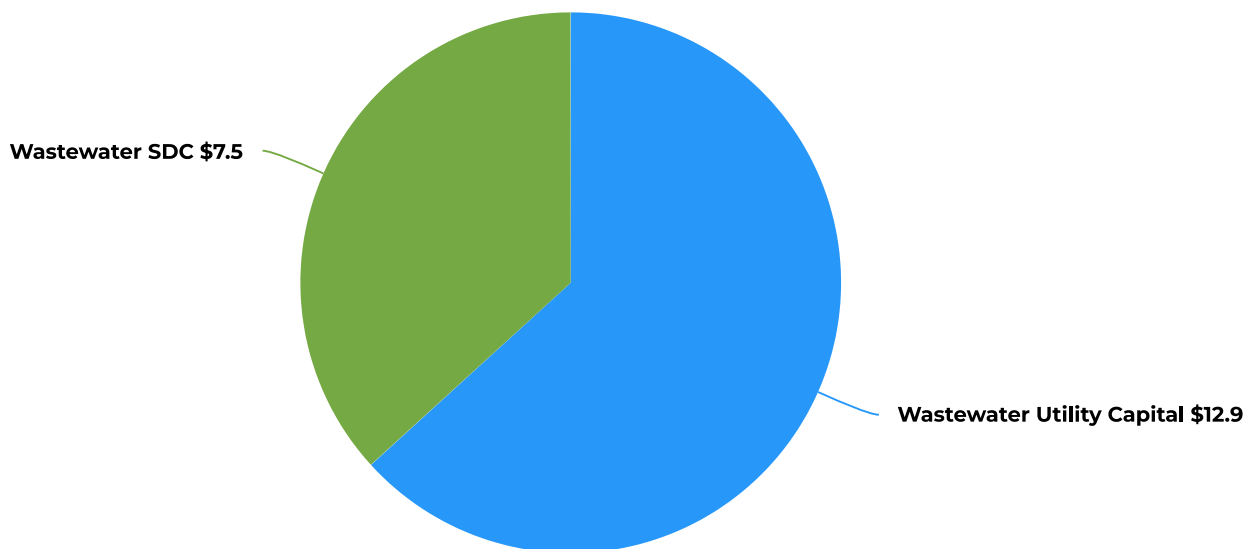
Preservation and Maintenance: This category includes rehabilitation projects such as the Wastewater System and Pump Station Rehabilitations.

New Capital Facilities: Wastewater Services for New Development projects fall into this category.

Funding

The Wastewater Capital Program is supported by local wastewater user fees, wastewater systems development charges, and assessments to property owners. Expansion of the wastewater collection system to service new development is financed primarily by grants, assessments, and systems development charges.

Wastewater Funding Sources - \$20.4 million



Project Selection Criteria

Wastewater projects were selected in a two-phase system. Phase 1 ranks projects based upon the following criteria:

- Project resolves an imminently hazardous situation which needs attention quickly;
- Project puts the City in compliance with direction from a regulatory entity;
- Project resolves a safety, health, or security issue for citizens and staff;
- Project is a result of federal or state regulations, codes, laws, or other mandates;
- Project provides a long-term solution to an ongoing maintenance issue or improves efficiency of maintenance activities;
- Project meets multiple objectives consistent with the 2020 Wastewater Master Plan;
- Project takes advantage of an opportunity that otherwise might not exist. Examples include grant funding and leveraging another project timeline or funding;
- Project is identified in an approved master plan or adopted study;
- Project expands the ability of City facilities to meet the impacts of future growth and development. Impacts include capacity and safety;
- Project improves system resiliency against natural disasters including earthquakes, flooding, or landslides; and
- Project addresses issues in underserved parts of the city or parts of the city with higher proportions of historically underserved populations.

In Phase 2 the following items are considered before final prioritization of projects and funding. Based on first phase scoring, current level of funding available, and the following guidelines, projects were selected for inclusion into the CIP.

- Are there aspects of the project that could delay it or make it cost prohibitive? What is the likelihood of these obstacles occurring?
- Is there a more cost-effective way to address the problem or opportunity?
- Does the project resolve an issue in an environmentally responsible way? Have other solutions been considered?
- Were potential adverse impacts of the project identified and minimized as much as possible?
- Is there funding available for the entire project or is phasing the project possible?
- Are there funding sources (internal or external) that could support the work?
- Does the project require significant planning, outreach, and design work? Is the project ready to construct?
- Is there staff capacity to complete the project and to maintain the project once it is constructed?
- Are there opportunities to coordinate wastewater projects with transportation and other projects for lower overall greenhouse gas impacts, greater efficiencies, and lower costs?
- Is there opportunity to collaborate with the Urban Forestry section to identify potential tree planting sites along capital projects to align with the urban forestry goals in the Climate Action Plan 2.0?

Specific Plans/Policies Related to Wastewater Projects

[2020 Wastewater Master Plan](#)

[Climate Action Plan 2.0](#)

[Climate Recovery Ordinance](#)

[Envision Eugene](#)

[Housing Implementation Pipeline \(HIP\)](#)

Capital Project Status Update

Project status updates are provided below for projects that have been included in previous Adopted or Supplemental Budgets and were not completed as of the 2023-2029 CIP; where applicable, it is noted if projects were included in the last CIP.

Project Title	In 2023-29 CIP	Project Status
In Progress		
Pump Station Rehabilitation	x	This is an ongoing capital program. Funds budgeted under this program are subsequently transferred to specific projects as they are identified and developed.
100+ Year Pipe Rehabilitation and Replacement	x	This project was partially funded in the 2023-2029 CIP and is in the design phase.
500 Year Flood Wastewater Retrofit	x	This project was partially funded in the 2023-2029 CIP. Preliminary scoping is in progress.
Flexible Pipe Connections - Pump Stations to Discharge Pipes	x	This project was partially funded in the 2023-2029 CIP, and appeared as Flexible Pipe Connections for Seismic Resiliency. Preliminary scoping is in progress.
Franklin Blvd. Wastewater Rehabilitation	x	This project was partially funded in the 2023-2029 CIP. Design is in progress, construction is planned in 2026.
High St & 6th Ave Wastewater Capacity Enhancements		\$750,000 was added to this project in the June 2024 Supplemental Budget. This project will add capacity to wastewater mainline pipe downstream of new development in the Riverfront area.
Irving Wastewater Capacity Enhancements	x	Preliminary scoping has started for this project.
Lone Oak & Division Wastewater Capacity Enhancements	x	Preliminary scoping has started for this project.
Park Avenue Wastewater Improvements	x	Preliminary scoping has started for this project.
West 11th Alley Wastewater Rehabilitation		This project is in the design phase. Construction is planned for 2025.
West 11th Avenue and Crow Road Wastewater Extension	x	This project was partially funded in the 2023-2029 CIP and is currently in the design phase, with construction planned in 2025. In the June 2024 Supplemental Budget, \$6.0M in grant funding was added to this project to support construction along W. 11th Ave. & Crow Rd. between Green Hill Rd. & Terry St. and adjacent areas.
Wastewater Rehabilitation Patterson Street from 14th to 18th		This project is in the design phase. Construction is planned for 2025.
Wastewater Services for New Development	x	This is an ongoing program. Funds are budgeted under this program and are subsequently transferred to specific projects as needs are identified and developed. The individual projects within this program for the upcoming capital budget have been identified and are included in this CIP.
Wastewater System Rehabilitation	x	This is an ongoing program. Funds are budgeted under this project and are subsequently transferred to specific capital projects as those are identified and developed. The individual projects within this program for the upcoming capital budget have been identified and are included in this CIP.
West Irwin Pump Station Replacement		This project is in the construction phase. Completion is anticipated in 2025. Additional funding was recognized on the December 2024 Supplemental Budget in accordance with the requirements of Ordinance 18849, which requires 1% of the capital construction budget be allocated to art projects in public spaces with the city. Unlike most wastewater projects, this project includes a building, which triggers the requirements for the Percent for Art ordinance.

Project Title	In	Project Status
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	2023-29 CIP	
Canceled		
Wastewater Rehabilitation Harlow Phase 2		This project was postponed indefinitely due to funding being reassigned to other projects.
Wastewater Lateral Replacement	x	This project is delayed indefinitely in order to coordinate with other work groups.

Capital Projects

Index of Capital Projects

Project No. / Project Name	Years	Departments	Type	Total
-- 100+ Year Pipe Rehabilitation and Replacement	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$2,745,000
-- 14th Avenue Paving and City View Street Bike Improvements	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$890,000
-- 2026 Neighborhood Pedestrian and Safety Enhancements	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$360,000
-- 2026 Pedestrian Crossing Enhancements	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$520,000
-- 2027 Neighborhood Traffic Calming	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$180,000
-- 2028 Pedestrian Enhancements	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,040,000
-- 2029 Bicycle Safety Enhancements	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,090,000
-- 2029 Pedestrian Enhancements	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$660,000
-- 24th Avenue, Agate Street, University Street, Harris Street, and 22nd Avenue Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$3,860,000
-- 31st Avenue and Agate Street Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,590,000
-- 500 Year Flood Wastewater Retrofit	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$140,000
-- 6th Avenue Stormwater Retrofit	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$500,000
-- Active Transportation, Safety, and Street Tree Bond Projects	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$2,000,000
-- Adams Street 12th Avenue to 13th Avenue Stormwater Replacement	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$250,000
-- Airfield Storage Facility	2026 - 2031	PW Capital Projects	New Capital Facilities	\$3,500,000
-- Airport Improvement Projects	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$3,000,000
-- Amazon Creek Restoration	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$370,000
-- Amazon Prairie Mitigation Bank	2026 - 2031	PW Capital Projects	New Capital Facilities	\$2,380,000
-- Annual Exterior Preservation and Maintenance	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$1,500,000
-- Annual Flooring and Interior Upgrades	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$1,500,000
-- Annual Slurry Seals and Local Street Repairs	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,200,000
-- Ayres Pond Culvert Replacement	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$500,000

Project No. / Project Name	Years	Departments	Type	Total
-- Building Safety Items	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$70,000
Capital Planning	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$4,528,000
Chad Drive Stormwater Retrofit	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$600,000
-- Chambers Street Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,440,000
Clear Lake Phase 1 Capacity and Water Quality Improvements	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$1,340,000
Clear Lake Wastewater Extension Phase 1	2026 - 2031	PW Capital Projects	New Capital Facilities	\$3,240,000
-- Club Road and Country Club Road Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,420,000
Concourse A Expansion and ADA Egress Ramp	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$20,025,000
Concourse C Addition	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$178,882,100
Construct Terminal Apron	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$14,400,000
Contingency and Emergency Projects	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$8,136,000
-- County Farm Road Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$790,000
-- Delta Highway Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$3,120,000
Demo Old Car Wash and Reclaim Parking Lot	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$1,250,000
-- Downtown Riverfront Plaza	2026 - 2031	PW Capital Projects	New Capital Facilities	\$3,530,000
-- East Ridge Village Stormwater Retrofit	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$300,000
East Santa Clara Waterway Improvements	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$1,000,000
-- Echo Hollow Road Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,470,000
Emerald and Onyx Streets 22nd Avenue to 24th Avenue Replacement	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$200,000
-- Eugene Airport Master Plan	2026 - 2031	PW Capital Projects	Site and Facility Improvements	\$3,040,000
Eugene Fire Department Paving Repairs	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$200,000
-- Eugene Parks Foundation - Ridgeline Parking at Willamette and 52nd	2026 - 2031	PW Capital Projects	New Capital Facilities	\$450,000
-- Eugene Parks Foundation Partnership - Antis Oaks Trailhead	2026 - 2031	PW Capital Projects	New Capital Facilities	\$710,000
-- Eugene Parks Foundation Partnership - South Eugene Meadows Trail	2026 - 2031	PW Capital Projects	New Capital Facilities	\$1,040,000
Facilities Climate Recovery Ordinance Implementation	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$3,150,000
-- Ferndale Park Development	2026 - 2031	PW Capital Projects	New Capital Facilities	\$2,050,000
Fire Logistics Building Membrane Roof Replacement	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$100,000
-- Fire Logistics Window Repair	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$90,000

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Project No. / Project Name	Years	Departments	Type	Total
-- Fire Station #10 Membrane Roof Replacement	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$120,000
-- Fire Station #6 Window Repair	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$400,000
-- Fire Training Building Boiler	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$120,000
Flexible Pipe Connections - Pump Stations to Discharge Pipes	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$400,000
Franklin Boulevard Wastewater Rehabilitation	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$300,000
General Site and Facility Improvements	2026 - 2031	CS Capital Projects	Site and Facility Improvements	\$3,190,000
-- Generator Condition and Capacity Study	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$80,000
-- Golden Gardens Park and Sports Complex Phase 1	2026 - 2031	PW Capital Projects	New Capital Facilities	\$2,280,000
-- Graham Field House Roof	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$230,000
Hazardous Remediation	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$180,000
Hult Center Elevator Refurbishment	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$100,000
-- Hult Emergency Light Replacement and Inverters	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$200,000
HVAC R-22 Replacement	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$975,000
-- Irvington Drive Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$2,210,000
-- Jeppesen Acres Road Paving and Sidewalk Infill	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$2,230,000
-- Kinsrow Avenue, Lindley Lane, and Honeysuckle Lane Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$2,320,000
-- Library Fire Alarm	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$180,000
Library Lighting Controls Upgrade Study and Upgrades	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$200,000
-- Longview Avenue Wastewater Rehabilitation	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$300,000
-- Marshall Shared Use Path Rehabilitation	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$400,000
-- Mattie Reynolds Park	2026 - 2031	PW Capital Projects	New Capital Facilities	\$1,490,000
-- Neighborhood and Community Park Development	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$500,000
North Gilham Capacity and Water Quality Improvements	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$710,000
-- North Terry Street Drainage Improvements	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$300,000
900499 Outbound Baggage System	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$61,397,500
-- Park Donation Projects	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$630,000
Parking Lot and Pavement Maintenance	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$500,000
Parking Structure Capital Projects	2026 - 2031	PDD Capital Projects	Preservation and Maintenance	\$300,000

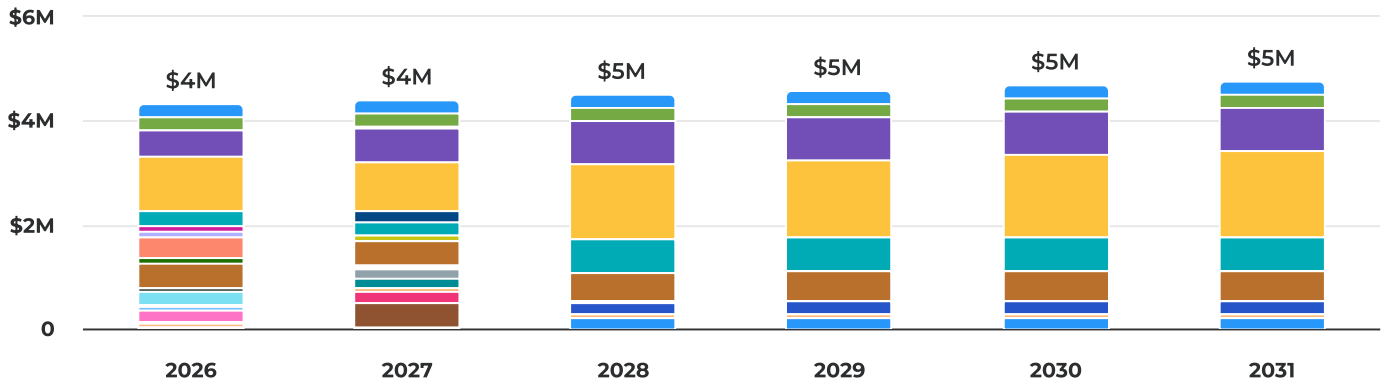
Project No. / Project Name	Years	Departments	Type	Total
-- Parkland Acquisition	2026 - 2031	PW Capital Projects	Land Acquisition	\$500,000
Pavement Preservation Program	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$22,980,000
-- Police Services Building Roof	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$230,000
Prairie Road South of Beltline Highway Wastewater Extension	2026 - 2031	PW Capital Projects	New Capital Facilities	\$895,000
Projects Supporting the Transportation System Plan	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$14,040,000
Pump Station Rehabilitation	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,260,000
-- Regional Pickleball Facility Partnership	2026 - 2031	PW Capital Projects	New Capital Facilities	\$450,000
-- River Road Lighting	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$300,000
-- River Road: Green Lane to Beltline Road Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$2,020,000
-- River Road: Wedgewood Drive to Green Lane Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$2,960,000
-- Roosevelt Shared Use Path Rehabilitation & Lighting	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,500,000
Roosevelt Yard Site Renovation and Rehabilitation	2026 - 2031	PW Capital Projects	Site and Facility Improvements	\$4,230,000
-- Roosevelt Yard Water Quality Retrofit	2026 - 2031	PW Capital Projects	New Capital Facilities	\$400,000
-- Runway 16R/34L Rehabilitation	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$10,650,000
-- School District Partnership - Artificial Turf Field Replacement	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$920,000
-- Scobert Gardens Renovation	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$500,000
-- Sheldon Pool Boiler	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$450,000
-- Sidewalk Access Ramp Upgrades	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$900,000
-- Site Renovations and Rehabilitation	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$7,120,000
Small Re-Roofing Projects	2026 - 2031	CS Capital Projects	Preservation and Maintenance	\$900,000
Splash Pad Retrofits	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$400,000
-- Spring Boulevard, South Ridge Drive, Vine Maple Street, Pine Canyon Drive, Huckleberry Street Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$2,810,000
-- Stormwater Facilities Plant Establishment Various Locations	2026 - 2031	PW Capital Projects	New Capital Facilities	\$300,000
Stormwater System Rehabilitation	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$3,630,000
Street Tree Stocking and Planting Program	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$1,680,000
-- Sunset Drive and Longview Street Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,330,000
-- Suzanne Arlie Park Development Phase 1	2026 - 2031	PW Capital Projects	New Capital Facilities	\$1,450,000
-- Taxiway B Rehabilitation and Taxiway R Relocation	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$13,320,000

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Project No. / Project Name	Years	Departments	Type	Total
-- Terry Street Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$2,040,000
-- Tip Up Replacement	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$400,000
Traffic Calming / Neighborhood Livability	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$600,000
Traffic Operations Improvement Program	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$1,500,000
Traffic Signal Controller Replacement	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$300,000
Traffic Signal Strain Pole Replacement	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$1,500,000
-- Tugman Park Renovation	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$250,000
Under Bridge Safety Modifications	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$2,400,000
-- Van Ness Wastewater Capacity Enhancements	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$510,000
-- Waite Street and Ohio Street Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,650,000
Wastewater Extensions for Key Transportation Corridors Phase 1	2026 - 2031	PW Capital Projects	New Capital Facilities	\$500,000
-- Wastewater Rehabilitation South Bertelsen Road	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,700,000
-- Wastewater Rehabilitation Stewart Road	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,700,000
Wastewater System Rehabilitation	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$2,910,000
Water Quality Facilities	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$600,000
West 11th Avenue and Crow Road Wastewater Extension	2026 - 2031	PW Capital Projects	New Capital Facilities	\$500,000
-- West Bank Park	2026 - 2031	PW Capital Projects	New Capital Facilities	\$2,900,000
-- West Enid Road Wastewater Capacity Enhancements	2026 - 2031	PW Capital Projects	Upgrades and Capacity Enhancement	\$510,000
-- Willamette River at I-5 Diversion Structure Removal Feasibility Study	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$100,000
-- Willamette Street 13th Avenue to 14th Avenue Stormwater Rehabilitation	2026 - 2031	PW Capital Projects	Functional and Safety Improvements	\$250,000
-- Willamette Street Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,140,000
Willow Creek and West 18th Wastewater Extension	2026 - 2031	PW Capital Projects	New Capital Facilities	\$2,740,000
-- Willow Creek Road Paving	2026 - 2031	PW Capital Projects	Preservation and Maintenance	\$1,870,000

CS Capital Projects

FY26 - FY31 CS Capital Projects Projects



Annual Exterior Preservation and Maintenance	\$1,500,000	5.49%
Annual Flooring and Interior Upgrades	\$1,500,000	5.49%
Building Safety Items	\$70,000	0.26%
Capital Planning	\$4,528,000	16.57%
Contingency and Emergency Projects	\$8,136,000	29.77%
Eugene Fire Department Paving Repairs	\$200,000	0.73%
Facilities Climate Recovery Ordinance Implementation	\$3,150,000	11.53%
Fire Logistics Building Membrane Roof Replacement	\$100,000	0.37%
Fire Logistics Window Repair	\$90,000	0.33%
Fire Station #10 Membrane Roof Replacement	\$120,000	0.44%
Fire Station #6 Window Repair	\$400,000	1.46%
Fire Training Building Boiler	\$120,000	0.44%
General Site and Facility Improvements	\$3,190,000	11.67%
Generator Condition and Capacity Study	\$80,000	0.29%
Graham Field House Roof	\$230,000	0.84%
Hazardous Remediation	\$180,000	0.66%
Hult Center Elevator Refurbishment	\$100,000	0.37%
Hult Emergency Light Replacement and Inverters	\$200,000	0.73%
HVAC R-22 Replacement	\$975,000	3.57%
Library Fire Alarm	\$180,000	0.66%
Library Lighting Controls Upgrade Study and Upgrades	\$200,000	0.73%
Parking Lot and Pavement Maintenance	\$500,000	1.83%
Police Services Building Roof	\$230,000	0.84%
Sheldon Pool Boiler	\$450,000	1.65%
Small Re-Roofing Projects	\$900,000	3.29%

Summary of Requests

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Annual Exterior Preservation and Maintenance	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Annual Flooring and Interior Upgrades	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Building Safety Items	\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Capital Planning	\$513,000	\$652,000	\$841,000	\$841,000	\$841,000	\$840,000	\$4,528,000
Contingency and Emergency Projects	\$1,050,000	\$930,000	\$1,440,000	\$1,494,000	\$1,572,000	\$1,650,000	\$8,136,000
Eugene Fire Department Paving Repairs	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Facilities Climate Recovery Ordinance Implementation	\$275,000	\$275,000	\$650,000	\$650,000	\$650,000	\$650,000	\$3,150,000
Fire Logistics Building Membrane Roof Replacement	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Fire Logistics Window Repair	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000
Fire Station #10 Membrane Roof Replacement	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Fire Station #6 Window Repair	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Fire Training Building Boiler	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
General Site and Facility Improvements	\$464,000	\$464,000	\$549,000	\$560,000	\$571,000	\$582,000	\$3,190,000
Generator Condition and Capacity Study	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
Graham Field House Roof	\$230,000	\$0	\$0	\$0	\$0	\$0	\$230,000
Hazardous Remediation	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$180,000
Hult Center Elevator Refurbishment	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Hult Emergency Light Replacement and Inverters	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
HVAC R-22 Replacement	\$50,000	\$50,000	\$200,000	\$225,000	\$225,000	\$225,000	\$975,000
Library Fire Alarm	\$0	\$180,000	\$0	\$0	\$0	\$0	\$180,000
Library Lighting Controls Upgrade	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Study and Upgrades							
Parking Lot and Pavement Maintenance	\$50,000	\$50,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Police Services Building Roof	\$0	\$230,000	\$0	\$0	\$0	\$0	\$230,000
Sheldon Pool Boiler	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Small Re-Roofing Projects	\$50,000	\$50,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000



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Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Total Summary of Requests	\$4,332,000	\$4,421,000	\$4,510,000	\$4,600,000	\$4,689,000	\$4,777,000	\$27,329,000

Annual Exterior Preservation and Maintenance

Overview

Project Program Area Public Buildings and Facilities

Description

Ongoing renewal of exterior envelope elements such as paint, siding, masonry, roofing, etc., as needed to preserve and maintain building exteriors.

Images



Replacement of siding that has reached the ends of its useful life.

Details

Project Status: Not Started

Additional Project Status Details: This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Facility Condition Report

Council Goals: Sustainable and Accountable Development

Capital Cost

FY2026 Budget

\$250K

Total Budget (all years)

\$1.5M

Project Total

\$1.5M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000

Funding Sources

FY2026 Budget

\$250K

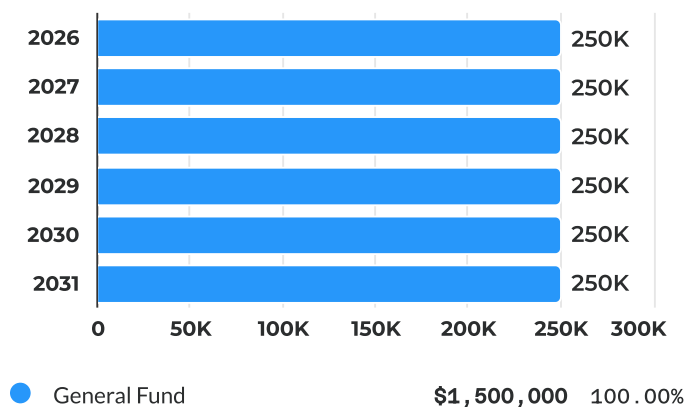
Total Budget (all years)

\$1.5M

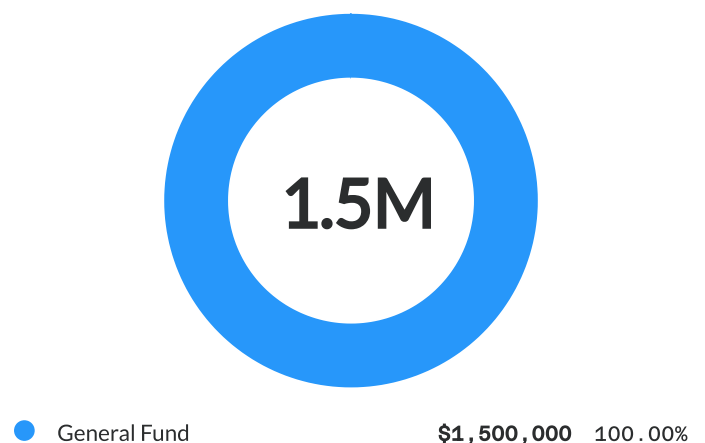
Project Total

\$1.5M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000

Annual Flooring and Interior Upgrades

Overview

Project Program Area Public Buildings and Facilities

Description

Ongoing renewal of flooring and other interior finishes for facility spaces that are at the end of their service life.

Images



The new gymnasium floor at the Sheldon Community Center is an example of annual flooring projects.

Details

Project Status: Not Started

Additional Project Status Details: This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

GHG Emissions Comments

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Facility Condition Report

Council Goals: Sustainable and Accountable Development

GHG estimates have not been calculated for this project as it refers to ongoing work that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Capital Cost

FY2026 Budget

\$250K

Total Budget (all years)

\$1.5M

Project Total

\$1.5M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000

Funding Sources

FY2026 Budget

\$250K

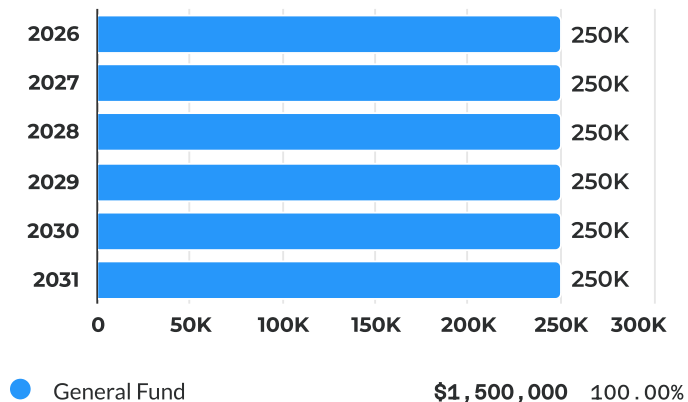
Total Budget (all years)

\$1.5M

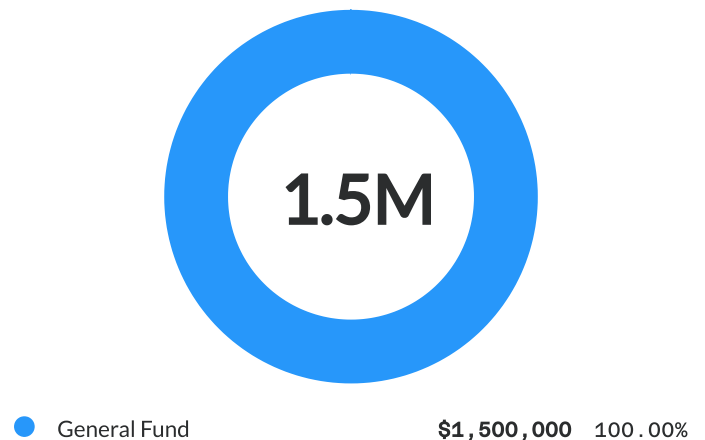
Project Total

\$1.5M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000

Building Safety Items

Overview

Project Program Area Public Buildings and Facilities

Description

Access and egress safety improvements at various facilities.

Images



Safety improvements to the exterior ladder at Sheldon Pool is an example of Building Safety projects.

Details

Project Status: Not Started

Ward: Citywide

Neighborhood: Multiple Neighborhoods

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$70K

Project Total

\$70K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Total	\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000

Funding Sources

FY2026 Budget

\$0

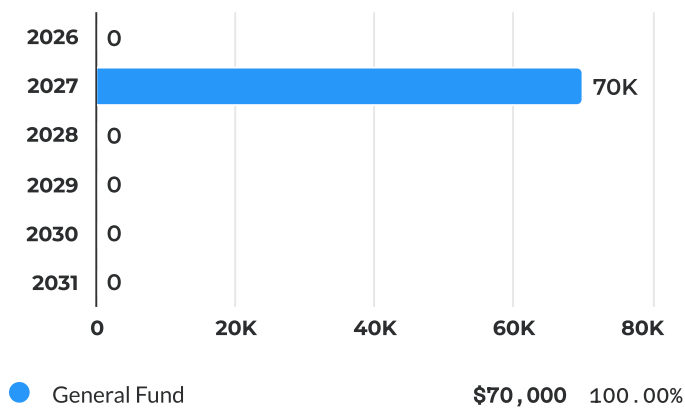
Total Budget (all years)

\$70K

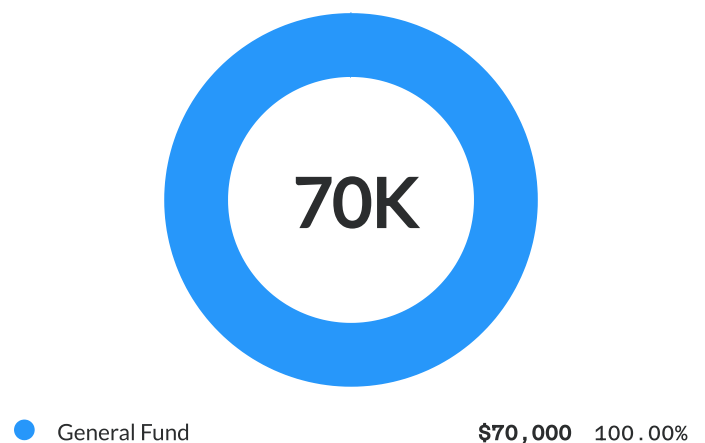
Project Total

\$70K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Total	\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Capital Planning

Overview

Project Program Area Public Buildings and Facilities

Description

This is ongoing funding for capital projects planning. Efforts include facility condition assessments and reports, maintaining the facility condition eComet database, document management, general support of the organization for project investigation and space planning needs, and Climate Recovery Ordinance implementation (greenhouse gas and fossil fuel reduction).

Images



Capital Planning is the ongoing process that enables Facilities to identify, plan, and prioritize capital projects.

Details

Project Status: Not Started

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Facility Condition Report

Council Goals: Fair, Stable, and Adequate Financial Resources

Capital Cost

FY2026 Budget
\$513K

Total Budget (all years)
\$4.53M

Project Total
\$4.53M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$513,000	\$652,000	\$841,000	\$841,000	\$841,000	\$840,000	\$4,528,000
Total	\$513,000	\$652,000	\$841,000	\$841,000	\$841,000	\$840,000	\$4,528,000

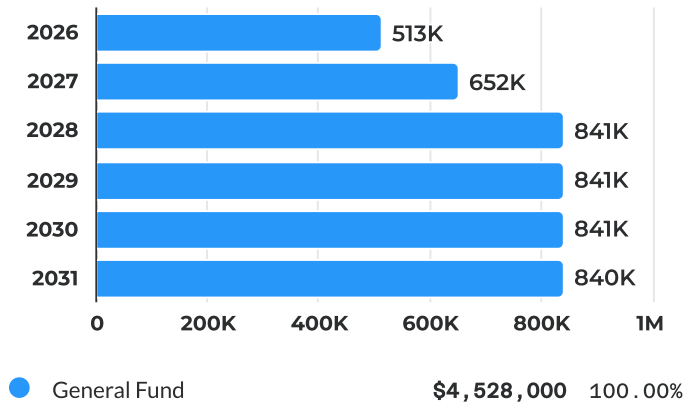
Funding Sources

FY2026 Budget
\$513K

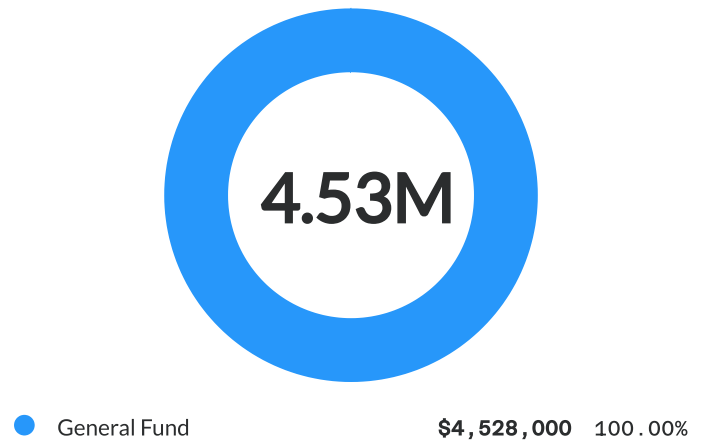
Total Budget (all years)
\$4.53M

Project Total
\$4.53M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$513,000	\$652,000	\$841,000	\$841,000	\$841,000	\$840,000	\$4,528,000
Total	\$513,000	\$652,000	\$841,000	\$841,000	\$841,000	\$840,000	\$4,528,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Contingency and Emergency Projects

Overview

Project Program Area Public Buildings and Facilities

Description

Funds are reserved for unanticipated projects of immediate need and unknown costs. Equipment failure, roof leaks, and rising construction costs are common facility management situations that require a healthy contingency when budget planning. This allocation encompasses previous funding categories: Health, Safety and Welfare, Primary Building Systems, Secondary Building Systems, and Building Service Systems.

Images



Repair work to Graham Field Office necessary to get the building ready for occupancy.

Details

Project Status: Not Started

Additional Project Status Details: This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Facility Condition Report

Council Goals: Fair, Stable, and Adequate Financial Resources, Sustainable and Accountable Development

Capital Cost

FY2026 Budget
\$1.05M

Total Budget (all years)
\$8.14M

Project Total
\$8.14M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$1,050,000	\$930,000	\$1,440,000	\$1,494,000	\$1,572,000	\$1,650,000	\$8,136,000
Total	\$1,050,000	\$930,000	\$1,440,000	\$1,494,000	\$1,572,000	\$1,650,000	\$8,136,000

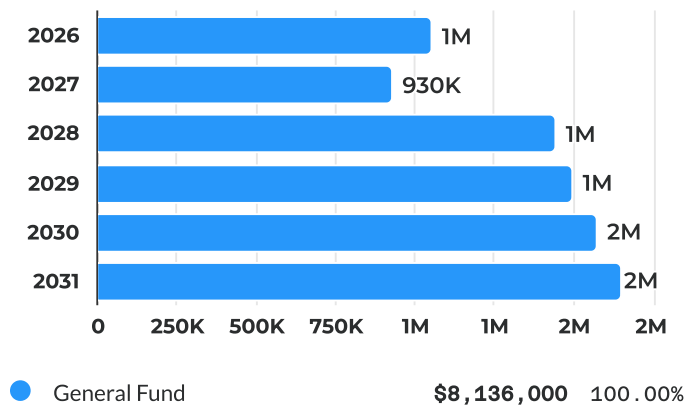
Funding Sources

FY2026 Budget
\$1.05M

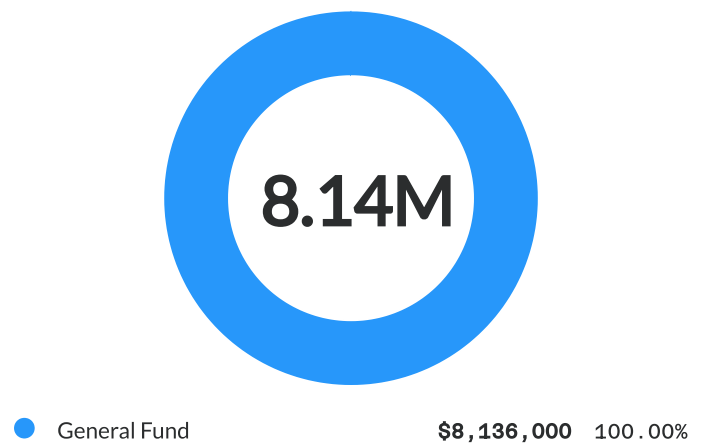
Total Budget (all years)
\$8.14M

Project Total
\$8.14M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$1,050,000	\$930,000	\$1,440,000	\$1,494,000	\$1,572,000	\$1,650,000	\$8,136,000
Total	\$1,050,000	\$930,000	\$1,440,000	\$1,494,000	\$1,572,000	\$1,650,000	\$8,136,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Eugene Fire Department Paving Repairs

Overview

Project Program Area Public Buildings and Facilities

Project Location



Description

Asphalt paving repairs at multiple parking areas at the Fire Station #2 and Training Center lots.

Images



Needed asphalt repairs at Fire Station 2 and Fire Training Center.

Details

Project Status: Not Started

Additional Project Status Details: The project was identified in the 2023-2029 CIP. The project was delayed as it was determined additional funding would be required to complete the project.

Ward: Ward 7

Neighborhood: Whiteaker

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

GHG Emissions Comments

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$200K

Project Total

\$200K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000

Funding Sources

FY2026 Budget

\$0

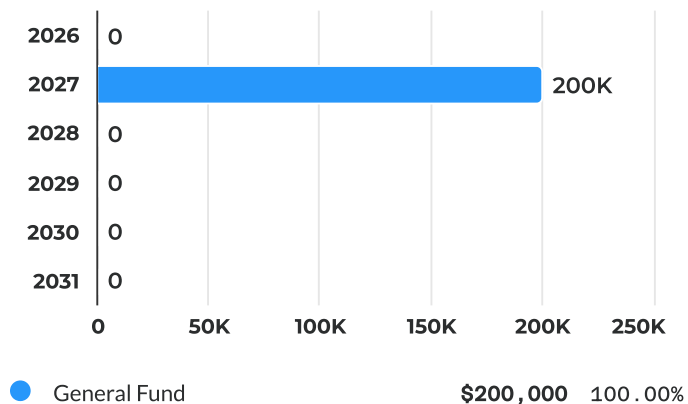
Total Budget (all years)

\$200K

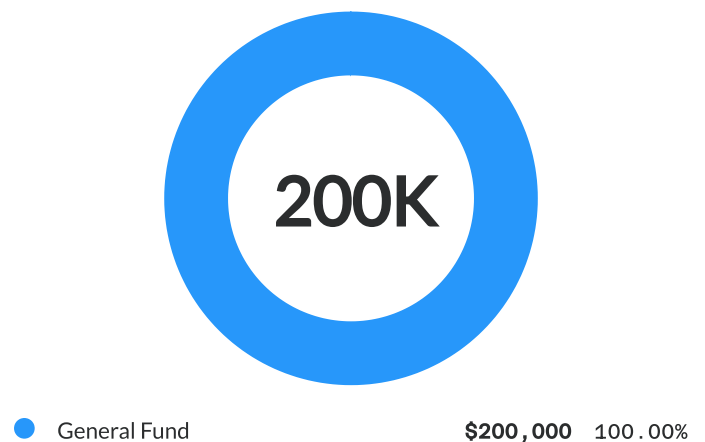
Project Total

\$200K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Facilities Climate Recovery Ordinance Implementation

Overview

Project Program Area Public Buildings and Facilities

Description

This program includes currently in progress and scheduled CIP projects that contribute to the City's Climate Recovery Ordinance (CRO) goals, and that would benefit from additional funding to further leverage reduction of operational greenhouse gas emissions. For example, HVAC R-22 equipment replacement projects were budgeted as direct unit replacements. This work alone contributes to the CRO by removing ozone-depleting refrigerants. Replacing these critical systems also presents opportunities to invest in fuel switching and upgrading building controls where appropriate and financially feasible. These additional upgrades can make a substantial difference in budgeting, typically at the cost of delaying other necessary preservation and maintenance projects without allocated funding.

Images



Installing a new HVAC unit for the building.

Details

Project Status: Not Started

Additional Project Status Details: This is an ongoing capital program that was included in the FY22-FY27 CIP. Funds budgeted under this program will be transferred to specific projects that would as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Facility Condition Report, Climate Recovery Ordinance, Facilities Greenhouse Gas Reduction Analysis

Council Goals: Sustainable and Accountable Development

Capital Cost

FY2026 Budget
\$275K

Total Budget (all years)
\$3.15M

Project Total
\$3.15M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$275,000	\$275,000	\$650,000	\$650,000	\$650,000	\$650,000	\$3,150,000
Total	\$275,000	\$275,000	\$650,000	\$650,000	\$650,000	\$650,000	\$3,150,000

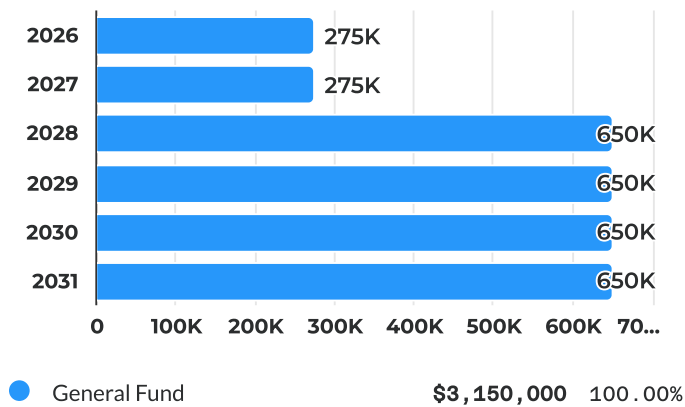
Funding Sources

FY2026 Budget
\$275K

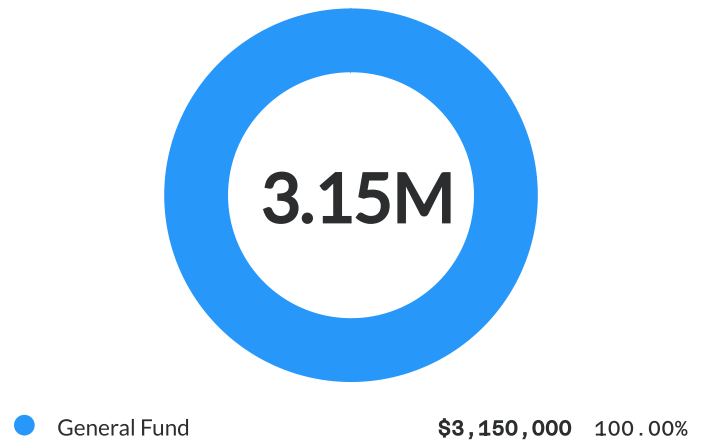
Total Budget (all years)
\$3.15M

Project Total
\$3.15M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$275,000	\$275,000	\$650,000	\$650,000	\$650,000	\$650,000	\$3,150,000
Total	\$275,000	\$275,000	\$650,000	\$650,000	\$650,000	\$650,000	\$3,150,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Fire Logistics Building Membrane Roof Replacement

Overview

Project Program Area Public Buildings and Facilities

Project Location



Description

The membrane of the roof on the Fire Logistics building is at the end of its service life and due for replacement.

Images



The project will replace the membrane roof on the Fire Logistics Building.

Details

Project Status: Not Started

Additional Project Status Details: The project was identified in the FY20-FY25 CIP. The project was delayed as it was determined additional funding would be required to complete the project.

Ward: Ward 7

Neighborhood: West Eugene

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

GHG Emissions Comments

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.

Capital Cost

FY2026 Budget

\$100K

Total Budget (all years)

\$100K

Project Total

\$100K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

Funding Sources

FY2026 Budget

\$100K

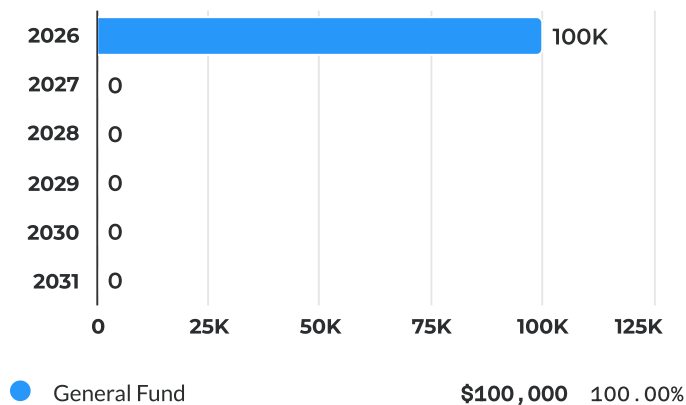
Total Budget (all years)

\$100K

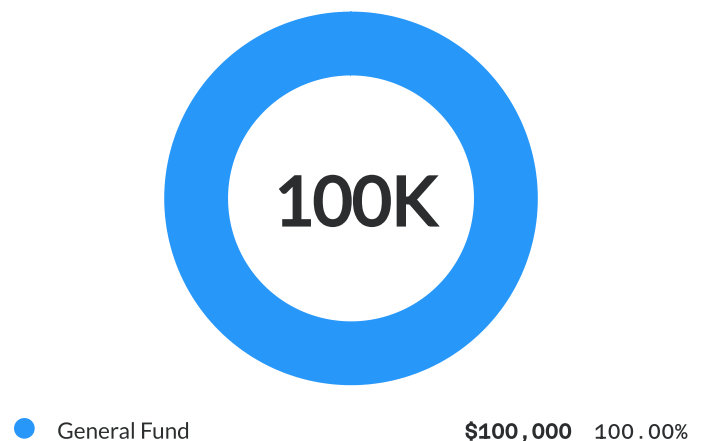
Project Total

\$100K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Fire Logistics Window Repair

Overview

Project Program Area Public Buildings and Facilities

Project Location

1705 West 2nd Avenue



Description

Repair failing windows in the Fire Logistics building by replacing seals and glazing units.

Images



The project will replace buildings windows suffering from failed window seams.

Details

Project Status: Not Started

Ward: Ward 7

Neighborhood: Whiteaker

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$0

Total Budget (all years)
\$90K

Project Total
\$90K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000
Total	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000

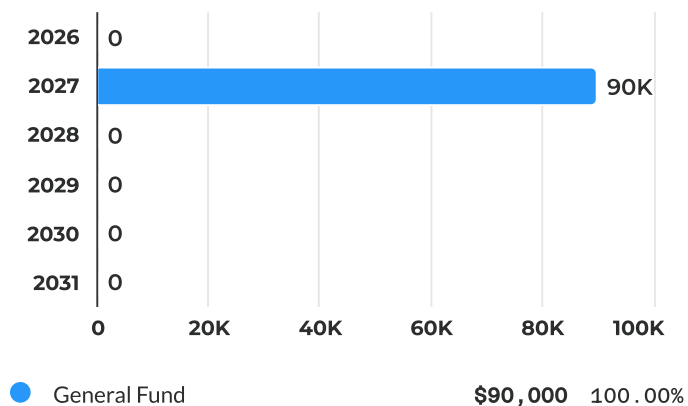
Funding Sources

FY2026 Budget
\$0

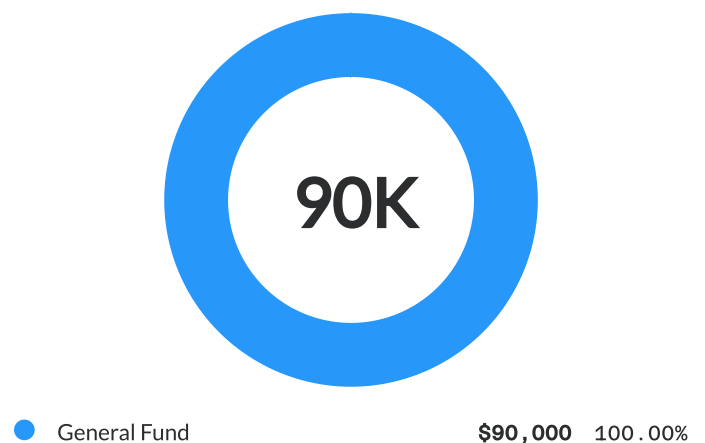
Total Budget (all years)
\$90K

Project Total
\$90K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000
Total	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Fire Station #10 Membrane Roof Replacement

Overview

Project Program Area Public Buildings and Facilities

Project Location

2002 Bailey Hill Road



Description

The membrane roof at Fire Station #10 is at the end of its service life and due for replacement.

Images



The project will replace buildings membrane roof.

Details

Project Status: Not Started

Additional Project Status Details: The project was identified in the 2023-2029 CIP. The project was delayed as it was determined additional funding would be required to complete the project.

Ward: Ward 8

Neighborhood: Churchill

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

GHG Emissions Comments

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$120K

Total Budget (all years)
\$120K

Project Total
\$120K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Total	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000

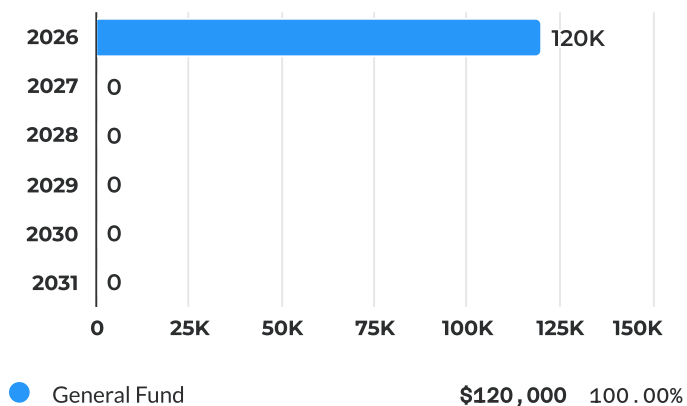
Funding Sources

FY2026 Budget
\$120K

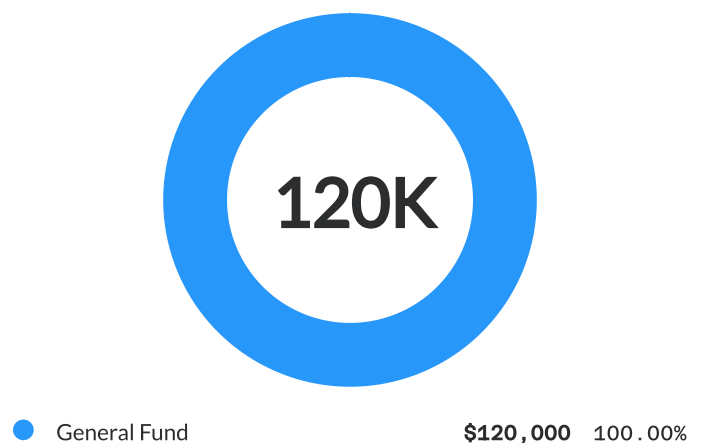
Total Budget (all years)
\$120K

Project Total
\$120K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Total	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Fire Station #6 Window Repair

Overview

Project Program Area Public Buildings and Facilities

Project Location



Description

Repair failing windows in Fire Station #6 by replacing seals and glazing units.

Images



The project will replace buildings windows suffering from failed window seams.

Details

Project Status: Not Started

Ward: Ward 4

Neighborhood: Cal Young

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$400K

Total Budget (all years)
\$400K

Project Total
\$400K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Total	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

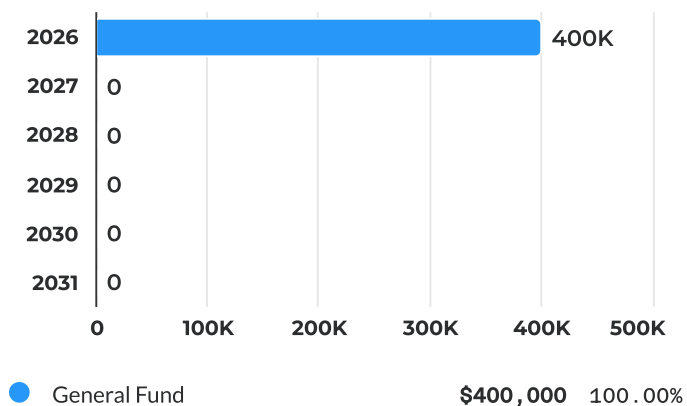
Funding Sources

FY2026 Budget
\$400K

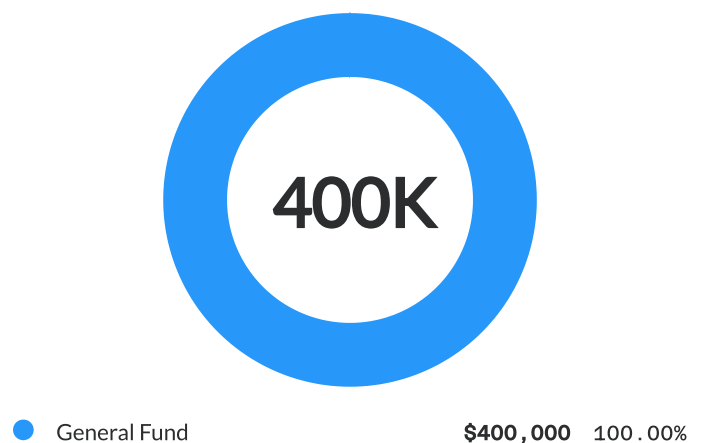
Total Budget (all years)
\$400K

Project Total
\$400K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Total	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Fire Training Building Boiler

Overview

Project Program Area Public Buildings and Facilities

Project Location

1725 West 2nd Avenue



Description

Replace a failing gas-fired boiler with a new gas boiler.

Images



The project will replace the aging boiler at the Fire Training building.

Details

Project Status: Not Started

Ward: Ward 7

Neighborhood: Whiteaker

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Some energy efficiencies may be gained as a result of the new equipment, but the extent or impact - if any - of those efficiencies is not yet known.

Capital Cost

FY2026 Budget

\$120K

Total Budget (all years)

\$120K

Project Total

\$120K**Detailed Breakdown**

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Total	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000

Funding Sources

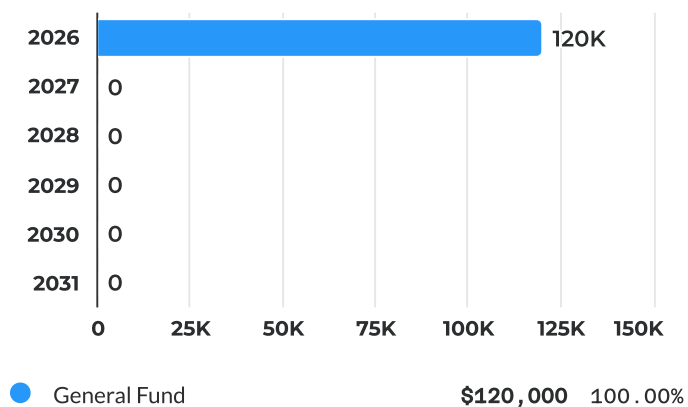
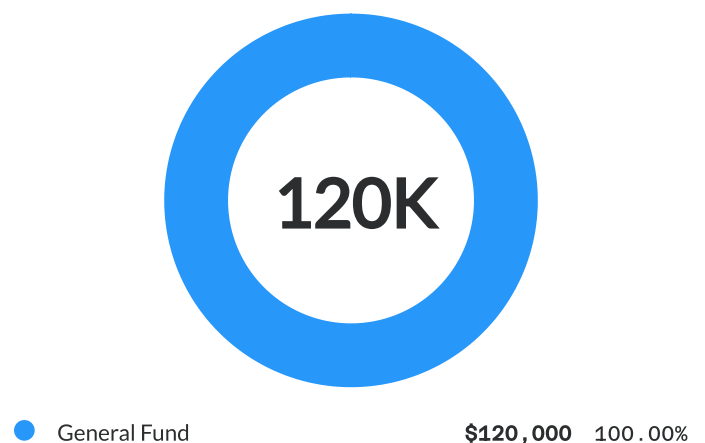
FY2026 Budget

\$120K

Total Budget (all years)

\$120K

Project Total

\$120K**FY2026 - FY2031 Funding Sources Breakdown****Funding Sources for Budgeted Years****Detailed Breakdown**

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Total	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000

General Site and Facility Improvements

Overview

Project Program Area Public Buildings and Facilities

Description

Projects within this program modify and/or add to existing facilities to meet operational, safety, and cost-efficiency goals. The primary goal is to address changing program functions or needs and/or to improve service delivery. This program does not include land or property acquisition projects or construction of new facilities.

Images



The Teen Center glass wall at the Downtown Library is an example of a Facility Improvement project.

Details

Project Status: Not Started

Additional Project Status Details: This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

GHG Emissions Comments

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Facility Condition Report

Council Goals: Sustainable and Accountable Development

Capital Cost

FY2026 Budget

\$464K

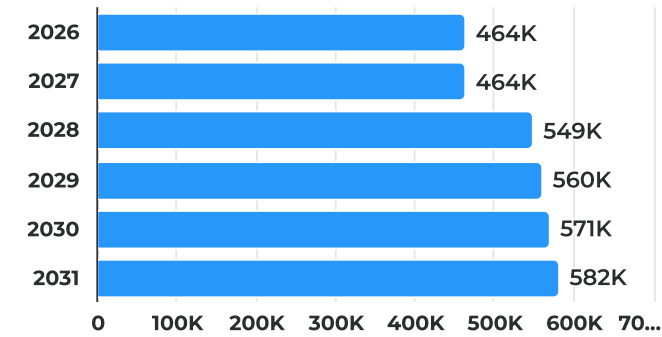
Total Budget (all years)

\$3.19M

Project Total

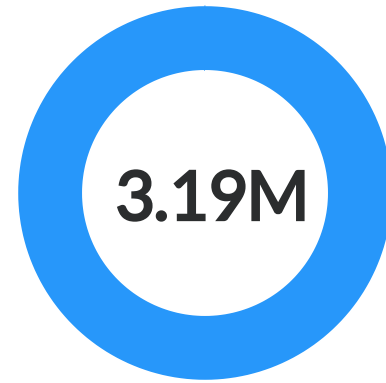
\$3.19M

FY2026 - FY2031 Capital Cost Breakdown



● Funding Secured **\$3,190,000** 100.00%

Capital Cost for Budgeted Years



● Funding Secured **\$3,190,000** 100.00%

Detailed Breakdown

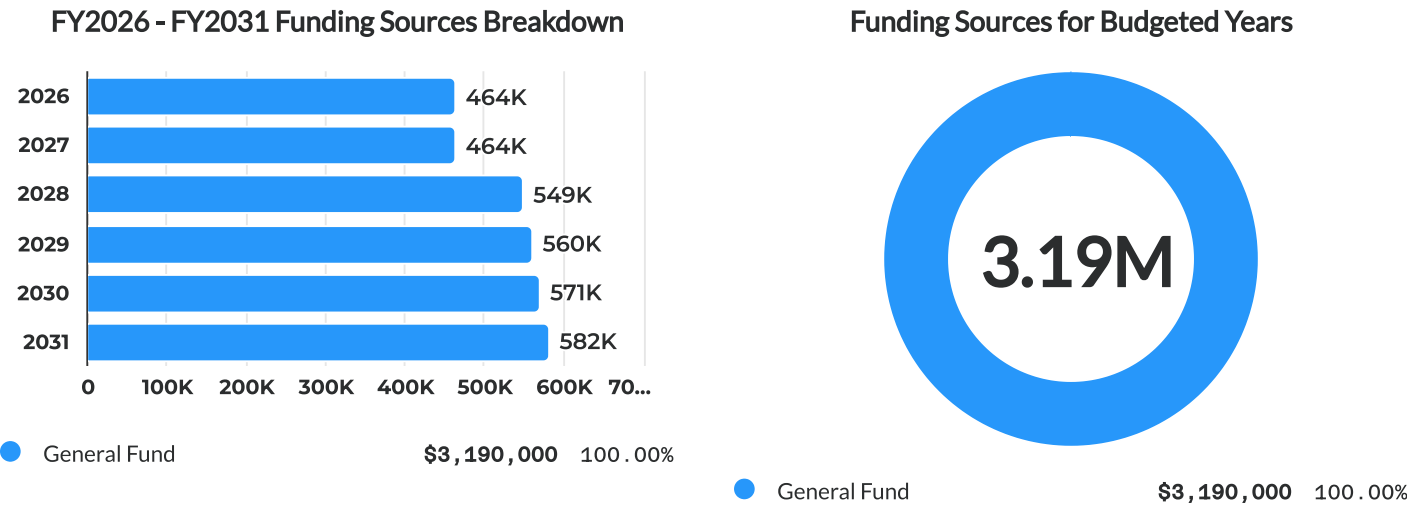
Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$464,000	\$464,000	\$549,000	\$560,000	\$571,000	\$582,000	\$3,190,000
Total	\$464,000	\$464,000	\$549,000	\$560,000	\$571,000	\$582,000	\$3,190,000

Funding Sources

FY2026 Budget
\$464K

Total Budget (all years)
\$3.19M

Project Total
\$3.19M



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$464,000	\$464,000	\$549,000	\$560,000	\$571,000	\$582,000	\$3,190,000
Total	\$464,000	\$464,000	\$549,000	\$560,000	\$571,000	\$582,000	\$3,190,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Generator Condition and Capacity Study

Overview

Project Program Area Public Buildings and Facilities

Description

Assess the condition and capacity of the 16 city-maintained generators to aid in long-term maintenance planning.

Images



The study will assess the condition of the 16 City-Maintained generators at various buildings across the City.

Details

Project Status: Not Started

Ward: Citywide

Neighborhood: Multiple Neighborhoods

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$80K

Total Budget (all years)

\$80K

Project Total

\$80K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
Total	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

Funding Sources

FY2026 Budget

\$80K

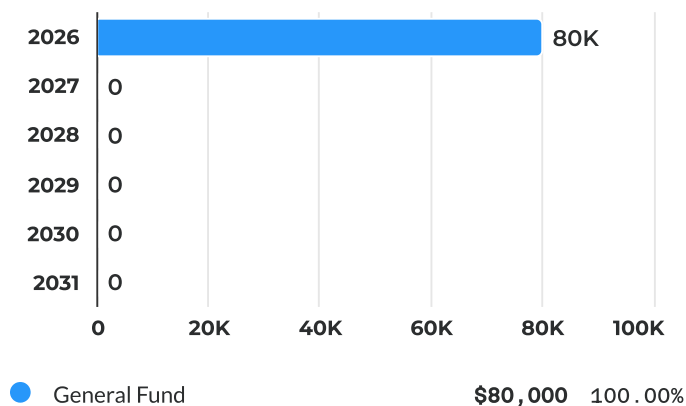
Total Budget (all years)

\$80K

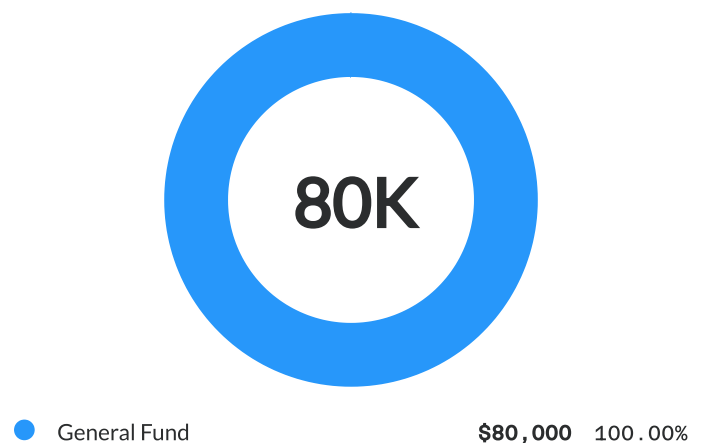
Project Total

\$80K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
Total	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Graham Field House Roof

Overview

Project Program Area Public Buildings and Facilities

Project Location



Description

The roof on the Graham Field House building is past its useful life and needs to be replaced before it experiences significant failure.

Images



The roof on the Graham Field Office has reached the end of its useful life and needs to be replaced.

Details

Project Status: Not Started

Ward: Ward 8

Neighborhood: Churchill

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget
\$230K

Total Budget (all years)
\$230K

Project Total
\$230K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$230,000	\$0	\$0	\$0	\$0	\$0	\$230,000
Total	\$230,000	\$0	\$0	\$0	\$0	\$0	\$230,000

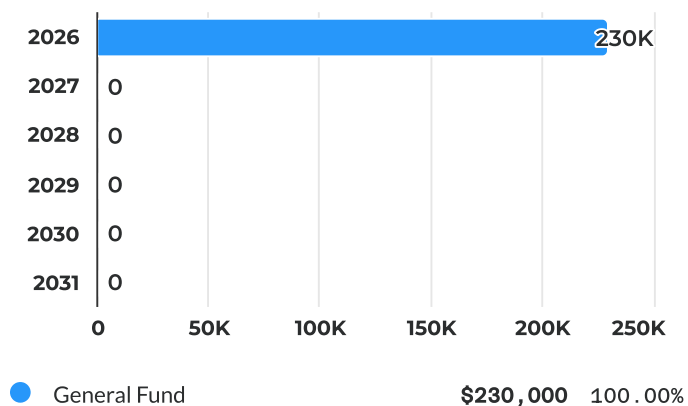
Funding Sources

FY2026 Budget
\$230K

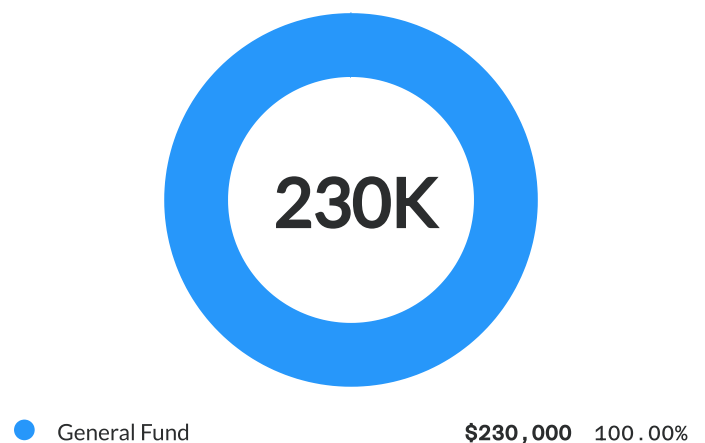
Total Budget (all years)
\$230K

Project Total
\$230K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$230,000	\$0	\$0	\$0	\$0	\$0	\$230,000
Total	\$230,000	\$0	\$0	\$0	\$0	\$0	\$230,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Hazardous Remediation

Overview

Project Program Area Public Buildings and Facilities

Description

This project represents funds reserved for the testing and remediation of asbestos and other environmental hazards that may be needed during building maintenance.

Images



Testing and remediation of asbestos is often part of building maintenance of older buildings.

Details

Project Status: Not Started

Additional Project Status Details: This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

GHG Emissions Comments

GHG estimates have not been calculated for this project as it refers to ongoing work that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$30K

Total Budget (all years)

\$180K

Project Total

\$180K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$180,000
Total	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$180,000

Funding Sources

FY2026 Budget

\$30K

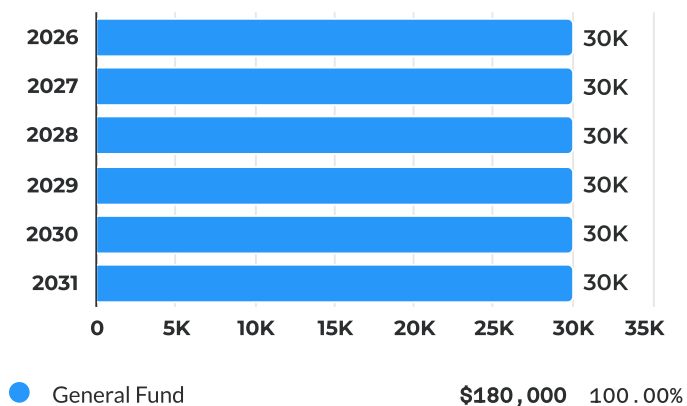
Total Budget (all years)

\$180K

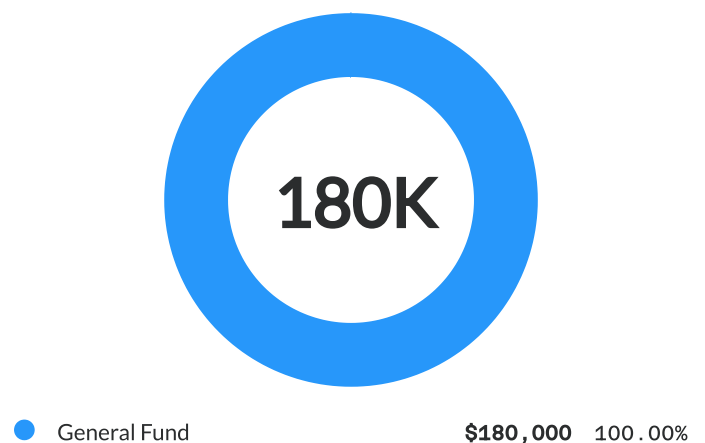
Project Total

\$180K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$180,000
Total	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$180,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Hult Center Elevator Refurbishment

Overview

Project Program Area Public Buildings and Facilities

Project Location

1 Eugene Centre



Description

The Hult Center main elevator is beyond its expected service life.

Images



Details

Project Status: Not Started

Additional Project Status Details: The project was identified in the FY22-FY27 CIP. The project was delayed as it was determined additional funding would be required to complete the project.

Ward: Ward 1

Neighborhood: Downtown

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

GHG Emissions Comments

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget
\$100K

Total Budget (all years)
\$100K

Project Total
\$100K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

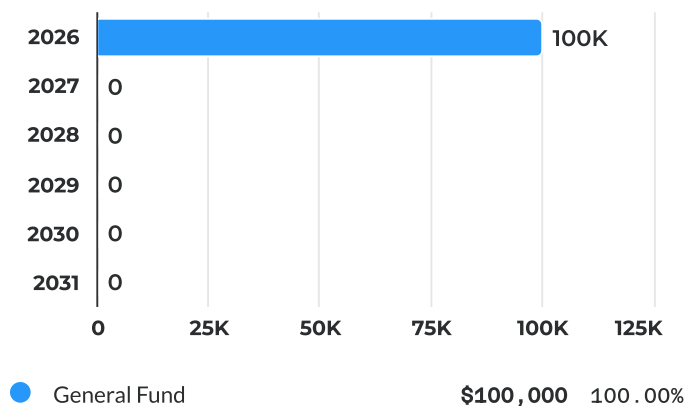
Funding Sources

FY2026 Budget
\$100K

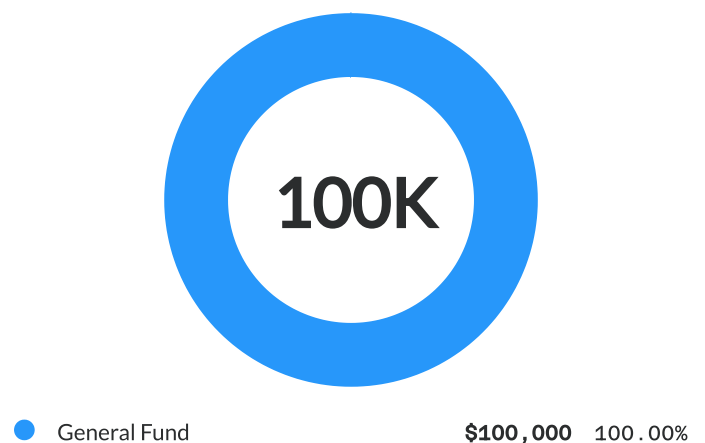
Total Budget (all years)
\$100K

Project Total
\$100K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Hult Emergency Light Replacement and Inverters

Overview

Project Program Area Public Buildings and Facilities

Project Location

1 Eugene Centre



Description

Upgrade emergency backup power for egress lighting and upgrade emergency light fixtures.

Images



Hult Center Emergency
Lighting Replacement

Details

Project Status: Not Started

Ward: Ward 1

Neighborhood: Downtown

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget
\$200K

Total Budget (all years)
\$200K

Project Total
\$200K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Total	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

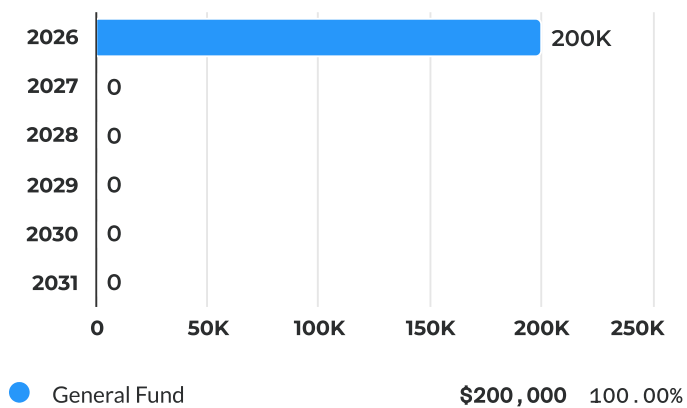
Funding Sources

FY2026 Budget
\$200K

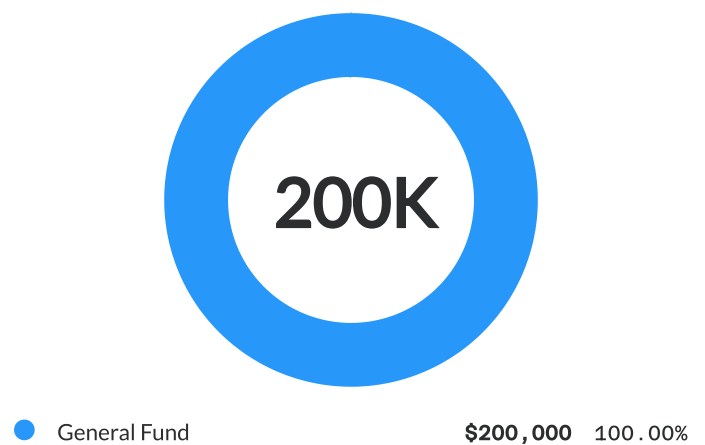
Total Budget (all years)
\$200K

Project Total
\$200K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Total	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

HVAC R-22 Replacement

Overview

Project Program Area Public Buildings and Facilities

Description

Funds are budgeted to replace heating, ventilation, and air conditioning (HVAC) equipment that uses R-22 refrigerant for cooling, which began being phased out starting January 1, 2020. This has a significant impact on equipment maintenance, prioritizing the need for replacement.

Images



Details

Project Status: Not Started

Additional Project Status Details: This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: True

GHG Emissions Comments

GHG estimates have not been calculated for this project as it refers to ongoing work that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Facility Condition Report, Climate Recovery Ordinance, Facilities Greenhouse Gas Reduction Analysis

Council Goals: Sustainable and Accountable Development

Capital Cost

FY2026 Budget

\$50K

Total Budget (all years)

\$975K

Project Total

\$975K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$50,000	\$50,000	\$200,000	\$225,000	\$225,000	\$225,000	\$975,000
Total	\$50,000	\$50,000	\$200,000	\$225,000	\$225,000	\$225,000	\$975,000

Funding Sources

FY2026 Budget

\$50K

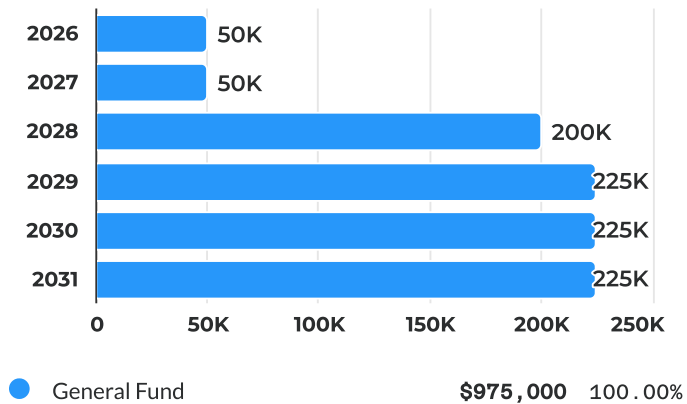
Total Budget (all years)

\$975K

Project Total

\$975K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$50,000	\$50,000	\$200,000	\$225,000	\$225,000	\$225,000	\$975,000
Total	\$50,000	\$50,000	\$200,000	\$225,000	\$225,000	\$225,000	\$975,000

Library Fire Alarm

Overview

Project Program Area Public Buildings and Facilities

Project Location



Description

The fire alarm system at the Downtown Library needs to be replaced. The project will involve replacing the entire fire alarm system including the control panel, battery, 45 pull stations, 122 sensors, 110 horn strobes, and replacing the existing wiring.

Images



The Fire Alarm system at the Downtown Library needs to be replaced.

Details

Project Status: Not Started

Ward: Ward 1

Neighborhood: Downtown

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$180K

Project Total

\$180K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$180,000	\$0	\$0	\$0	\$0	\$180,000
Total	\$0	\$180,000	\$0	\$0	\$0	\$0	\$180,000

Funding Sources

FY2026 Budget

\$0

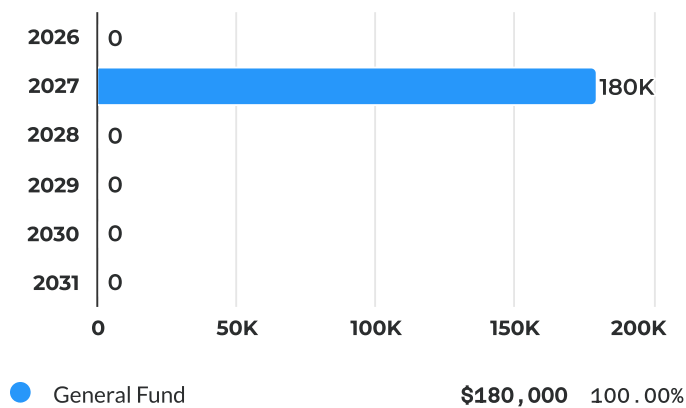
Total Budget (all years)

\$180K

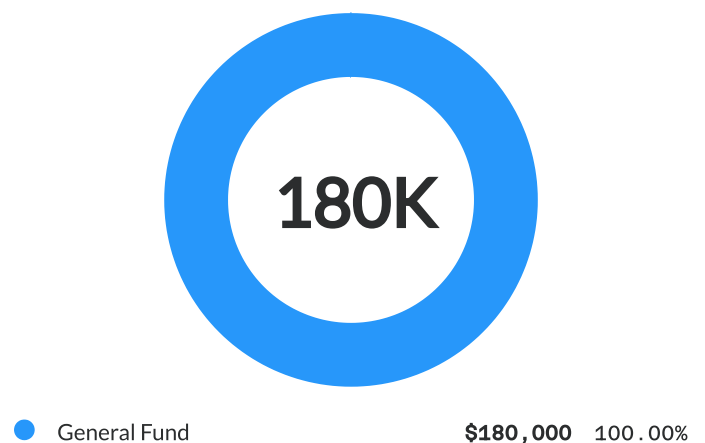
Project Total

\$180K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$0	\$180,000	\$0	\$0	\$0	\$0	\$180,000
Total	\$0	\$180,000	\$0	\$0	\$0	\$0	\$180,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Library Lighting Controls Upgrade Study and Upgrades

Overview

Project Program Area Public Buildings and Facilities

Project Location



Description

This is an ongoing effort to replace and upgrade lighting at the Eugene Public Library for better performance and energy efficiency. Funds are budgeted to study needs and system upgrade options, and to reserve funding for the project.

Images



Details

Project Status: Not Started

Additional Project Status Details: The project has required funding over multiple fiscal years, and has been included in previous CIPs.

Ward: Ward 1

Neighborhood: Downtown

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report, Climate Recovery Ordinance

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$200K

Project Total

\$200K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000

Funding Sources

FY2026 Budget

\$0

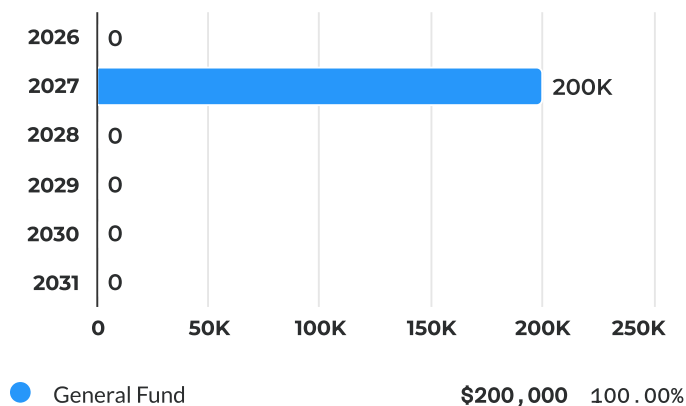
Total Budget (all years)

\$200K

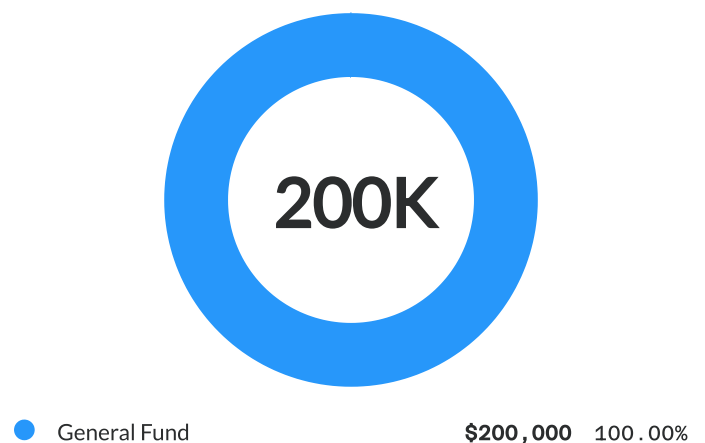
Project Total

\$200K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Parking Lot and Pavement Maintenance

Overview

Project Program Area Public Buildings and Facilities

Description

This project provides funding for crack sealing and slurry coating for parking lots and other pavement areas in need of limited repairs.

Images



Details

Project Status: Not Started

Additional Project Status Details: This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

GHG Emissions Comments

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Facility Condition Report

Council Goals: Sustainable and Accountable Development, Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$50K

Total Budget (all years)

\$500K

Project Total

\$500K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$50,000	\$50,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Total	\$50,000	\$50,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000

Funding Sources

FY2026 Budget

\$50K

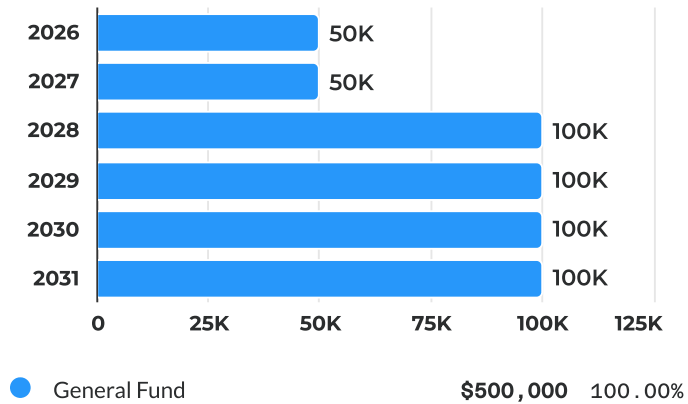
Total Budget (all years)

\$500K

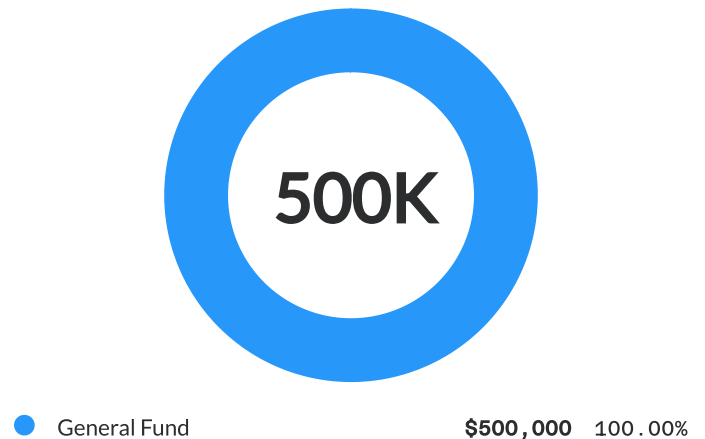
Project Total

\$500K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$50,000	\$50,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Total	\$50,000	\$50,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Police Services Building Roof

Overview

Project Program Area Public Buildings and Facilities

Project Location



Description

The roof on the Police Services Building has reached the end of its useful life and needs to be replaced.

Images



The roof on the Police Services Building has reached the end of its useful life and needs to be replaced.

Details

Project Status: Not Started

Ward: Ward 7

Neighborhood: Bethel

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

No GHG estimates have been calculated for this project as the change to operational GHG emissions is anticipated to be minimal. For more information about GHG estimates, see the GHG Emissions Summary.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$230K

Project Total

\$230K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$230,000	\$0	\$0	\$0	\$0	\$230,000
Total	\$0	\$230,000	\$0	\$0	\$0	\$0	\$230,000

Funding Sources

FY2026 Budget

\$0

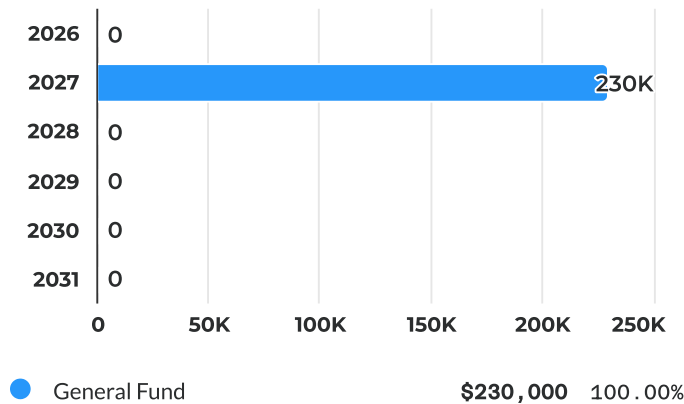
Total Budget (all years)

\$230K

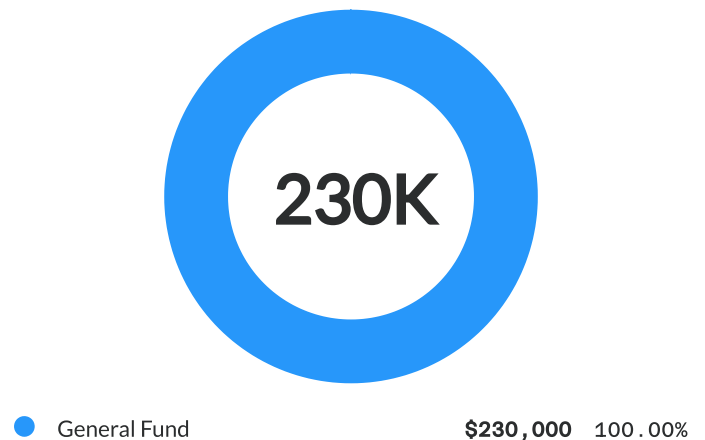
Project Total

\$230K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$0	\$230,000	\$0	\$0	\$0	\$0	\$230,000
Total	\$0	\$230,000	\$0	\$0	\$0	\$0	\$230,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Sheldon Pool Boiler

Overview

Project Program Area Public Buildings and Facilities

Project Location

2443 Willakenzie Road



Description

The gas boiler at Sheldon Pool has reached the end of its useful life and needs to be replaced.

Images



The boiler at Sheldon Pool needs to be replaced.

Details

Project Status: Not Started

Ward: Ward 4

Neighborhood: Cal Young

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

The new boiler may increase energy efficiency but the extent of that improvement, if any, is not known at this time.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Minimal GHGs

Plan Policy Documents: Facility Condition Report

Council Goals: Sustainable and Accountable Development, Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$450K

Project Total

\$450K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Total	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000

Funding Sources

FY2026 Budget

\$0

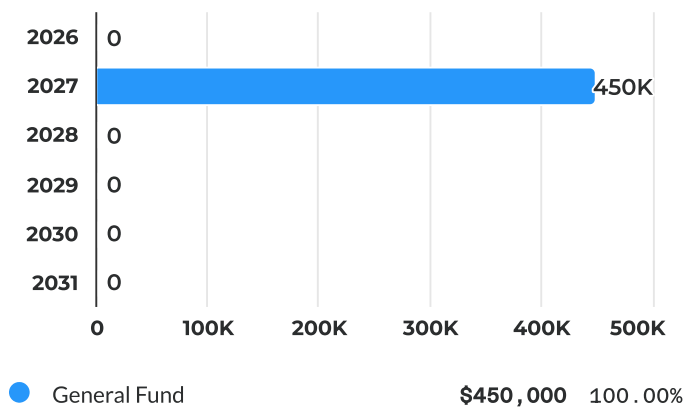
Total Budget (all years)

\$450K

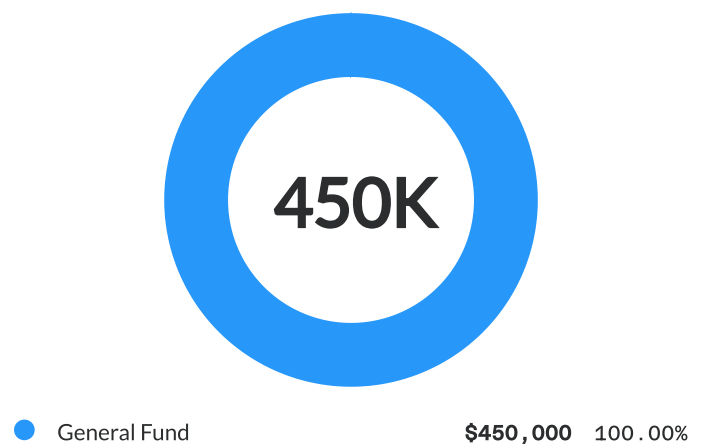
Project Total

\$450K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Total	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Small Re-Roofing Projects

Overview

Project Program Area Public Buildings and Facilities

Description

Re-roofing of small buildings or limited areas of roofs at the end or beyond their expected service life that are due for replacement.

Images



Details

Project Status: Not Started

Additional Project Status Details: This is an ongoing capital program. Funds budgeted under this program will be transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

GHG Emissions Comments

GHG estimates have not been calculated for this project as it refers to ongoing work that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Facility Condition Report

Council Goals: Safe Community for Community Wellbeing, Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$50K

Total Budget (all years)

\$900K

Project Total

\$900K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$50,000	\$50,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Total	\$50,000	\$50,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000

Funding Sources

FY2026 Budget

\$50K

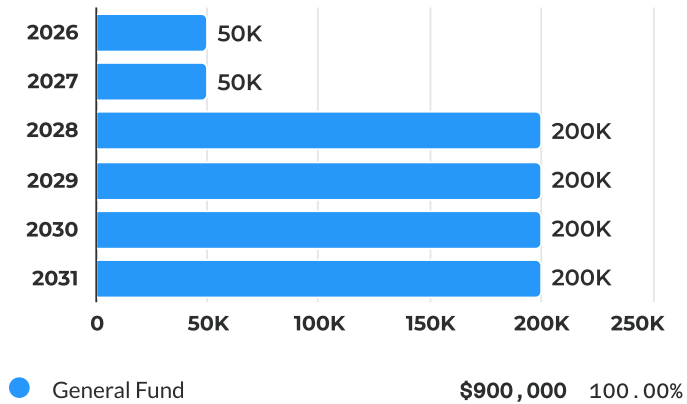
Total Budget (all years)

\$900K

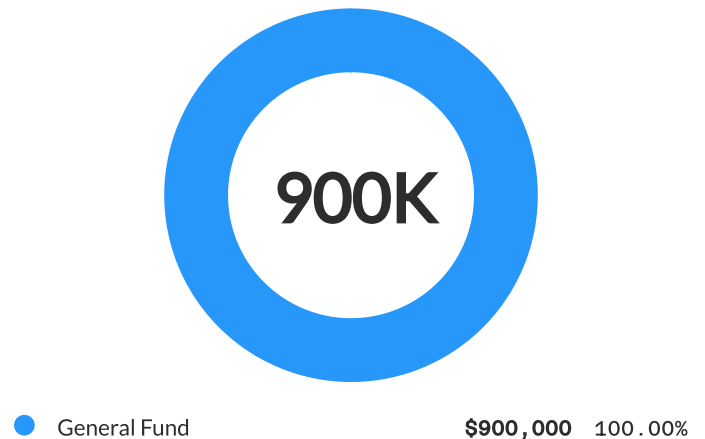
Project Total

\$900K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Fund	\$50,000	\$50,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Total	\$50,000	\$50,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

PDD Capital Projects

FY26 - FY31 PDD Capital Projects Projects



Summary of Requests

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Parking Structure Capital Projects	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Total Summary of Requests	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000

Parking Structure Capital Projects

Overview

Project Program Area Public Buildings and Facilities

Description

The 2016 Parking Structure Condition Analysis identifies \$10 million in deferred capital maintenance. Due to financial constraints in the parking enterprise fund, the program is budgeting minimal capital outlays for emergency needs only.

Images



Downtown Eugene,
Overpark Parking Garage -
1000 Oak St.

Details

Project Status: Not Started

Additional Project Status Details: Some of the items identified in the 2016 Parking Structure Condition Analysis have been completed, but not all.

Ward: Ward 1

Neighborhood: Downtown

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

Operational Costs Comments - Other: Specific project details are unknown at this time.

Fund(s): 520 - Parking Services

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Parking Structure Condition Analysis (PSCA)

Council

Goals: Equitable, Effective, Accountable Municipal Government, Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$50K

Total Budget (all years)

\$300K

Project Total

\$300K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Total	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000

Funding Sources

FY2026 Budget

\$50K

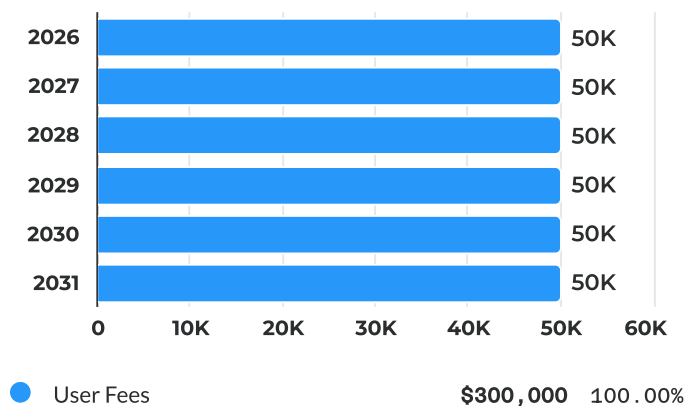
Total Budget (all years)

\$300K

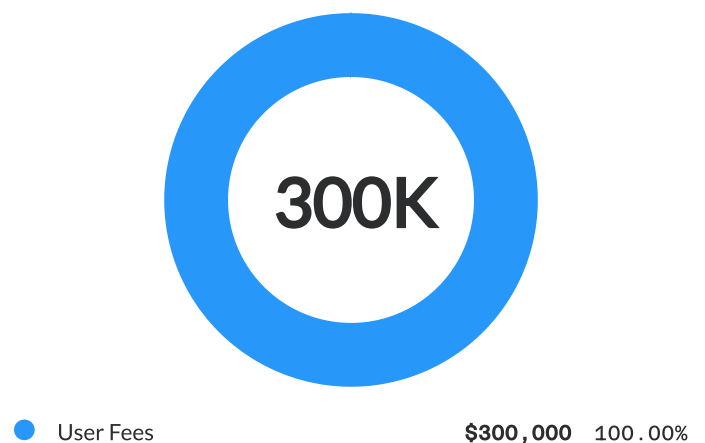
Project Total

\$300K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Total	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

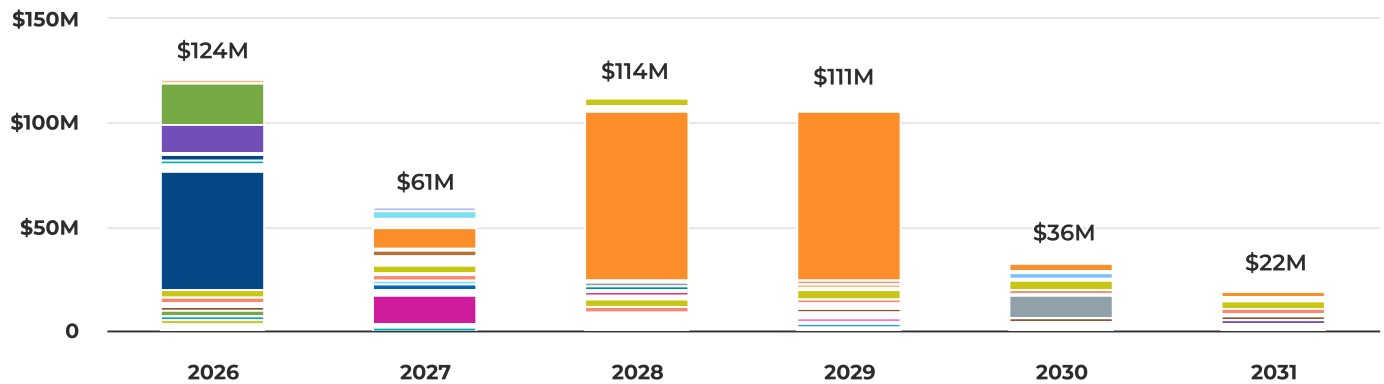
\$0

Project Total

\$0

PW Capital Projects

FY26 - FY31 PW Capital Projects Projects



100+ Year Pipe Rehabilitation and Replacement	\$2,745,000	0.59%
14th Avenue Paving and City View Street Bike Improvements	\$890,000	0.19%
2026 Neighborhood Pedestrian and Safety Enhancements	\$360,000	0.08%
2026 Pedestrian Crossing Enhancements	\$520,000	0.11%
2027 Neighborhood Traffic Calming	\$180,000	0.04%
2028 Pedestrian Enhancements	\$1,040,000	0.22%
2029 Bicycle Safety Enhancements	\$1,090,000	0.23%
2029 Pedestrian Enhancements	\$660,000	0.14%
24th Avenue, Agate Street, University Street, Harris Street, and 22nd Avenue Paving	\$3,860,000	0.83%
31st Avenue and Agate Street Paving	\$1,590,000	0.34%
500 Year Flood Wastewater Retrofit	\$140,000	0.03%
6th Avenue Stormwater Retrofit	\$500,000	0.11%
Active Transportation, Safety, and Street Tree Bond Projects	\$2,000,000	0.43%
Adams Street 12th Avenue to 13th Avenue Stormwater Replacement	\$250,000	0.05%
Airfield Storage Facility	\$3,500,000	0.75%
Airport Improvement Projects	\$3,000,000	0.64%
Amazon Creek Restoration	\$370,000	0.08%
Amazon Prairie Mitigation Bank	\$2,380,000	0.51%
Annual Slurry Seals and Local Street Repairs	\$1,200,000	0.26%
Ayres Pond Culvert Replacement	\$500,000	0.11%
Chad Drive Stormwater Retrofit	\$600,000	0.13%
Chambers Street Paving	\$1,440,000	0.31%

● Clear Lake Phase 1 Capacity and Water Quality Improvements	\$1,340,000	0.29%
● Clear Lake Wastewater Extension Phase 1	\$3,240,000	0.69%
● Club Road and Country Club Road Paving	\$1,420,000	0.30%
● Concourse A Expansion and ADA Egress Ramp	\$20,025,000	4.28%
● Concourse C Addition	\$178,882,100	38.25%
● Construct Terminal Apron	\$14,400,000	3.08%
● County Farm Road Paving	\$790,000	0.17%
● Delta Highway Paving	\$3,120,000	0.67%
● Demo Old Car Wash and Reclaim Parking Lot	\$1,250,000	0.27%
● Downtown Riverfront Plaza	\$3,530,000	0.75%
● East Ridge Village Stormwater Retrofit	\$300,000	0.06%
● East Santa Clara Waterway Improvements	\$1,000,000	0.21%
● Echo Hollow Road Paving	\$1,470,000	0.31%
● Emerald and Onyx Streets 22nd Avenue to 24th Avenue Replacement	\$200,000	0.04%
● Eugene Airport Master Plan	\$3,040,000	0.65%
● Eugene Parks Foundation - Ridgeline Parking at Willamette and 52nd	\$450,000	0.10%
● Eugene Parks Foundation Partnership - Antis Oaks Trailhead	\$710,000	0.15%
● Eugene Parks Foundation Partnership - South Eugene Meadows Trail	\$1,040,000	0.22%
● Ferndale Park Development	\$2,050,000	0.44%
● Flexible Pipe Connections - Pump Stations to Discharge Pipes	\$400,000	0.09%
● Franklin Boulevard Wastewater Rehabilitation	\$300,000	0.06%
● Golden Gardens Park and Sports Complex Phase 1	\$2,280,000	0.49%
● Irvington Drive Paving	\$2,210,000	0.47%
● Jeppesen Acres Road Paving and Sidewalk Infill	\$2,230,000	0.48%
● Kinsrow Avenue, Lindley Lane, and Honeysuckle Lane Paving	\$2,320,000	0.50%
● Longview Avenue Wastewater Rehabilitation	\$300,000	0.06%
● Marshall Shared Use Path Rehabilitation	\$400,000	0.09%
● Mattie Reynolds Park	\$1,490,000	0.32%
● Neighborhood and Community Park Development	\$500,000	0.11%
● North Gilham Capacity and Water Quality Improvements	\$710,000	0.15%

● North Terry Street Drainage Improvements	\$300,000	0.06%
● Outbound Baggage System	\$61,397,500	13.13%
● Park Donation Projects	\$630,000	0.13%
● Parkland Acquisition	\$500,000	0.11%
● Pavement Preservation Program	\$22,980,000	4.91%
● Prairie Road South of Beltline Highway Wastewater Extension	\$895,000	0.19%
● Projects Supporting the Transportation System Plan	\$14,040,000	3.00%
● Pump Station Rehabilitation	\$1,260,000	0.27%
● Regional Pickleball Facility Partnership	\$450,000	0.10%
● River Road Lighting	\$300,000	0.06%
● River Road: Green Lane to Beltline Road Paving	\$2,020,000	0.43%
● River Road: Wedgewood Drive to Green Lane Paving	\$2,960,000	0.63%
● Roosevelt Shared Use Path Rehabilitation & Lighting	\$1,500,000	0.32%
● Roosevelt Yard Site Renovation and Rehabilitation	\$4,230,000	0.90%
● Roosevelt Yard Water Quality Retrofit	\$400,000	0.09%
● Runway 16R/34L Rehabilitation	\$10,650,000	2.28%
● School District Partnership - Artificial Turf Field Replacement	\$920,000	0.20%
● Scobert Gardens Renovation	\$500,000	0.11%
● Sidewalk Access Ramp Upgrades	\$900,000	0.19%
● Site Renovations and Rehabilitation	\$7,120,000	1.52%
● Splash Pad Retrofits	\$400,000	0.09%
● Spring Boulevard, South Ridge Drive, Vine Maple Street, Pine Canyon Drive, Huckleberry Street Paving	\$2,810,000	0.60%
● Stormwater Facilities Plant Establishment Various Locations	\$300,000	0.06%
● Stormwater System Rehabilitation	\$3,630,000	0.78%
● Street Tree Stocking and Planting Program	\$1,680,000	0.36%
● Sunset Drive and Longview Street Paving	\$1,330,000	0.28%
● Suzanne Arlie Park Development Phase 1	\$1,450,000	0.31%
● Taxiway B Rehabilitation and Taxiway R Relocation	\$13,320,000	2.85%
● Terry Street Paving	\$2,040,000	0.44%
● Tip Up Replacement	\$400,000	0.09%
● Traffic Calming / Neighborhood Livability	\$600,000	0.13%

● Traffic Operations Improvement Program	\$1,500,000	0.32%
● Traffic Signal Controller Replacement	\$300,000	0.06%
● Traffic Signal Strain Pole Replacement	\$1,500,000	0.32%
● Tugman Park Renovation	\$250,000	0.05%
● Under Bridge Safety Modifications	\$2,400,000	0.51%
● Van Ness Wastewater Capacity Enhancements	\$510,000	0.11%
● Waite Street and Ohio Street Paving	\$1,650,000	0.35%
● Wastewater Extensions for Key Transportation Corridors Phase 1	\$500,000	0.11%
● Wastewater Rehabilitation South Bertelsen Road	\$1,700,000	0.36%
● Wastewater Rehabilitation Stewart Road	\$1,700,000	0.36%
● Wastewater System Rehabilitation	\$2,910,000	0.62%
● Water Quality Facilities	\$600,000	0.13%
● West 11th Avenue and Crow Road Wastewater Extension	\$500,000	0.11%
● West Bank Park	\$2,900,000	0.62%
● West Enid Road Wastewater Capacity Enhancements	\$510,000	0.11%
● Willamette River at I-5 Diversion Structure Removal Feasibility Study	\$100,000	0.02%
● Willamette Street 13th Avenue to 14th Avenue Stormwater Rehabilitation	\$250,000	0.05%
● Willamette Street Paving	\$1,140,000	0.24%
● Willow Creek and West 18th Wastewater Extension	\$2,740,000	0.59%

Summary of Requests

Project No./Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
100+ Year Pipe Rehabilitation and Replacement	\$245,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,745,000
--	\$0	\$300,000	\$590,000	\$0	\$0	\$0	\$890,000
14th Avenue Paving and City View Street Bike Improvements							
--	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000
2026 Neighborhood Pedestrian and Safety Enhancements							
--	\$520,000	\$0	\$0	\$0	\$0	\$0	\$520,000
2026 Pedestrian Crossing Enhancements							
--	\$50,000	\$130,000	\$0	\$0	\$0	\$0	\$180,000
2027 Neighborhood Traffic Calming							
--	\$0	\$300,000	\$740,000	\$0	\$0	\$0	\$1,040,000
2028 Pedestrian Enhancements							



ATTACHMENT A

Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
--	\$0	\$0	\$300,000	\$790,000	\$0	\$0	\$1,090,000
2029 Bicycle Safety Enhancements							
--	\$0	\$0	\$200,000	\$460,000	\$0	\$0	\$660,000
2029 Pedestrian Enhancements							
--	\$0	\$300,000	\$3,560,000	\$0	\$0	\$0	\$3,860,000
24th Avenue, Agate Street, University Street, Harris Street, and 22nd Avenue Paving							
--	\$300,000	\$1,290,000	\$0	\$0	\$0	\$0	\$1,590,000
31st Avenue and Agate Street Paving							
500 Year Flood Wastewater Retrofit	\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000
--	\$0	\$0	\$50,000	\$450,000	\$0	\$0	\$500,000
6th Avenue Stormwater Retrofit							
--	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$0	\$2,000,000
Active Transportation, Safety, and Street Tree Bond Projects							
--	\$0	\$50,000	\$200,000	\$0	\$0	\$0	\$250,000
Adams Street 12th Avenue to 13th Avenue Stormwater Replacement							
Airfield Storage Facility	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000
Airport Improvement Projects	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
Amazon Creek Restoration	\$0	\$90,000	\$280,000	\$0	\$0	\$0	\$370,000
--	\$100,000	\$1,100,000	\$220,000	\$520,000	\$220,000	\$220,000	\$2,380,000
Amazon Prairie Mitigation Bank							
--	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
Annual Slurry Seals and Local Street Repairs							
Ayres Pond Culvert Replacement	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Chad Drive Stormwater Retrofit	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$600,000
--	\$1,440,000	\$0	\$0	\$0	\$0	\$0	\$1,440,000
Chambers Street Paving							
Clear Lake Phase 1 Capacity and Water Quality Improvements	\$0	\$0	\$0	\$320,000	\$740,000	\$280,000	\$1,340,000
Clear Lake Wastewater Extension Phase 1	\$0	\$1,000,000	\$500,000	\$580,000	\$580,000	\$580,000	\$3,240,000
--	\$300,000	\$1,120,000	\$0	\$0	\$0	\$0	\$1,420,000
Club Road and Country Club Road							



ATTACHMENT A

Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Paving							
Concourse A Expansion and ADA Egress Ramp	\$19,350,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$20,025,000
Concourse C Addition	\$0	\$10,000,000	\$81,290,000	\$81,280,000	\$3,156,050	\$3,156,050	\$178,882,100
Construct Terminal Apron	\$14,400,000	\$0	\$0	\$0	\$0	\$0	\$14,400,000
--	\$200,000	\$590,000	\$0	\$0	\$0	\$0	\$790,000
County Farm Road Paving							
--	\$3,120,000	\$0	\$0	\$0	\$0	\$0	\$3,120,000
Delta Highway Paving							
Demo Old Car Wash and Reclaim Parking Lot	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000
--	\$1,280,000	\$150,000	\$150,000	\$150,000	\$1,650,000	\$150,000	\$3,530,000
Downtown Riverfront Plaza							
--	\$50,000	\$50,000	\$200,000	\$0	\$0	\$0	\$300,000
East Ridge Village Stormwater Retrofit							
East Santa Clara Waterway Improvements	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$1,000,000
--	\$0	\$0	\$300,000	\$1,170,000	\$0	\$0	\$1,470,000
Echo Hollow Road Paving							
Emerald and Onyx Streets 22nd Avenue to 24th Avenue Replacement	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
--	\$0	\$3,040,000	\$0	\$0	\$0	\$0	\$3,040,000
Eugene Airport Master Plan							
--	\$375,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$450,000
Eugene Parks Foundation - Ridgeline Parking at Willamette and 52nd							
--	\$0	\$650,000	\$15,000	\$15,000	\$15,000	\$15,000	\$710,000
Eugene Parks Foundation Partnership - Antis Oaks Trailhead							
--	\$965,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$1,040,000
Eugene Parks Foundation Partnership - South Eugene Meadows Trail							
--	\$0	\$0	\$0	\$0	\$2,000,000	\$50,000	\$2,050,000
Ferndale Park Development							
Flexible Pipe Connections - Pump Stations to Discharge Pipes	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Franklin Boulevard Wastewater	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000



ATTACHMENT A

Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Rehabilitation							
--	\$0	\$0	\$2,130,000	\$50,000	\$50,000	\$50,000	\$2,280,000
Golden Gardens Park and Sports Complex Phase 1							
--	\$0	\$300,000	\$1,910,000	\$0	\$0	\$0	\$2,210,000
Irvington Drive Paving							
--	\$0	\$0	\$300,000	\$1,930,000	\$0	\$0	\$2,230,000
Jeppesen Acres Road Paving and Sidewalk Infill							
--	\$0	\$300,000	\$2,020,000	\$0	\$0	\$0	\$2,320,000
Kinsrow Avenue, Lindley Lane, and Honeysuckle Lane Paving							
--	\$0	\$100,000	\$200,000	\$0	\$0	\$0	\$300,000
Longview Avenue Wastewater Rehabilitation							
--	\$0	\$100,000	\$300,000	\$0	\$0	\$0	\$400,000
Marshall Shared Use Path Rehabilitation							
--	\$0	\$1,090,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,490,000
Mattie Reynolds Park							
--	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000
Neighborhood and Community Park Development							
North Gilham Capacity and Water Quality Improvements							
--	\$0	\$270,000	\$440,000	\$0	\$0	\$0	\$710,000
North Terry Street Drainage Improvements							
--	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$300,000
900499	\$57,010,000	\$877,500	\$877,500	\$877,500	\$877,500	\$877,500	\$61,397,500
Outbound Baggage System							
--	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$630,000
Park Donation Projects							
--	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000
Parkland Acquisition							
Pavement Preservation Program	\$3,830,000	\$3,830,000	\$3,830,000	\$3,830,000	\$3,830,000	\$3,830,000	\$22,980,000
Prairie Road South of Beltline Highway Wastewater Extension							
--	\$0	\$895,000	\$0	\$0	\$0	\$0	\$895,000
Projects Supporting the Transportation System Plan	\$1,990,000	\$2,410,000	\$2,410,000	\$2,410,000	\$2,410,000	\$2,410,000	\$14,040,000
Pump Station Rehabilitation							
--	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$1,260,000
Regional Pickleball Facility Partnership							
--	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
--	\$0	\$100,000	\$200,000	\$0	\$0	\$0	\$300,000



ATTACHMENT A

Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
River Road Lighting							
--	\$300,000	\$1,720,000	\$0	\$0	\$0	\$0	\$2,020,000
River Road: Green Lane to Beltline Road Paving							
--	\$300,000	\$2,660,000	\$0	\$0	\$0	\$0	\$2,960,000
River Road: Wedgewood Drive to Green Lane Paving							
--	\$0	\$0	\$100,000	\$1,400,000	\$0	\$0	\$1,500,000
Roosevelt Shared Use Path Rehabilitation & Lighting							
Roosevelt Yard Site Renovation and Rehabilitation	\$705,000	\$705,000	\$705,000	\$705,000	\$705,000	\$705,000	\$4,230,000
--	\$100,000	\$300,000	\$0	\$0	\$0	\$0	\$400,000
Roosevelt Yard Water Quality Retrofit							
--	\$0	\$0	\$0	\$0	\$10,650,000	\$0	\$10,650,000
Runway 16R/34L Rehabilitation							
--	\$120,000	\$250,000	\$250,000	\$100,000	\$100,000	\$100,000	\$920,000
School District Partnership - Artificial Turf Field Replacement							
--	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Scobert Gardens Renovation							
--	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Sidewalk Access Ramp Upgrades							
--	\$1,320,000	\$700,000	\$960,000	\$1,370,000	\$1,380,000	\$1,390,000	\$7,120,000
Site Renovations and Rehabilitation							
Splash Pad Retrofits	\$0	\$0	\$0	\$50,000	\$350,000	\$0	\$400,000
--	\$2,810,000	\$0	\$0	\$0	\$0	\$0	\$2,810,000
Spring Boulevard, South Ridge Drive, Vine Maple Street, Pine Canyon Drive, Huckleberry Street Paving							
--	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Stormwater Facilities Plant Establishment Various Locations							
Stormwater System Rehabilitation	\$20,000	\$90,000	\$250,000	\$350,000	\$680,000	\$2,240,000	\$3,630,000
Street Tree Stocking and Planting Program	\$430,000	\$430,000	\$430,000	\$330,000	\$30,000	\$30,000	\$1,680,000
--	\$0	\$0	\$300,000	\$1,030,000	\$0	\$0	\$1,330,000
Sunset Drive and Longview Street Paving							
--	\$1,300,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$1,450,000



ATTACHMENT A

Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Suzanne Arlie Park Development Phase 1							
--	\$0	\$13,320,000	\$0	\$0	\$0	\$0	\$13,320,000
Taxiway B Rehabilitation and Taxiway R Relocation							
--	\$2,040,000	\$0	\$0	\$0	\$0	\$0	\$2,040,000
Terry Street Paving							
--	\$0	\$0	\$0	\$50,000	\$350,000	\$0	\$400,000
Tip Up Replacement							
Traffic Calming / Neighborhood Livability	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Traffic Operations Improvement Program	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Traffic Signal Controller Replacement	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Traffic Signal Strain Pole Replacement	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
--	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Tugman Park Renovation							
Under Bridge Safety Modifications	\$650,000	\$700,000	\$700,000	\$350,000	\$0	\$0	\$2,400,000
--	\$0	\$0	\$210,000	\$300,000	\$0	\$0	\$510,000
Van Ness Wastewater Capacity Enhancements							
--	\$0	\$0	\$300,000	\$1,350,000	\$0	\$0	\$1,650,000
Waite Street and Ohio Street Paving							
Wastewater Extensions for Key Transportation Corridors Phase 1	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
--	\$0	\$0	\$0	\$0	\$850,000	\$850,000	\$1,700,000
Wastewater Rehabilitation South Bertelsen Road							
--	\$0	\$0	\$850,000	\$850,000	\$0	\$0	\$1,700,000
Wastewater Rehabilitation Stewart Road							
Wastewater System Rehabilitation	\$70,000	\$210,000	\$395,000	\$445,000	\$845,000	\$945,000	\$2,910,000
Water Quality Facilities	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
West 11th Avenue and Crow Road Wastewater Extension	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
--	\$0	\$0	\$1,000,000	\$1,800,000	\$50,000	\$50,000	\$2,900,000
West Bank Park							
--	\$210,000	\$300,000	\$0	\$0	\$0	\$0	\$510,000
West Enid Road Wastewater Capacity Enhancements							
--	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$100,000

ATTACHMENT A

Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Willamette River at I-5 Diversion Structure Removal Feasibility Study							
--	\$0	\$0	\$50,000	\$200,000	\$0	\$0	\$250,000
Willamette Street 13th Avenue to 14th Avenue Stormwater Rehabilitation							
--	\$0	\$0	\$300,000	\$840,000	\$0	\$0	\$1,140,000
Willamette Street Paving							
Willow Creek and West 18th Wastewater Extension	\$500,000	\$0	\$500,000	\$580,000	\$580,000	\$580,000	\$2,740,000
--	\$300,000	\$1,570,000	\$0	\$0	\$0	\$0	\$1,870,000
Willow Creek Road Paving							
Total Summary of Requests	\$124,115,000	\$60,897,500	\$114,172,500	\$110,842,500	\$35,758,550	\$21,868,550	\$467,654,600



100+ Year Pipe Rehabilitation and Replacement

Overview

Project Program Area Wastewater

Description

This citywide project will rehabilitate or replace some of the City's oldest wastewater pipes to decrease the risk of failure of vulnerable sections of the wastewater system. This project supports the 2020 Wastewater Master Plan by rehabilitating existing wastewater systems, and the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Wastewater pipe
replacement

Details

Project Status: In Progress

Additional Project Status Details: This project was partially funded in the 2023-2029 CIP.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: Project reduces maintenance needs at the project location, allowing Operations to respond to other system needs.

Fund(s): 532 - Wastewater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

GHG Emissions Comments: No changes to operational GHG emissions are expected for this program. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$245K

Total Budget (all years)
\$2.75M

Project Total
\$2.75M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$245,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,745,000
Total	\$245,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,745,000

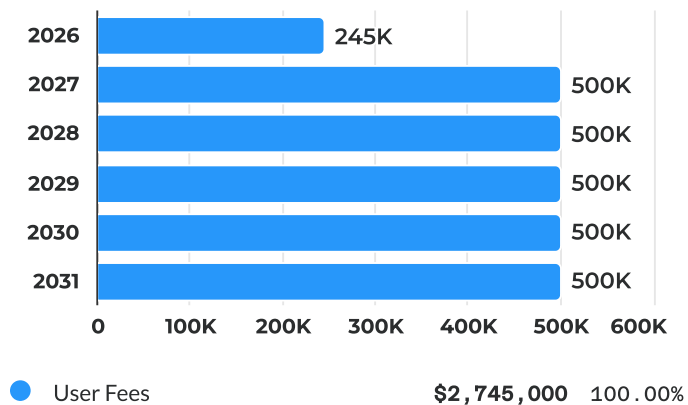
Funding Sources

FY2026 Budget
\$245K

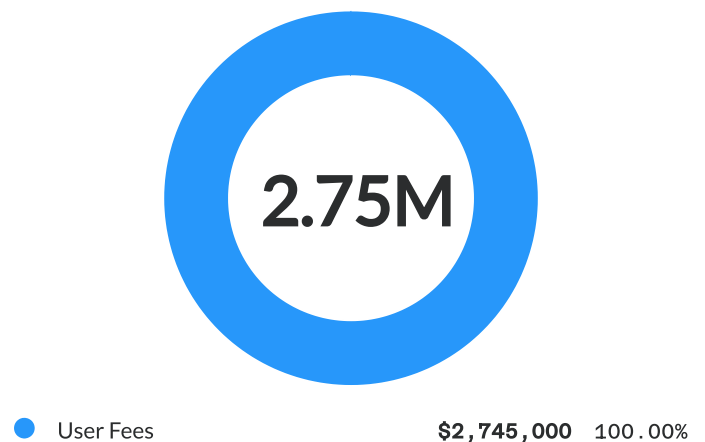
Total Budget (all years)
\$2.75M

Project Total
\$2.75M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$245,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,745,000
Total	\$245,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,745,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

14th Avenue Paving and City View Street Bike Improvements

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project will rehabilitate 14th Avenue from Wilson Court to City View Street. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. The project will also include neighborhood greenway work on City View Street from 11th Avenue to 18th Avenue. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project is yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 1, Ward 2, Ward 8

Neighborhood: Churchill, Far West, West Eugene

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 249

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Americans with Disabilities Act (ADA) Transition Plan, Climate Action Plan 2.0

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$890K

Project Total

\$890K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$300,000	\$590,000	\$0	\$0	\$0	\$890,000
Total	\$0	\$300,000	\$590,000	\$0	\$0	\$0	\$890,000

Funding Sources

FY2026 Budget

\$0

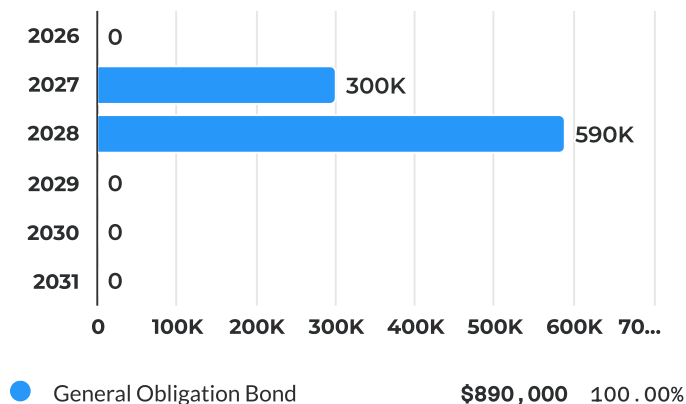
Total Budget (all years)

\$890K

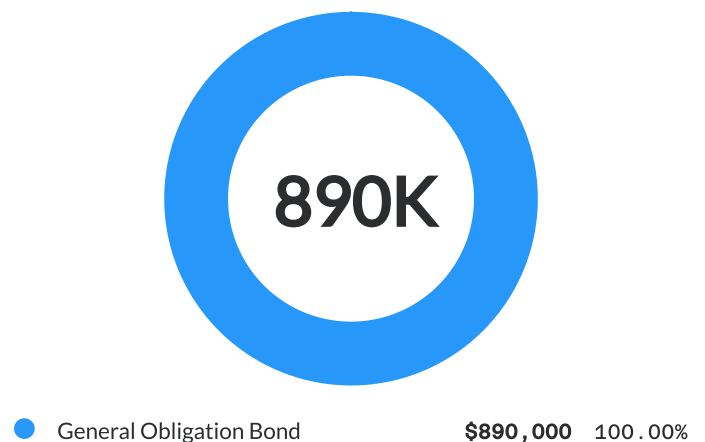
Project Total

\$890K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$300,000	\$590,000	\$0	\$0	\$0	\$890,000
Total	\$0	\$300,000	\$590,000	\$0	\$0	\$0	\$890,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

2026 Neighborhood Pedestrian and Safety Enhancements

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project includes neighborhood traffic-calming on Candlelight Drive, traffic feedback signs on Fox Hollow Road, sidewalk infill on Matt Drive and Polk Street, and bike lane striping on Polk Street. The full scope and details of the project are yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

This project will create facilities that will allow for the increased use of active transportation.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 44

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$360K

Total Budget (all years)
\$360K

Project Total
\$360K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000
Total	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000

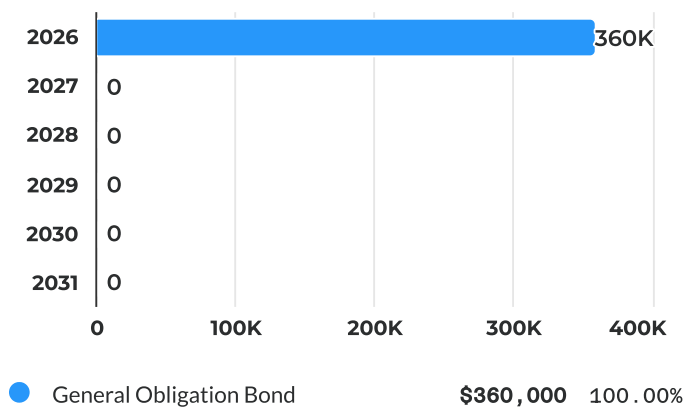
Funding Sources

FY2026 Budget
\$360K

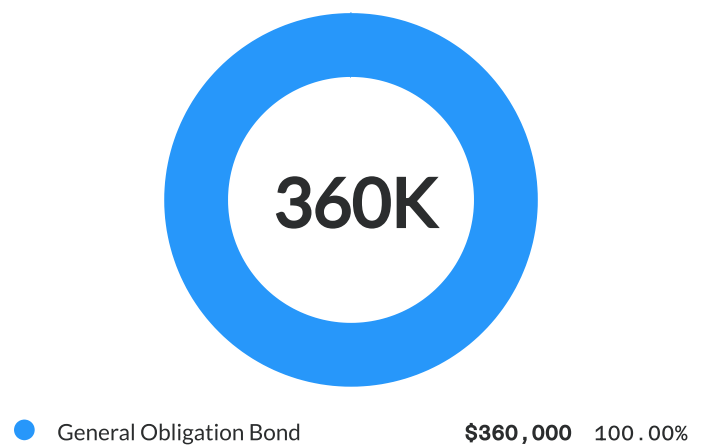
Total Budget (all years)
\$360K

Project Total
\$360K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000
Total	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

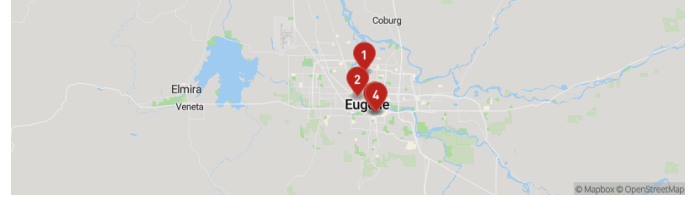
Project Total
\$0

2026 Pedestrian Crossing Enhancements

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project includes pedestrian crossing enhancements at four locations; Goodpasture Island Road and Happy Lane, Jackson Street and 1st Avenue, 15th Avenue and Patterson Street, and 15th Avenue and Hilyard Street. The full scope and details of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 3, Ward 4, Ward 5, Ward 7

Neighborhood: Cal Young, Harlow, West University, Whiteaker

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

This project will create facilities that will allow for the increased use of active transportation.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 4

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$520K

Total Budget (all years)
\$520K

Project Total
\$520K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$520,000	\$0	\$0	\$0	\$0	\$0	\$520,000
Total	\$520,000	\$0	\$0	\$0	\$0	\$0	\$520,000

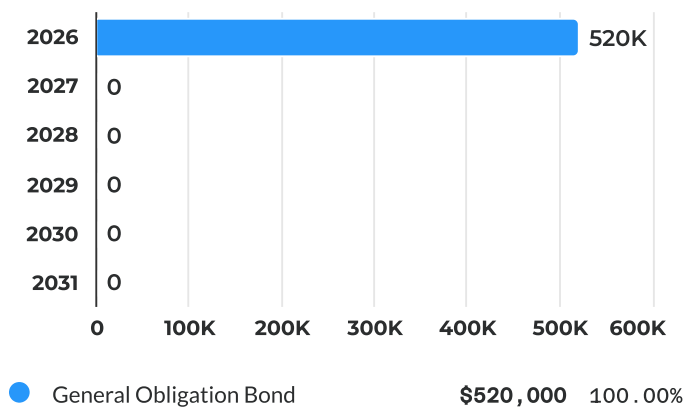
Funding Sources

FY2026 Budget
\$520K

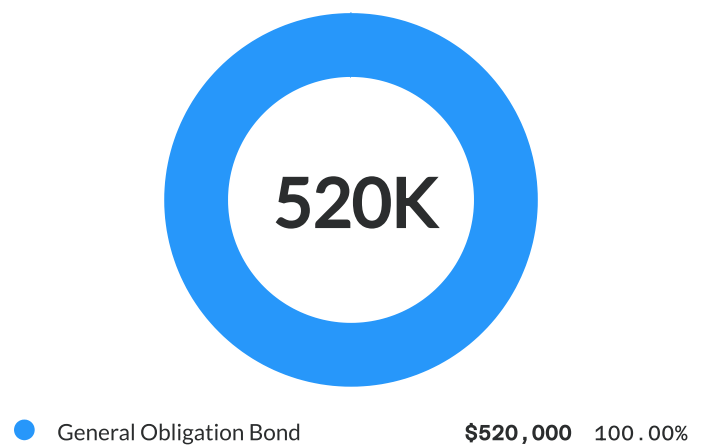
Total Budget (all years)
\$520K

Project Total
\$520K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$520,000	\$0	\$0	\$0	\$0	\$0	\$520,000
Total	\$520,000	\$0	\$0	\$0	\$0	\$0	\$520,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

2027 Neighborhood Traffic Calming

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project includes traffic feedback signs on 30th Avenue, 29th Avenue, Willgillespie Road, and Royal Avenue. The project also includes traffic-calming on Clinton Drive. The full scope and details of the project have yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 1, Ward 2, Ward 5, Ward 6, Ward 7, Ward 8

Neighborhood: Amazon, Cal Young, Friendly, Bethel, Southeast, Southwest Hills

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 4

Plan Policy Documents: Climate Action Plan 2.0, Eugene 2035 Transportation System Plan, Americans with Disabilities Act (ADA) Transition Plan, Climate Recovery Ordinance

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$50K

Total Budget (all years)

\$180K

Project Total

\$180K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$50,000	\$130,000	\$0	\$0	\$0	\$0	\$180,000
Total	\$50,000	\$130,000	\$0	\$0	\$0	\$0	\$180,000

Funding Sources

FY2026 Budget

\$50K

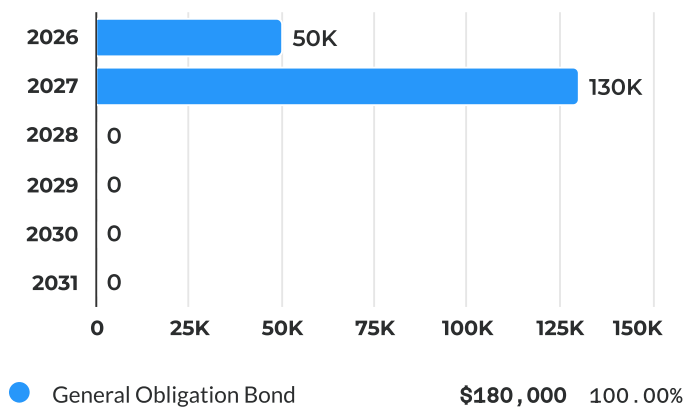
Total Budget (all years)

\$180K

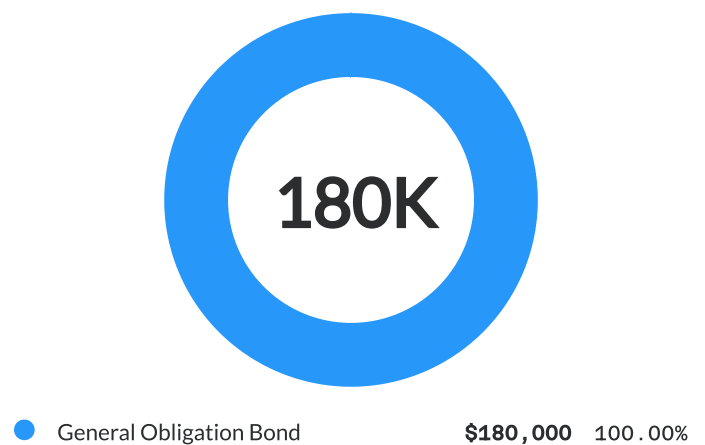
Project Total

\$180K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$50,000	\$130,000	\$0	\$0	\$0	\$0	\$180,000
Total	\$50,000	\$130,000	\$0	\$0	\$0	\$0	\$180,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

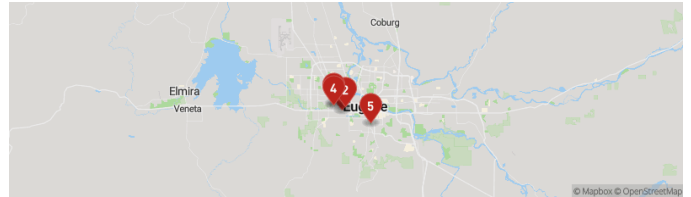
\$0

2028 Pedestrian Enhancements

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project includes pedestrian enhancements at five locations; Fern Ridge Path and City View Street, Garfield Street and Broadway Street, Seneca Road north of 5th Avenue, Seneca Road north of 7th Avenue, and 24th Avenue from Willamette Street to Amazon Parkway. The full scope and details of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 1, Ward 2, Ward 7, Ward 8

Neighborhood: Far West, Friendly, West Eugene

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

This project will create facilities that will allow for the increased use of active transportation.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 118

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Americans with Disabilities Act (ADA) Transition Plan, Climate Action Plan 2.0

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.04M

Project Total

\$1.04M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$300,000	\$740,000	\$0	\$0	\$0	\$1,040,000
Total	\$0	\$300,000	\$740,000	\$0	\$0	\$0	\$1,040,000

Funding Sources

FY2026 Budget

\$0

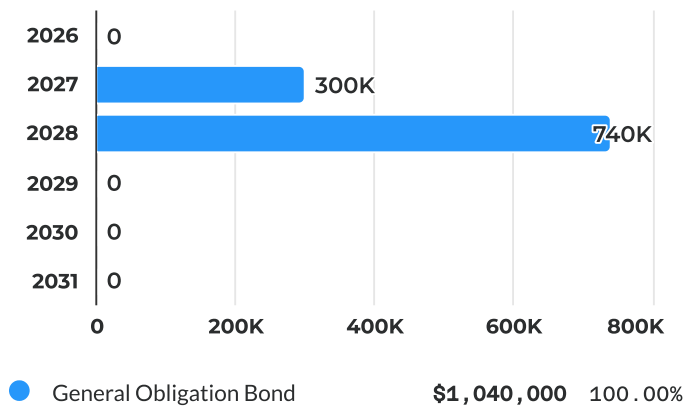
Total Budget (all years)

\$1.04M

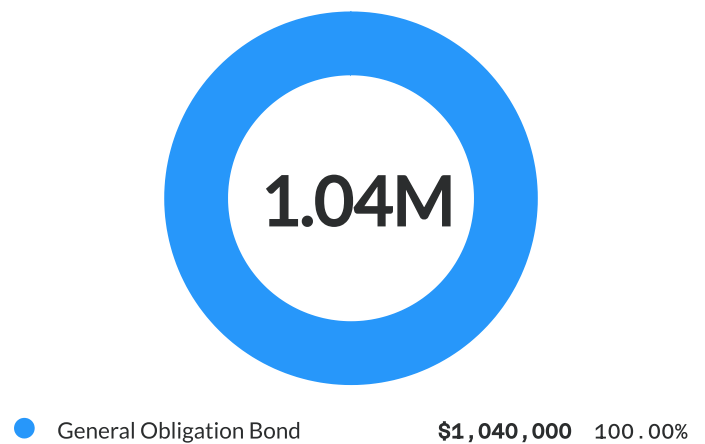
Project Total

\$1.04M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$300,000	\$740,000	\$0	\$0	\$0	\$1,040,000
Total	\$0	\$300,000	\$740,000	\$0	\$0	\$0	\$1,040,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

2029 Bicycle Safety Enhancements

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project includes bicycle safety enhancements at three locations: Amazon/Tugman Path from 19th Avenue to 39th Avenue, Grant Street from 5th Avenue to 15th Avenue, and Cal Young Road from Oakway Road to Willakenzie Road. The full scope and details of the project have yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 1, Ward 2, Ward 4, Ward 7

Neighborhood: Amazon, Cal Young, Far West, West Eugene

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 327

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Vision Zero Action Plan, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

This project will create facilities that will allow for the increased use of active transportation.

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.09M

Project Total

\$1.09M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$300,000	\$790,000	\$0	\$0	\$1,090,000
Total	\$0	\$0	\$300,000	\$790,000	\$0	\$0	\$1,090,000

Funding Sources

FY2026 Budget

\$0

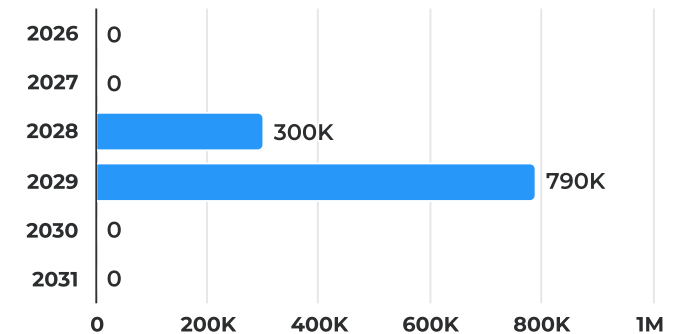
Total Budget (all years)

\$1.09M

Project Total

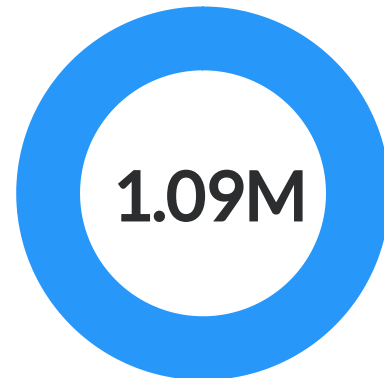
\$1.09M

FY2026 - FY2031 Funding Sources Breakdown



● General Obligation Bond **\$1,090,000** 100.00%

Funding Sources for Budgeted Years



● General Obligation Bond **\$1,090,000** 100.00%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$0	\$300,000	\$790,000	\$0	\$0	\$1,090,000
Total	\$0	\$0	\$300,000	\$790,000	\$0	\$0	\$1,090,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0

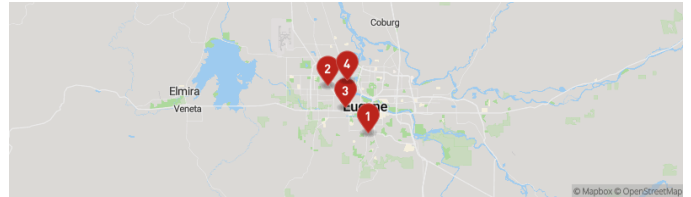


2029 Pedestrian Enhancements

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project includes pedestrian enhancements at four locations: Willamette Street and 31st Avenue, Fairfield Avenue from Royal Avenue to Elmira Road, Garfield Street, and River Road and Elkay Drive. The full scope and details of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 2, Ward 7, Ward 8

Neighborhood: Southeast, Bethel, Far West, West Eugene, River Road, Southwest Hills

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

This project will create facilities that will allow for the increased use of active transportation.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 120

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$0

Total Budget (all years)
\$660K

Project Total
\$660K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$200,000	\$460,000	\$0	\$0	\$660,000
Total	\$0	\$0	\$200,000	\$460,000	\$0	\$0	\$660,000

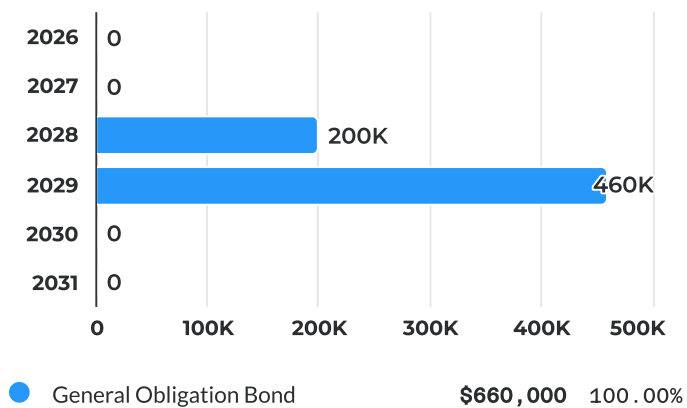
Funding Sources

FY2026 Budget
\$0

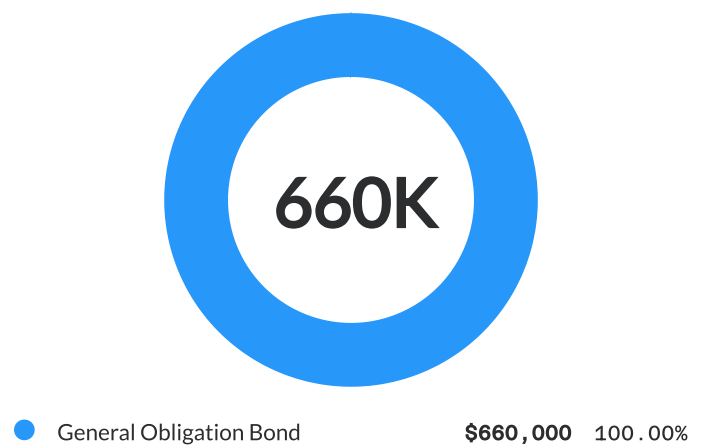
Total Budget (all years)
\$660K

Project Total
\$660K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$0	\$200,000	\$460,000	\$0	\$0	\$660,000
Total	\$0	\$0	\$200,000	\$460,000	\$0	\$0	\$660,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

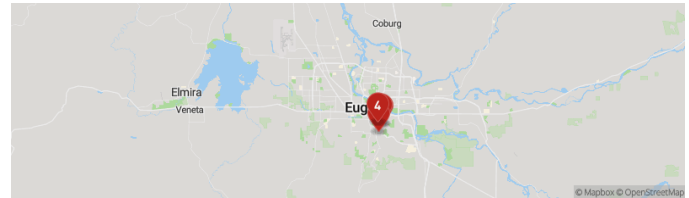
Project Total
\$0

24th Avenue, Agate Street, University Street, Harris Street, and 22nd Avenue Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate 24th Avenue, Agate Street, University Street, Harris Street, and 22nd Avenue. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project is yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 3, Ward 2

Neighborhood: Fairmount, Amazon, South University

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 1113

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$3.86M

Project Total

\$3.86M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$300,000	\$3,560,000	\$0	\$0	\$0	\$3,860,000
Total	\$0	\$300,000	\$3,560,000	\$0	\$0	\$0	\$3,860,000

Funding Sources

FY2026 Budget

\$0

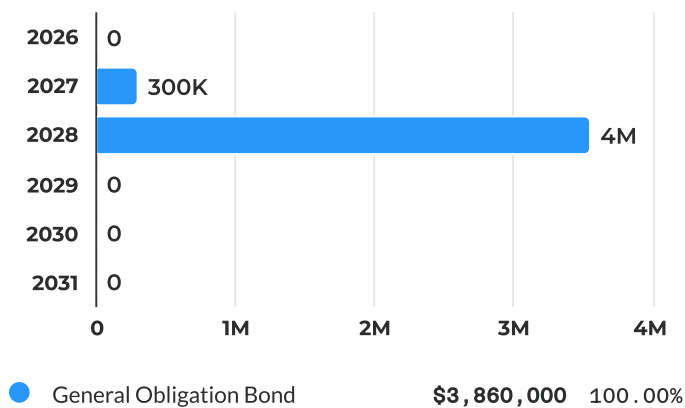
Total Budget (all years)

\$3.86M

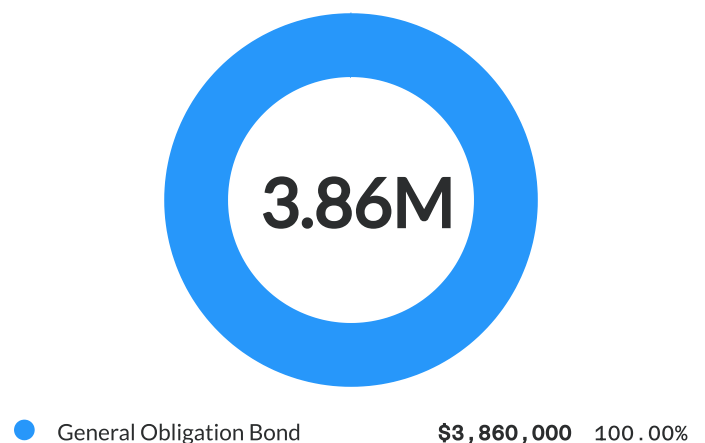
Project Total

\$3.86M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

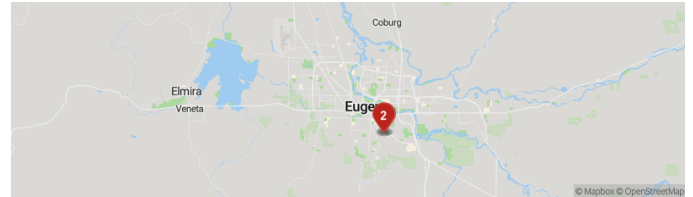
Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$300,000	\$3,560,000	\$0	\$0	\$0	\$3,860,000
Total	\$0	\$300,000	\$3,560,000	\$0	\$0	\$0	\$3,860,000

31st Avenue and Agate Street Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate 31st Avenue from Agate Street to Onyx Street and Agate Street from Agate Street to 31st Avenue. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 2

Neighborhood: Southeast

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 468

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Americans with Disabilities Act (ADA) Transition Plan, Climate Action Plan 2.0

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Capital Cost

 FY2026 Budget
\$300K

 Total Budget (all years)
\$1.59M

 Project Total
\$1.59M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$300,000	\$1,290,000	\$0	\$0	\$0	\$0	\$1,590,000
Total	\$300,000	\$1,290,000	\$0	\$0	\$0	\$0	\$1,590,000

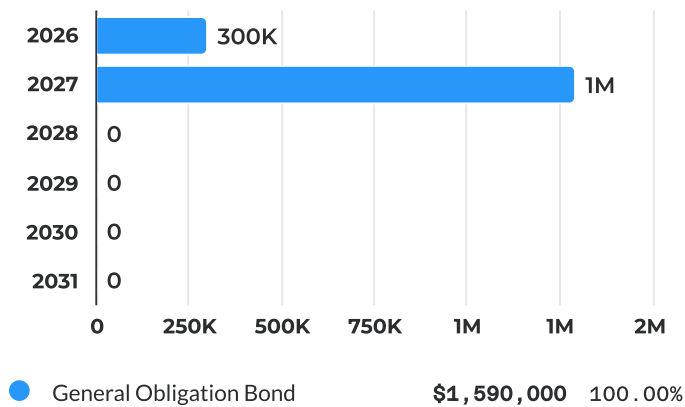
Funding Sources

 FY2026 Budget
\$300K

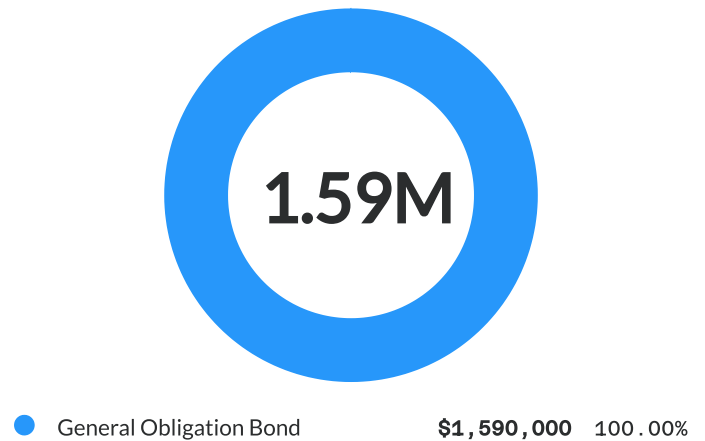
 Total Budget (all years)
\$1.59M

 Project Total
\$1.59M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$300,000	\$1,290,000	\$0	\$0	\$0	\$0	\$1,590,000
Total	\$300,000	\$1,290,000	\$0	\$0	\$0	\$0	\$1,590,000

Operational Costs

 FY2026 Budget
\$0

 Total Budget (all years)
\$0

 Project Total
\$0

500 Year Flood Wastewater Retrofit

Overview

Project Program Area Wastewater

Description

This citywide project will improve sites where pump stations' incoming medium voltage switches are below the floodplain elevation, which will improve wastewater pump stations' resiliency against flooding. This project supports the 2020 Wastewater Master Plan by rehabilitating existing wastewater systems, and supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was partially funded in the 2023-2029 CIP. Preliminary scoping is in progress.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 532 - Wastewater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$140K

Total Budget (all years)
\$140K

Project Total
\$140K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000
Total	\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000

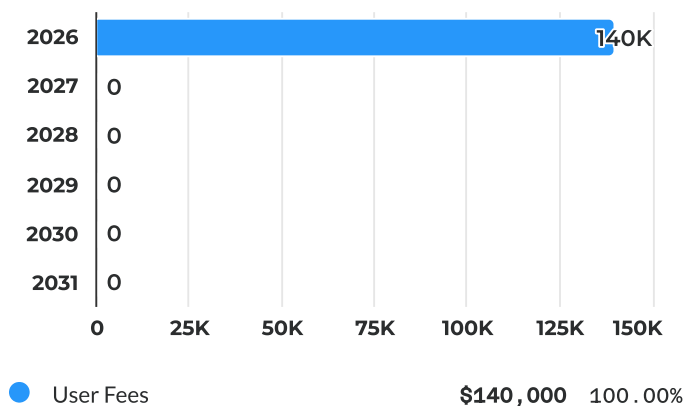
Funding Sources

FY2026 Budget
\$140K

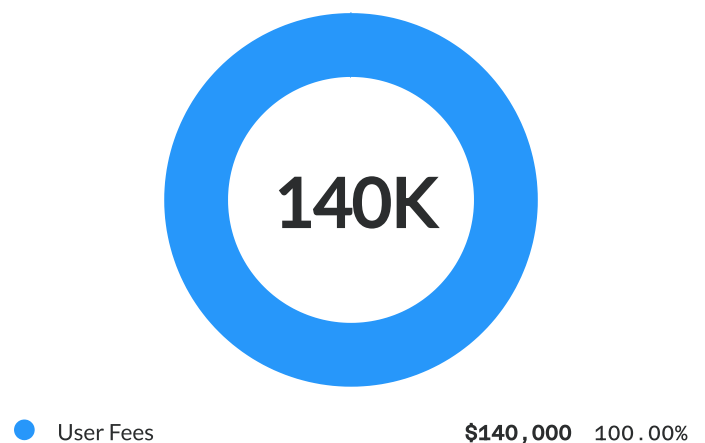
Total Budget (all years)
\$140K

Project Total
\$140K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000
Total	\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

6th Avenue Stormwater Retrofit

Overview

Project Program Area Stormwater

Project Location



Description

This project will rehabilitate five existing vegetated stormwater facilities on 6th Avenue between Chambers Street and Fillmore Street and two existing vegetated stormwater facilities on 6th Avenue between Adams Street and Monroe Street. Rehabilitation will include new splash pads, soil replacement, and plantings. This work will improve maintenance efficiency, sediment removal, and stormwater treatment.

Images



Details

Project Status: Not Started

Additional Project Status Details: This project was programmed in the 2023-2029 CIP.

Ward: Ward 7

Neighborhood: Whiteaker

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 35

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Sustainable and Accountable Development

GHG Emissions Comments

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$500K

Project Total

\$500K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$50,000	\$450,000	\$0	\$0	\$500,000
Total	\$0	\$0	\$50,000	\$450,000	\$0	\$0	\$500,000

Funding Sources

FY2026 Budget

\$0

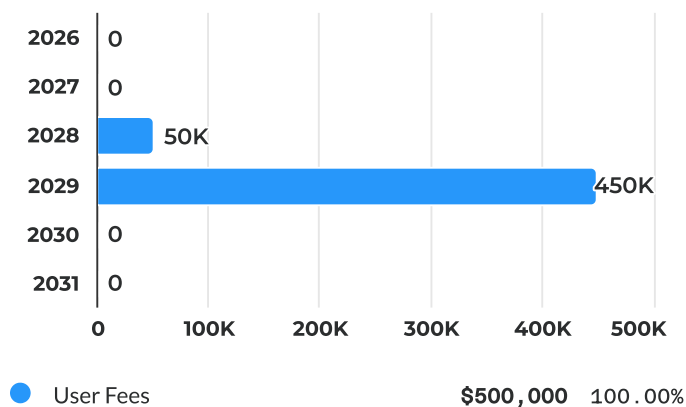
Total Budget (all years)

\$500K

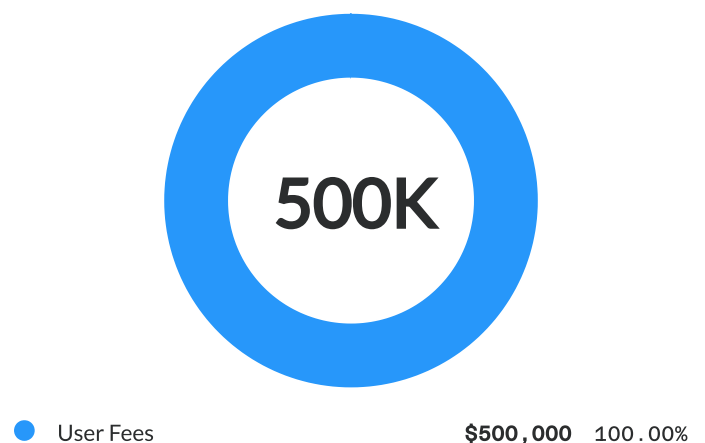
Project Total

\$500K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$0	\$50,000	\$450,000	\$0	\$0	\$500,000
Total	\$0	\$0	\$50,000	\$450,000	\$0	\$0	\$500,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Active Transportation, Safety, and Street Tree Bond Projects

Overview

Project Program Area Transportation

Description

These bond proceeds are available to be used for walking projects, biking projects, safety projects, or street tree projects to allow the potential to leverage grant funding or other opportunities to leverage funds, achieve economies of scale, or other opportunities for multi-objective project benefits.

Images



Details

Project Status: Not Started

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

This project will create facilities that will allow for the increased use of active transportation.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 110

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, 2022 Street Bond Resolution No. 5364

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$500K

Total Budget (all years)
\$2M

Project Total
\$2M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$0	\$2,000,000
Total	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$0	\$2,000,000

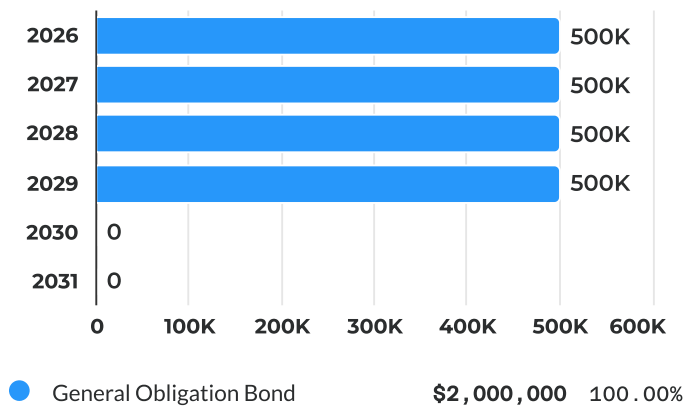
Funding Sources

FY2026 Budget
\$500K

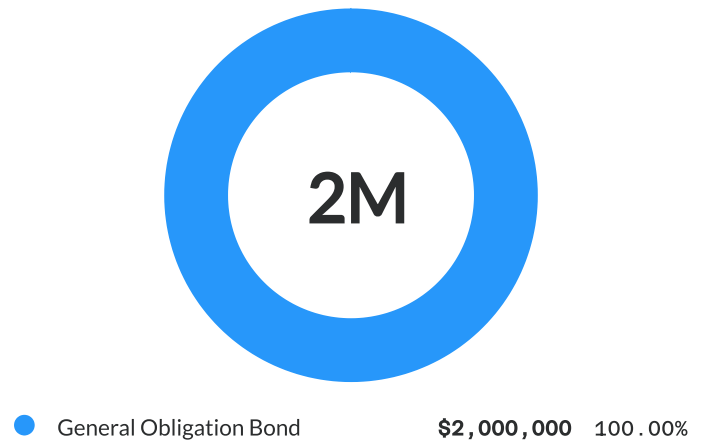
Total Budget (all years)
\$2M

Project Total
\$2M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$0	\$2,000,000
Total	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$0	\$2,000,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Adams Street 12th Avenue to 13th Avenue Stormwater Replacement

Overview

Project Program Area Stormwater

Project Location



Description

This project will replace the storm drain network on Adams Street between 12th Avenue and 13th Avenue which has exceeded its design life and no longer functions properly, such that it creates increased demands for maintenance and repair. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by rehabilitating a portion of the municipal separate storm sewer system (MS4), and supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Additional Project Status Details: This project was programmed in the 2023-2029 CIP.

Ward: Ward 1

Neighborhood: Jefferson Westside

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 35

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$0

Total Budget (all years)
\$250K

Project Total
\$250K

Detailed Breakdown

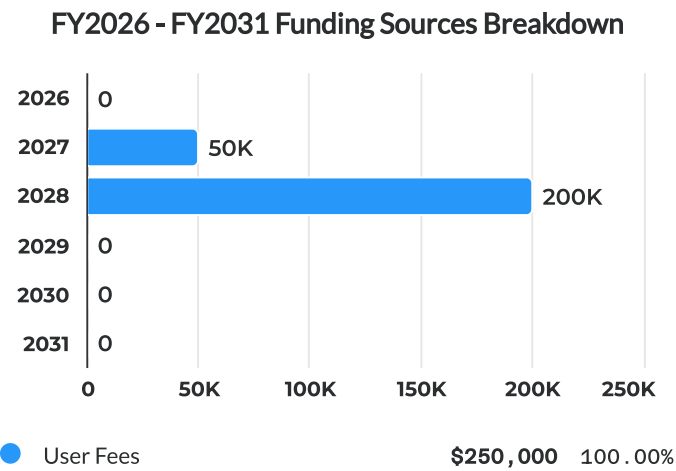
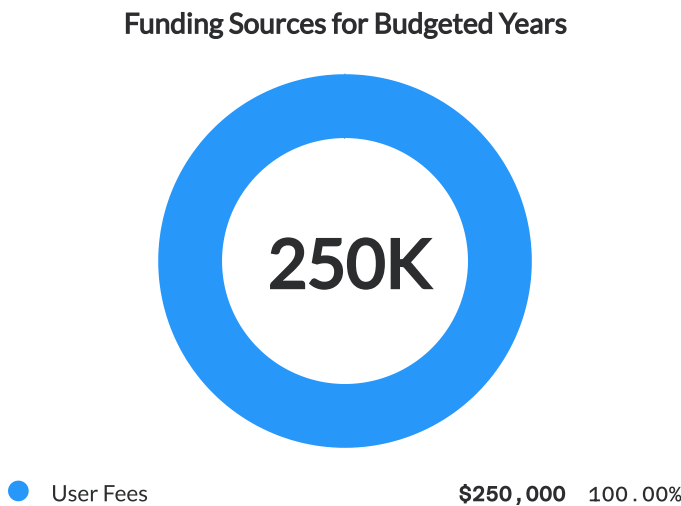
Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$50,000	\$200,000	\$0	\$0	\$0	\$250,000
Total	\$0	\$50,000	\$200,000	\$0	\$0	\$0	\$250,000

Funding Sources

FY2026 Budget
\$0

Total Budget (all years)
\$250K

Project Total
\$250K



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$50,000	\$200,000	\$0	\$0	\$0	\$250,000
Total	\$0	\$50,000	\$200,000	\$0	\$0	\$0	\$250,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Airfield Storage Facility

Overview

Project Program Area Airport

Project Location



Description

This project consists of the development of an estimated 12,000 square foot single story pre-engineered metal building that will include open equipment storage, maintenance bays, new fuel tanks, and supply storage areas. The civil site improvements include site and utility design, parking lot area lighting, asphalt paving, storm drainage design, and landscaping. The new asphalt paving will tie into the existing asphalt paving. This project will preserve or enhance safety by replacing the Airport's existing outdated and aging airfield storage facility, which preserves the Airport's ability to maintain the airfield safely. The current airfield storage facility is past its useful life and is no longer reasonable to maintain.

Images



Details

Project Status: Not Started

Additional Project Status Details: This project appeared in the previous CIP as the Snow Removal Equipment (SRE) Sand Storage Facility. Project has been delayed due to increased cost and lack of funding. Construction is now projected to begin in 2027.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

Operational Costs Comments - Other: This project will require the demolition of existing buildings that already have lighting and landscaping. The footprint will change, but the operating costs associated with the space will remain relatively the same.

Fund(s): 512 - Airport Passenger Facility Charges

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0.27

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 228

Plan Policy Documents: Airport Master Plan Update, Airport Advisory Committee Recommendation

GHG Emissions Comments

GHG estimates have been calculated on the assumption that the facility will be electrically heated.

Council

Goals: Equitable, Effective, Accountable Municipal Government, Fair, Stable, and Adequate Financial Resources, Safe Community for Community Wellbeing, Sustainable and Accountable Development

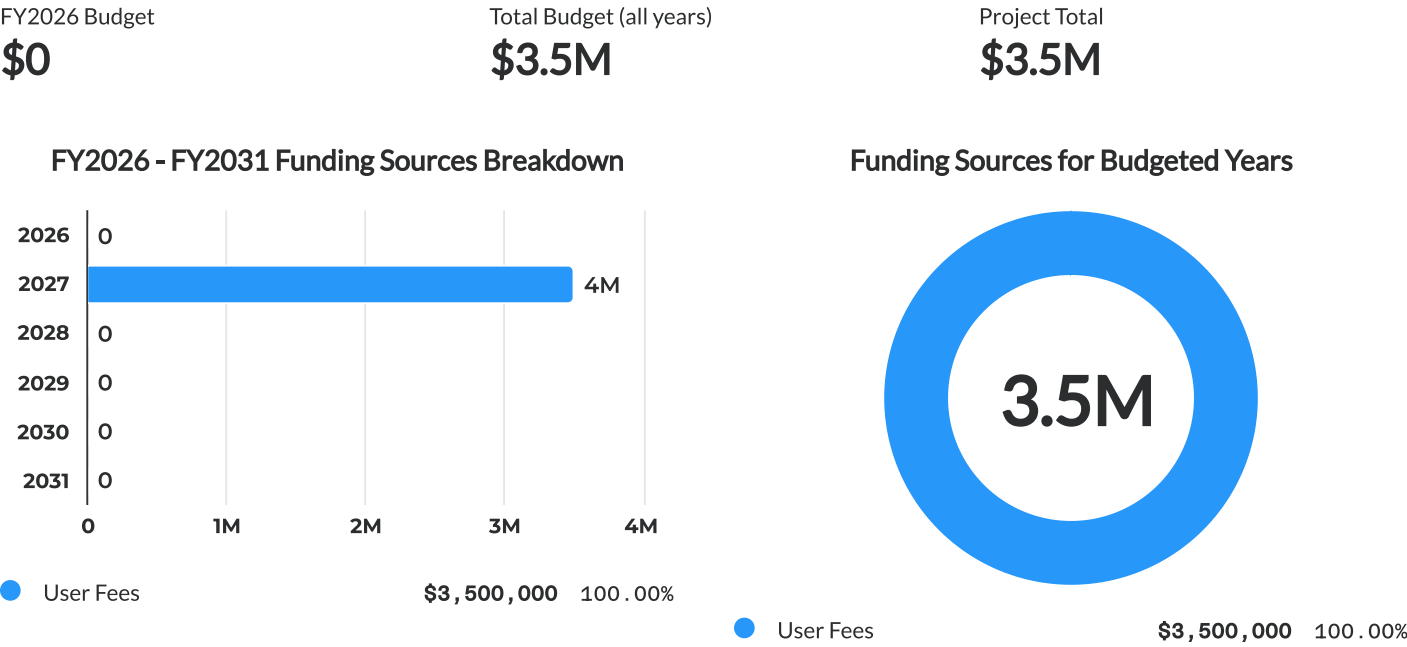
Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$3.5M	\$3.5M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000
Total	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000

Funding Sources



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000
Total	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0

Airport Improvement Projects

Overview

Project Program Area Airport

Project Location

28801 Douglas Drive



Description

This project provides funding for small (less than \$50,000) airport improvement, preservation, and maintenance projects. Projects that are identified and developed from this program could have some additional operational/maintenance costs; these added costs will be evaluated and reported during individual project scoping.

Images



Improvement Projects are throughout the Airport

Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing program. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Smaller locally-funded capital projects remain within this capital project number.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: Projects that are identified and developed from this program will likely have some operational/maintenance costs; these will be evaluated during individual project planning.

Fund(s): 512 - Airport Construction

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): Not Calculated

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): Not Calculated

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): Not Calculated

Estimated GHGs from Project Construction (in Metric Tons): Not Calculated

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Airport Advisory Committee Recommendation

Council

Goals: Equitable, Effective, Accountable Municipal Government,
Fair, Stable, and Adequate Financial Resources,
Sustainable and Accountable Development,
Safe Community for Community Wellbeing

GHG Emissions Comments

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$500K	\$3M	\$3M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
Total	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000

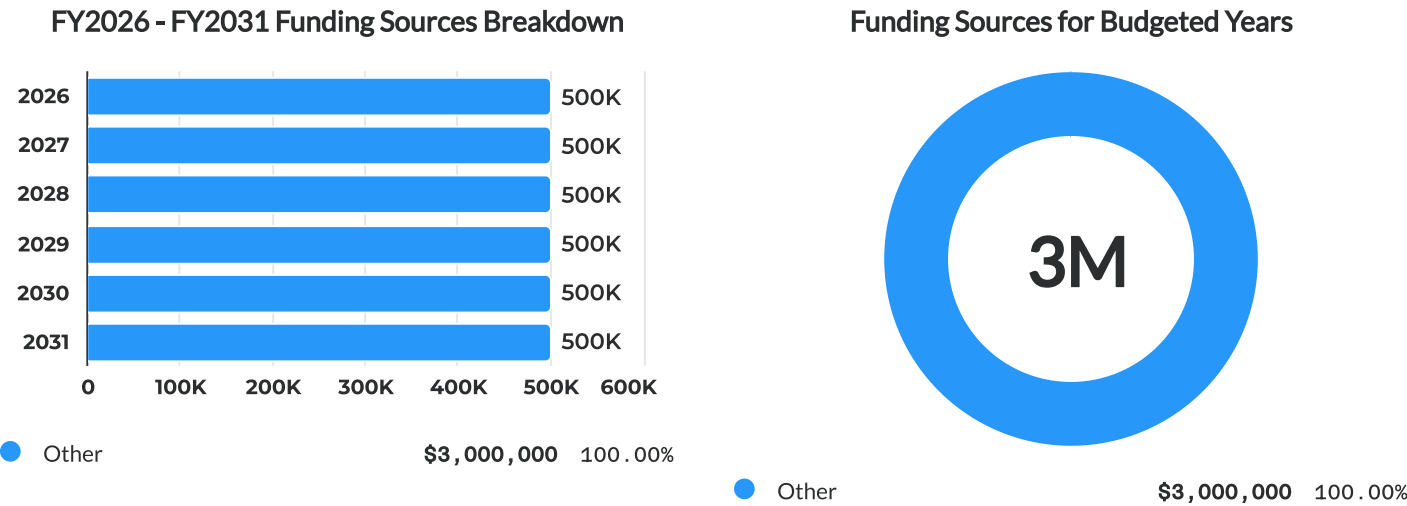


Funding Sources

FY2026 Budget
\$500K

Total Budget (all years)
\$3M

Project Total
\$3M



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Other	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
Total	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Amazon Creek Restoration

Overview

Project Program Area Stormwater

Project Location



Description

This project will remove excess sediment, restoring the full channel width to Amazon Creek, repair damaged and overgrown stream banks, remove debris, and repair bridge abutments to prevent further scour and erosion at multiple bridge crossings. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by rehabilitating a portion of the municipal separate storm sewer system (MS4), and supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was partially funded in the 2023-2029 CIP and is in the design phase.

Ward: Ward 1, Ward 2, Ward 8

Neighborhood: Amazon, Churchill, Far West, Friendly, Jefferson Westside, Southeast, West Eugene, West University

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 170

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$370K

Project Total

\$370K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$90,000	\$280,000	\$0	\$0	\$0	\$370,000
Total	\$0	\$90,000	\$280,000	\$0	\$0	\$0	\$370,000

Funding Sources

FY2026 Budget

\$0

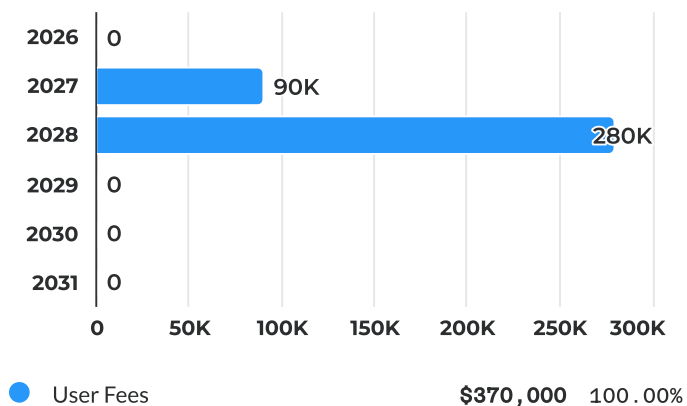
Total Budget (all years)

\$370K

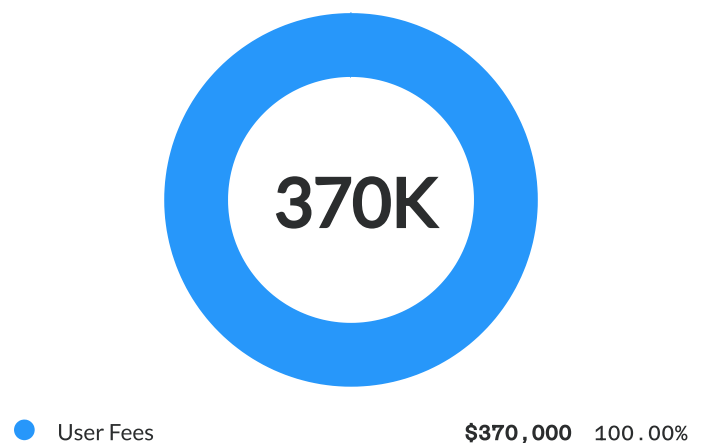
Project Total

\$370K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$90,000	\$280,000	\$0	\$0	\$0	\$370,000
Total	\$0	\$90,000	\$280,000	\$0	\$0	\$0	\$370,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Amazon Prairie Mitigation Bank

Overview

Project Program Area Stormwater

Project Location

98601 Goodman Road, Junction City, OR 97448



Description

This project located near the Eugene Airport, outside the City limits, is an expansion of an established wetland mitigation bank program administered by the City of Eugene Parks and Open Space Division. This new mitigation bank will provide compensatory wetland mitigation credits to support permitted wetland impacts from development at the local and regional level. Phase 1 of the Amazon Prairie Mitigation Bank project restored and created approximately 140 acres of wetland and upland prairie. Phase 2 will restore or create an additional 160 acres of wetlands and uplands. This work is regulated and done in coordination with the Oregon Division of State Lands and the U.S. Army Corp of Engineers. Ongoing operations will be supported by the Wetland Mitigation Bank fund which obtains revenue by selling credits for wetland mitigation. This self-supporting program supports program growth and operational expenses. This project is supported by several policy documents; it facilitates Envision Eugene goals by enhancing natural resources while supporting urban development within the Urban Growth Boundary (UGB). It also meets the goals of the Comprehensive Stormwater Management Plan, the Climate Recovery Ordinance, and the Parks and Recreation System Plan related to clean water, habitat enhancement, and access to open space.

Images



Details

Project Status: In Progress

Additional Project Status Details: Phase 1 of the Amazon Prairie Mitigation Bank began construction in 2020. Since that time earthwork, vegetation establishment and monitoring have occurred. Phase 1 has two more years of performance standards to meet requiring additional operational inputs. Phase 2 of the Amazon Prairie Mitigation Bank is scheduled to begin construction in 2026. Phase 3 is scheduled for 2028.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Secured

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

Operational Costs Comments - Other: Substantial operation costs approximating \$220,000 per year are required in the first 5-years after construction to establish desired habitat. Following that 5-year period, operations costs go down significantly to approximately \$30,000 per year.

Fund(s): 536 - Wetlands Mitigation Bank

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 75

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, Envision Eugene, Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation, Sustainable and Accountable Development

GHG Emissions Comments

The emission sources are largely from large excavation and construction equipment used on site. Another source of carbon emission is the materials used, in particular gravel and rock mining.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$100K	\$1.5M	\$1.5M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$100,000	\$1,100,000	\$0	\$300,000	\$0	\$0	\$1,500,000
Total	\$100,000	\$1,100,000	\$0	\$300,000	\$0	\$0	\$1,500,000

Funding Sources

FY2026 Budget

\$100K

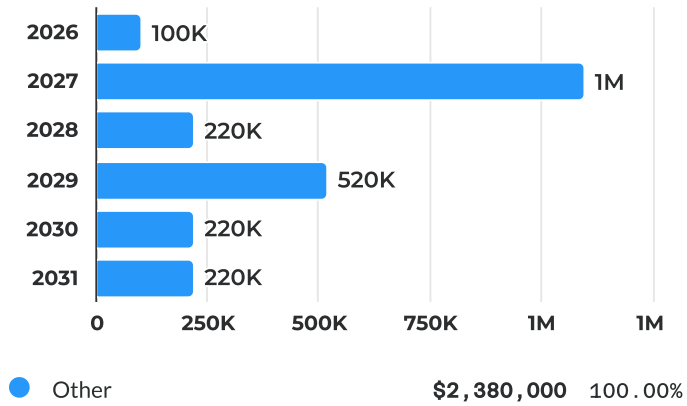
Total Budget (all years)

\$2.38M

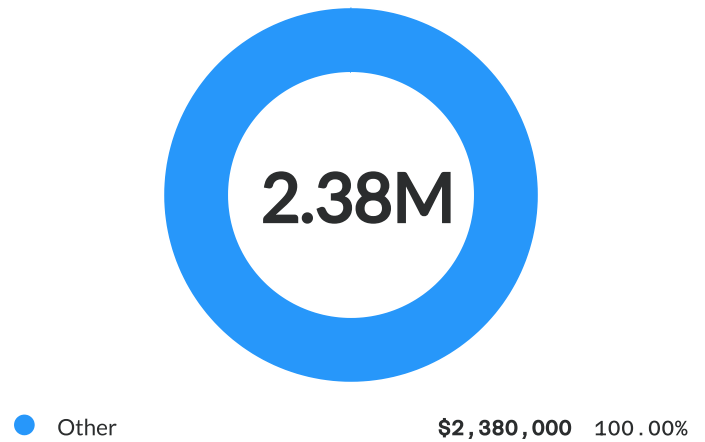
Project Total

\$2.38M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Other	\$100,000	\$1,100,000	\$220,000	\$520,000	\$220,000	\$220,000	\$2,380,000
Total	\$100,000	\$1,100,000	\$220,000	\$520,000	\$220,000	\$220,000	\$2,380,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$880K

Project Total

\$880K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$0	\$220,000	\$220,000	\$220,000	\$220,000	\$880,000
Total	\$0	\$0	\$220,000	\$220,000	\$220,000	\$220,000	\$880,000

Annual Slurry Seals and Local Street Repairs

Overview

Project Program Area Transportation

Description

The purpose of the slurry seal program is to preserve local streets with a slurry seal treatment in order to extend the life of the existing low volume roadway. The project location rotates annually by ward.

Details

Project Status: Not Started

Additional Project Status Details: The scoping and street identification for this program has not started.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 342 - Pavement Preservation Capital

Climate Recovery Ordinance Applies: True

GHG Emissions Comments

No changes to operational GHG emissions are expected related to projects identified from this program. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 10

Plan Policy Documents: Pavement Management Program, Climate Recovery Ordinance

Council Goals: Sustainable and Accountable Development

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.2M

Project Total

\$1.2M

Detailed Breakdown

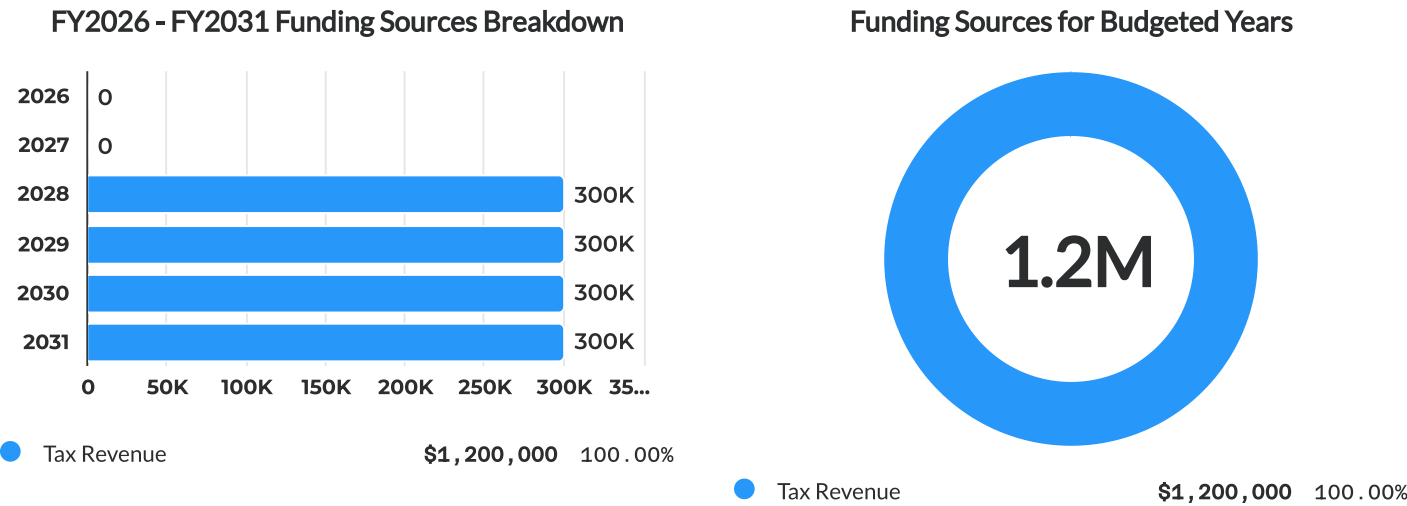
Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
Total	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000

Funding Sources

FY2026 Budget
\$0

Total Budget (all years)
\$1.2M

Project Total
\$1.2M



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Tax Revenue	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
Total	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Ayres Pond Culvert Replacement

Overview

Project Program Area Stormwater

Project Location



Description

This project will replace the twin 78" culverts under North Delta Highway which have exceeded their design life and are showing significant deterioration. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by rehabilitating a portion of the municipal separate storm sewer system (MS4). This project also supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was funded with \$500,000 in the FY21 Adopted Budget.

Ward: Ward 5

Neighborhood: Northeast Neighbors

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Reimbursement

Fund(s): 531 - Stormwater Utility - Capital, 335 - Stormwater SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 250

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan, Stormwater Basin Master Plan

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget

\$500K

Total Budget (all years)

\$500K

Project Total

\$500K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$260,000	\$0	\$0	\$0	\$0	\$0	\$260,000
Funding Secured	\$240,000	\$0	\$0	\$0	\$0	\$0	\$240,000
Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

Funding Sources

FY2026 Budget

\$500K

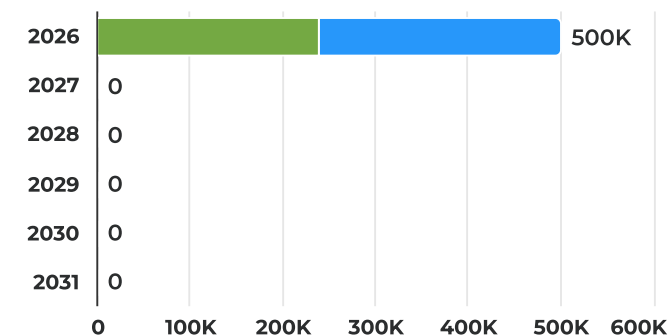
Total Budget (all years)

\$500K

Project Total

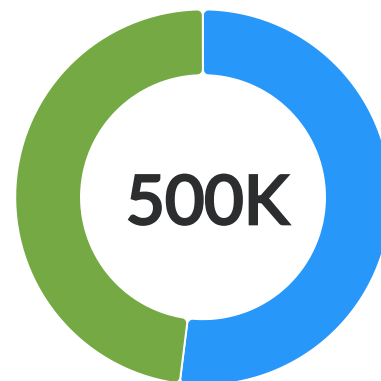
\$500K

FY2026 - FY2031 Funding Sources Breakdown



● System Development Charges	\$260,000	52.00%
● User Fees	\$240,000	48.00%

Funding Sources for Budgeted Years



● System Development Charges	\$260,000	52.00%
● User Fees	\$240,000	48.00%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$260,000	\$0	\$0	\$0	\$0	\$0	\$260,000
User Fees	\$240,000	\$0	\$0	\$0	\$0	\$0	\$240,000
Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Chad Drive Stormwater Retrofit

Overview

Project Program Area Stormwater

Project Location



Description

This project will rehabilitate existing vegetated stormwater facilities on Chad Drive and Old Coburg Road in the vicinity of North Game Farm Road. These facilities are over 15 years old and are at the end of their design life, making them more challenging to maintain and less efficient at managing water quality. Rehabilitation will include new splash pads, soil replacement, plantings, and trees. This work will improve maintenance efficiency, sediment removal, and stormwater treatment. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by rehabilitating a portion of the municipal separate storm sewer system (MS4). This project supports the Climate Recovery Ordinance by implementing Action R28 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was funded in the 2023-2029 CIP and is in the design phase.

Ward: Ward 4

Neighborhood: Northeast Neighbors

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

ATTACHMENT A

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 100

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Sustainable and Accountable Development

Capital Cost

FY2026 Budget
\$0

Total Budget (all years)
\$600K

Project Total
\$600K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$600,000
Total	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$600,000

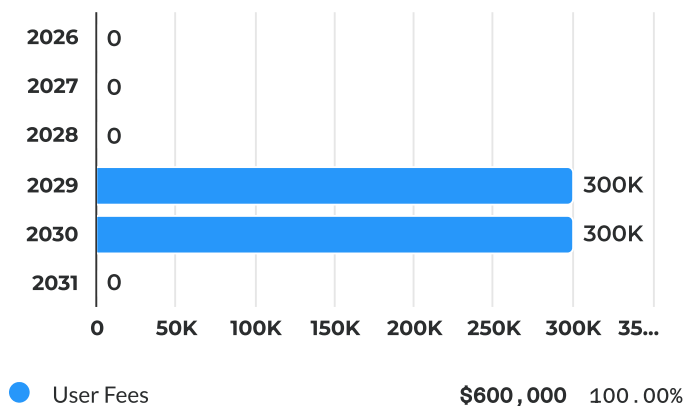
Funding Sources

FY2026 Budget
\$0

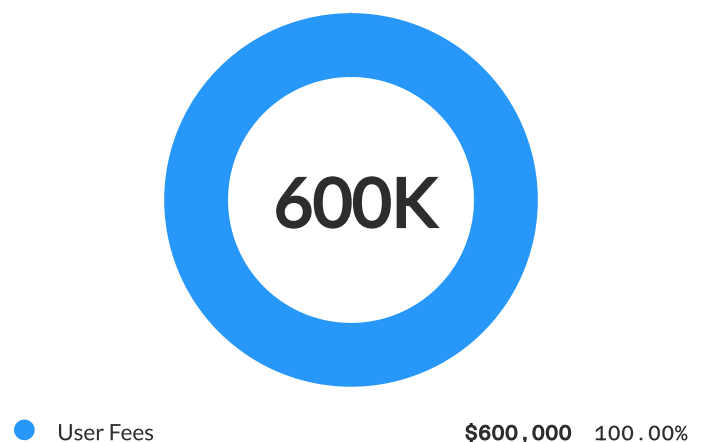
Total Budget (all years)
\$600K

Project Total
\$600K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$600,000
Total	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$600,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

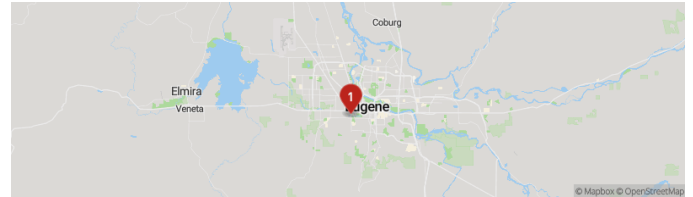
\$0

Chambers Street Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Chambers Street from 13th Avenue to 18th Avenue. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 1

Neighborhood: Far West, Jefferson Westside

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 645

Plan Policy Documents: Climate Action Plan 2.0, Eugene 2035 Transportation System Plan, Pavement Management Program, Vision Zero Action Plan, Climate Recovery Ordinance, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

 FY2026 Budget
\$1.44M

 Total Budget (all years)
\$1.44M

 Project Total
\$1.44M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$1,440,000	\$0	\$0	\$0	\$0	\$0	\$1,440,000
Total	\$1,440,000	\$0	\$0	\$0	\$0	\$0	\$1,440,000

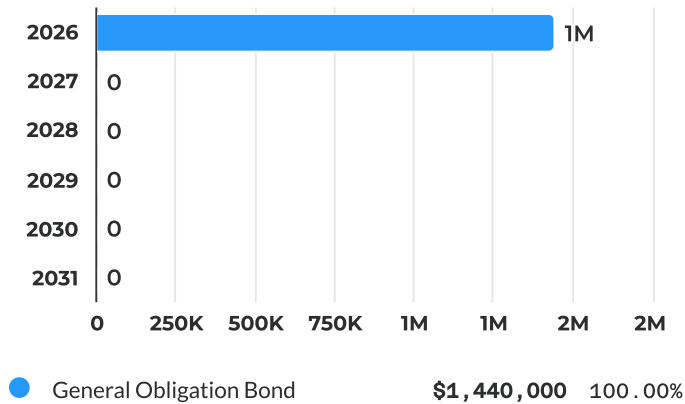
Funding Sources

 FY2026 Budget
\$1.44M

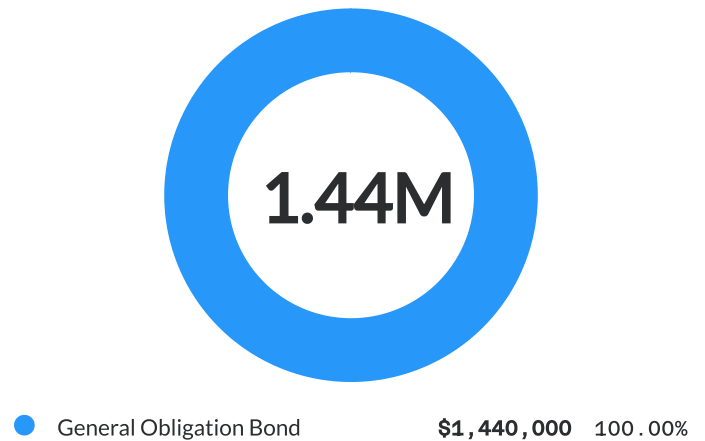
 Total Budget (all years)
\$1.44M

 Project Total
\$1.44M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$1,440,000	\$0	\$0	\$0	\$0	\$0	\$1,440,000
Total	\$1,440,000	\$0	\$0	\$0	\$0	\$0	\$1,440,000

Operational Costs

 FY2026 Budget
\$0

 Total Budget (all years)
\$0

 Project Total
\$0

Clear Lake Phase 1 Capacity and Water Quality Improvements

Overview

Project Program Area Stormwater

Project Location



Description

The Phase 1 project is for planning and design of stormwater management for the Clear Lake area to foster future development. A piped system will convey stormwater through the site, and green infrastructure will improve water quality while adding capacity to the system. This project supports the Climate Recovery Ordinance by implementing Actions R28 and R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Ward: Ward 6

Neighborhood: Bethel

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Improvement

Fund(s): 531 - Stormwater Utility - Capital, 335 - Stormwater SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Stormwater Basin Master Plan, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Sustainable and Accountable Development

GHG Emissions Comments

The details of the specific facilities have not yet been determined. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$1.34M	\$1.34M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$0	\$0	\$280,000	\$280,000	\$280,000	\$840,000
Funding Secured	\$0	\$0	\$0	\$40,000	\$460,000	\$0	\$500,000
Total	\$0	\$0	\$0	\$320,000	\$740,000	\$280,000	\$1,340,000



Funding Sources

FY2026 Budget

\$0

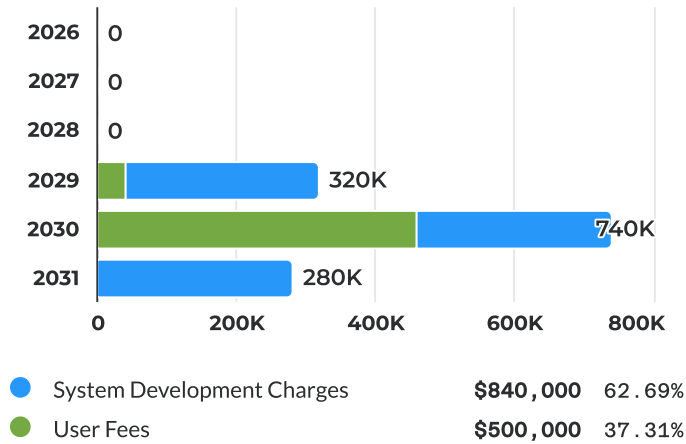
Total Budget (all years)

\$1.34M

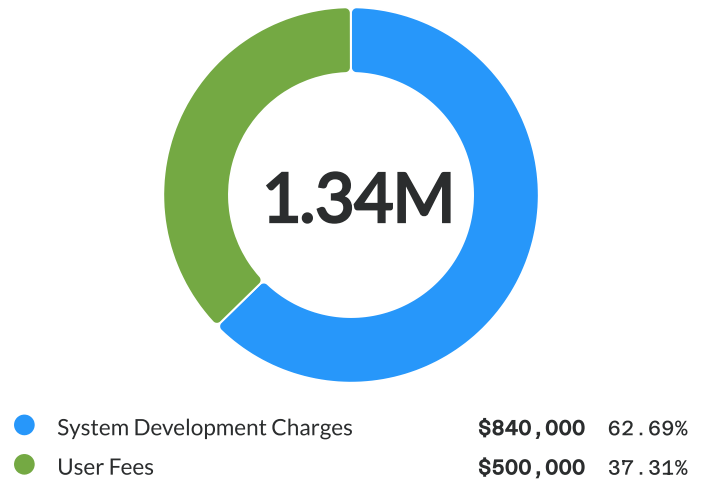
Project Total

\$1.34M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$0	\$0	\$280,000	\$280,000	\$280,000	\$840,000
User Fees	\$0	\$0	\$0	\$40,000	\$460,000	\$0	\$500,000
Total	\$0	\$0	\$0	\$320,000	\$740,000	\$280,000	\$1,340,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Clear Lake Wastewater Extension Phase 1

Overview

Project Program Area Wastewater

Project Location



Description

This project will construct a new pump station, wastewater pipe, and manholes to extend the wastewater system. The result will be increased wastewater capacity along West End Road and the ability to extend the wastewater system further in a future Phase 2 of new development. This project is specifically identified in the Major System Expansion section of the 2020 Wastewater Master Plan. This project was selected based on the higher number of potential new jobs for the estimated relative cost. This project supports the 2020 Wastewater Master Plan by implementing major collection system expansion.

Images



Details

Project Status: Not Started

Ward: Ward 6

Neighborhood: Industrial Corridor

Funding Status: Funding Identified

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Reimbursement, Improvement

Fund(s): 334 - Wastewater SDC

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 505

Plan Policy Documents: 2020 Wastewater Master Plan

Council Goals: Sustainable and Accountable Development

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$3.24M

Project Total

\$3.24M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$1,000,000	\$500,000	\$580,000	\$580,000	\$580,000	\$3,240,000
Total	\$0	\$1,000,000	\$500,000	\$580,000	\$580,000	\$580,000	\$3,240,000

Funding Sources

FY2026 Budget

\$0

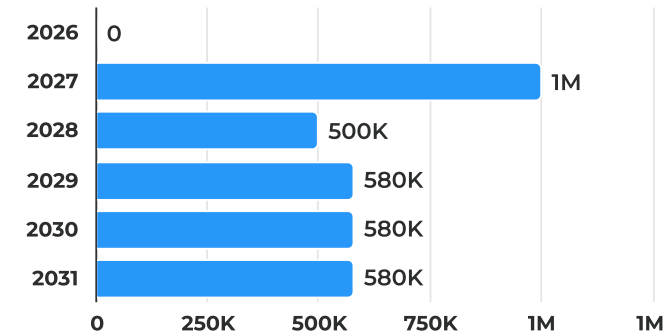
Total Budget (all years)

\$3.24M

Project Total

\$3.24M

FY2026 - FY2031 Funding Sources Breakdown



● System Development Charges \$3,240,000 100.00%

Funding Sources for Budgeted Years



● System Development Charges \$3,240,000 100.00%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$1,000,000	\$500,000	\$580,000	\$580,000	\$580,000	\$3,240,000
Total	\$0	\$1,000,000	\$500,000	\$580,000	\$580,000	\$580,000	\$3,240,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Club Road and Country Club Road Paving

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project will rehabilitate Club Road from Martin Luther King, Jr. Boulevard to Cedarwood Drive, and Country Club Road from Southwood Lane to Cedarwood Drive. The project will also include a pedestrian crossing improvement at Coburg Road and 3rd Avenue. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 3, Ward 4, Ward 5, Ward 7

Neighborhood: Cal Young, Downtown, Harlow

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 1069

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Capital Cost

FY2026 Budget

\$300K

Total Budget (all years)

\$1.42M

Project Total

\$1.42M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$300,000	\$1,120,000	\$0	\$0	\$0	\$0	\$1,420,000
Total	\$300,000	\$1,120,000	\$0	\$0	\$0	\$0	\$1,420,000

Funding Sources

FY2026 Budget

\$300K

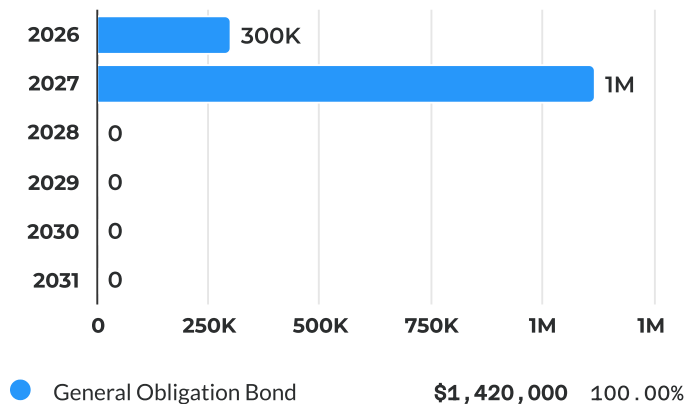
Total Budget (all years)

\$1.42M

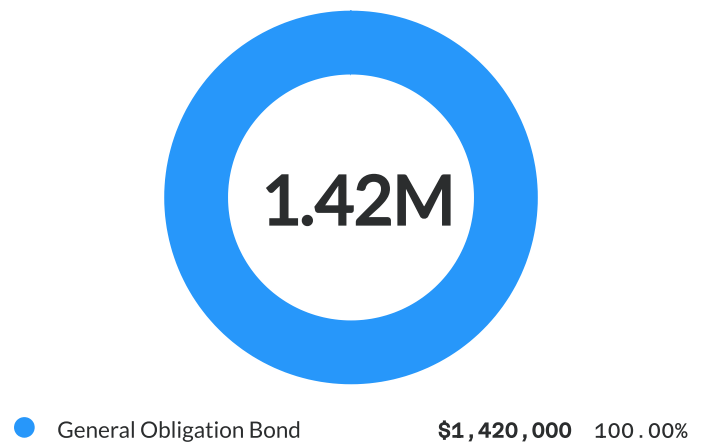
Project Total

\$1.42M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$300,000	\$1,120,000	\$0	\$0	\$0	\$0	\$1,420,000
Total	\$300,000	\$1,120,000	\$0	\$0	\$0	\$0	\$1,420,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Concourse A Expansion and ADA Egress Ramp

Overview

Project Program Area Airport

Project Location



Description

The expansion of Concourse A hold room area and construction of an Americans with Disabilities Act (ADA)-compliant emergency exit ramp will increase safety and capacity to accommodate Eugene Airport's growth. The existing Concourse A hold rooms offer 7,756 square feet of seating space and are undersized for the current fleet mix. This project will add approximately 5,400 square feet to the currently underutilized connector bridge, and will act as a central, shared seating space serving all the Concourse A gates. In addition to seating, this expansion will allow for the construction of an ADA emergency exit ramp from the airside. Currently, ADA access is through a single public area elevator. Providing a non-mechanical option for exiting the building from the airside would improve accessibility for all passengers. This project will also include ADA Gender Neutral Restroom Upgrades to all restrooms on the first and second floors, ADA Carpet replacement on both the first and second floors, Adult Changing Room upgrades, addition of a Sensory Room, and some remodeling of adjacent spaces. This project enhances safety by providing accessible pathways for individuals with disabilities, ensuring quick and efficient evacuation in case of emergencies, and reducing crowding.

Images



Details

Project Status: Not Started

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

Operational Costs Comments - Other: Operating costs for these projects will be funded through airport rates and charges to the airlines who use the facilities and services. These costs will not hit the General Fund.

Fund(s): 512 - Federal Aviation Administration, 512 - Airport Construction

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): Not Calculated

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): Not Calculated

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): Not Calculated

Estimated GHGs from Project Construction (in Metric Tons): Not Calculated

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Airport Master Plan Update, EUG
Advanced Terminal Planning Study, Airport Advisory Committee
Recommendation, Climate Recovery Ordinance

Council
Goals: Equitable, Effective, Accountable Municipal Government,
Fair, Stable, and Adequate Financial Resources,
Safe Community for Community Wellbeing,
Sustainable and Accountable Development

GHG Emissions Comments

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$19.4M	\$19.4M	\$19.4M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$19,350,000	\$0	\$0	\$0	\$0	\$0	\$19,350,000
Total	\$19,350,000	\$0	\$0	\$0	\$0	\$0	\$19,350,000



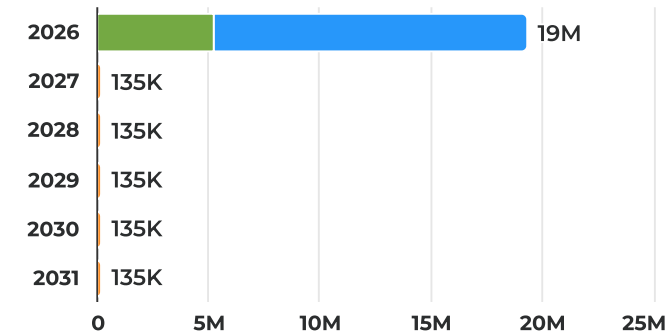
Funding Sources

FY2026 Budget
\$19.4M

Total Budget (all years)
\$20M

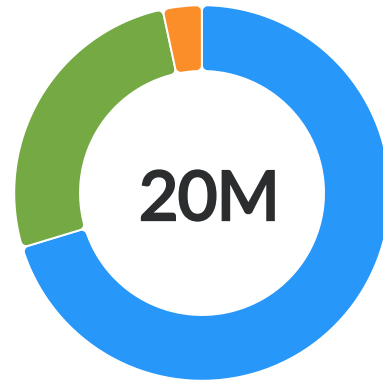
Project Total
\$20M

FY2026 - FY2031 Funding Sources Breakdown



Grant	\$14,080,000	70.31%
Other	\$5,270,000	26.32%
User Fees	\$675,000	3.37%

Funding Sources for Budgeted Years



Grant	\$14,080,000	70.31%
Other	\$5,270,000	26.32%
User Fees	\$675,000	3.37%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Grant	\$14,080,000	\$0	\$0	\$0	\$0	\$0	\$14,080,000
Other	\$5,270,000	\$0	\$0	\$0	\$0	\$0	\$5,270,000
User Fees	\$0	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$675,000
Total	\$19,350,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$20,025,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$675K

Project Total
\$675K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$675,000
Total	\$0	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$675,000

Concourse C Addition

Overview

Project Program Area Airport

Project Location



Description

The project entails the addition of a third concourse to serve increased demand levels at the Eugene Airport, as previously identified in the 2018 Master Plan update. The size and design of the concourse, as well as the preliminary cost estimate, were identified in the Advanced Terminal Planning Study completed in fall 2022. The final design and cost of this project have not been determined.

Images



Details

Project Status: Not Started

Additional Project Status Details: This project appeared in the previous CIP. Several enabling projects will have to be completed before the construction of Concourse C, which is now estimated to start in FY2027.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

Operational Costs Comments - Other: Operating costs for this project will be funded through airport rates and charges to airlines who use the facilities and services. These costs will not hit the General Fund.

Fund(s): 512 - Airport Construction

Future Revenue or Cost Savings Comments: Continued growth and investment in the airport, such as the planned Concourse C Development, will result in revenues to the airport to support the increased passenger capacity. This will increase further jobs as well as income and tax growth for the greater Eugene region, the state of Oregon, as well as the Pacific Northwest.

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): Not calculated

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): Not calculated

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): Not calculated

Estimated GHGs from Project Construction (in Metric Tons): Not calculated

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Airport Advisory Committee Recommendation, Airport Master Plan Update, EUG Advanced Terminal Planning Study

Council

Goals: Equitable, Effective, Accountable Municipal Government,
Fair, Stable, and Adequate Financial Resources,
Safe Community for Community Wellbeing,
Sustainable and Accountable Development

GHG Emissions Comments

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$173M	\$173M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$10,000,000	\$81,290,000	\$81,280,000	\$0	\$0	\$172,570,000
Total	\$0	\$10,000,000	\$81,290,000	\$81,280,000	\$0	\$0	\$172,570,000



Funding Sources

FY2026 Budget

\$0

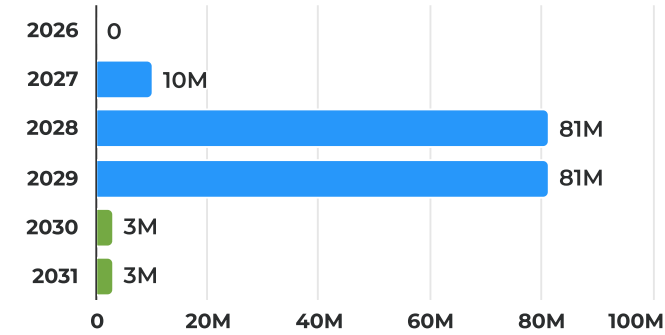
Total Budget (all years)

\$179M

Project Total

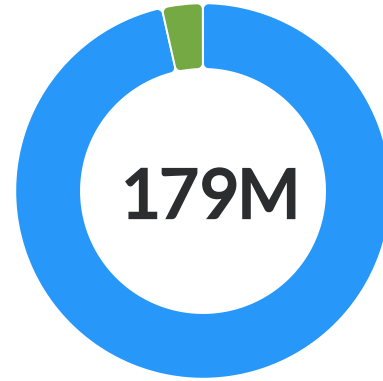
\$179M

FY2026 - FY2031 Funding Sources Breakdown



Revenue Bond	\$172,570,000	96.47%
User Fees	\$6,312,100	3.53%

Funding Sources for Budgeted Years



Revenue Bond	\$172,570,000	96.47%
User Fees	\$6,312,100	3.53%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Revenue Bond	\$0	\$10,000,000	\$81,290,000	\$81,280,000	\$0	\$0	\$172,570,000
User Fees	\$0	\$0	\$0	\$0	\$3,156,050	\$3,156,050	\$6,312,100
Total	\$0	\$10,000,000	\$81,290,000	\$81,280,000	\$3,156,050	\$3,156,050	\$178,882,100

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$6.31M

Project Total

\$6.31M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$0	\$0	\$0	\$3,156,050	\$3,156,050	\$6,312,100
Total	\$0	\$0	\$0	\$0	\$3,156,050	\$3,156,050	\$6,312,100

Construct Terminal Apron

Overview

Project Program Area Airport

Project Location



Description

The Construct Terminal Apron project is an enabling project that expands an existing concrete Remain Overnight (RON) apron and associated taxi-lane constructed in 2023 in preparation for the construction of a future Concourse C building. The intent for the Construct Terminal Apron project is to build the majority of the required full-strength asphalt and concrete pavement required for Concourse C which is expected to begin construction soon after completion of this project. The project includes the construction of a new asphalt taxi-lane, new Portland Cement Concrete (PCC) pavement, infield grading, drainage improvements, new LED edge lighting, new LED signage, cabling, duct work, and new pavement markings.

Images



Details

Project Status: Not Started

Additional Project Status Details: This project appeared in the previous CIP as Reconstruct Concourse C Apron. After further evaluation, it is determined to be a full construction project and it is now projected to begin in 2026.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

Operational Costs Comments - Other: This is a rehabilitation project of an area that is already paved, so it should not require any additional operating costs above what is already incurred.

Fund(s): 512 - Airport Construction, 512 - Federal Aviation Administration, 512- COAR Grant

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): Not Calculated

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): Not Calculated

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): Not Calculated

Estimated GHGs from Project Construction (in Metric Tons): 2525

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Airport Master Plan Update, Climate Recovery Ordinance

Council
Goals: Equitable, Effective, Accountable Municipal Government, Fair, Stable, and Adequate Financial Resources, Safe Community for Community Wellbeing, Sustainable and Accountable Development

GHG Emissions Comments
GHG estimates have not been fully calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$14.4M	\$14.4M	\$14.4M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$14,400,000	\$0	\$0	\$0	\$0	\$0	\$14,400,000
Total	\$14,400,000	\$0	\$0	\$0	\$0	\$0	\$14,400,000



Funding Sources

FY2026 Budget

\$14.4M

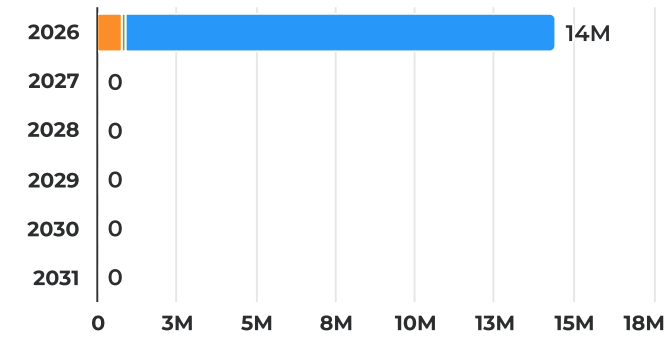
Total Budget (all years)

\$14.4M

Project Total

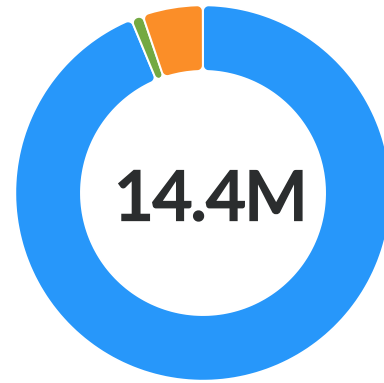
\$14.4M

FY2026 - FY2031 Funding Sources Breakdown



● Federal Aviation Administration	\$13,500,000	93.75%
● Grant	\$150,000	1.04%
● Other	\$750,000	5.21%

Funding Sources for Budgeted Years



● Federal Aviation Administration	\$13,500,000	93.75%
● Grant	\$150,000	1.04%
● Other	\$750,000	5.21%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Federal Aviation Administration	\$13,500,000	\$0	\$0	\$0	\$0	\$0	\$13,500,000
Other	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000
Grant	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Total	\$14,400,000	\$0	\$0	\$0	\$0	\$0	\$14,400,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

County Farm Road Paving

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project will rehabilitate County Farm Road, Dale Avenue, and Kinney Loop. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 4, Ward 5

Neighborhood: Northeast Neighbors

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 562

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$200K

Total Budget (all years)
\$790K

Project Total
\$790K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$200,000	\$590,000	\$0	\$0	\$0	\$0	\$790,000
Total	\$200,000	\$590,000	\$0	\$0	\$0	\$0	\$790,000

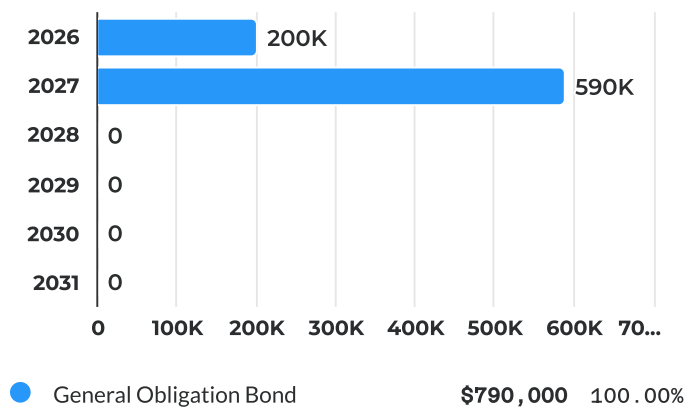
Funding Sources

FY2026 Budget
\$200K

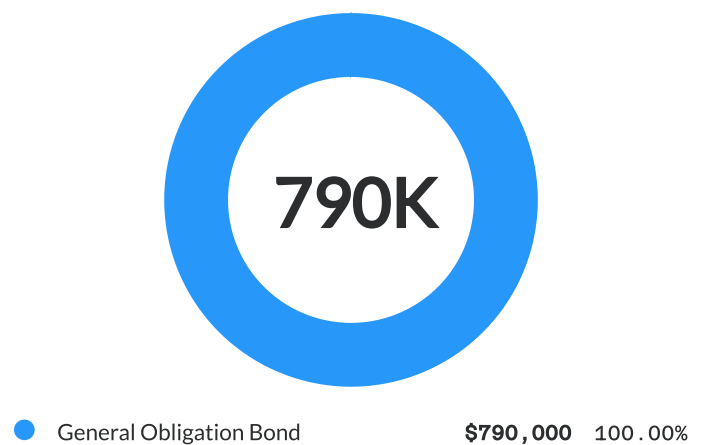
Total Budget (all years)
\$790K

Project Total
\$790K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$200,000	\$590,000	\$0	\$0	\$0	\$0	\$790,000
Total	\$200,000	\$590,000	\$0	\$0	\$0	\$0	\$790,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Delta Highway Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Delta Highway from Ayres Road to Green Acres Road. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. This project will also include improvements to the existing sidewalk on the east side of the roadway utilizing grant funds from the Oregon Community Paths Program. The full scope of the project has yet to be determined and will be further refined during project plan development. This project may be delivered in combination with the Ayres Pond Culvert Replacement and/or the North Delta Highway Stormwater Facility Rehabilitation project.

Images



Details

Project Status: Not Started

Ward: Ward 5

Neighborhood: Northeast Neighbors

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Improvement

Fund(s): 333 - Transportation SDC, 341 - Road General Capital, 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 1207

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Americans with Disabilities Act (ADA) Transition Plan, Climate Action Plan 2.0

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City’s transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$3.12M	\$3.12M	\$3.12M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$1,740,000	\$0	\$0	\$0	\$0	\$0	\$1,740,000
Funding Identified	\$1,380,000	\$0	\$0	\$0	\$0	\$0	\$1,380,000
Total	\$3,120,000	\$0	\$0	\$0	\$0	\$0	\$3,120,000



Funding Sources

FY2026 Budget

\$3.12M

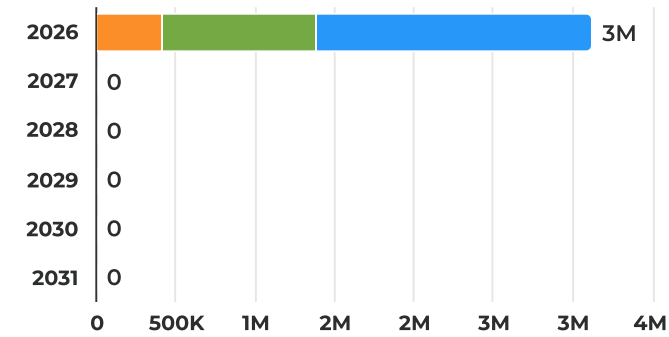
Total Budget (all years)

\$3.12M

Project Total

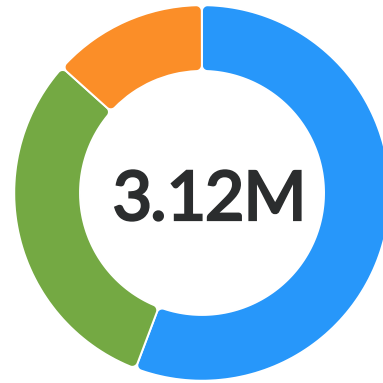
\$3.12M

FY2026 - FY2031 Funding Sources Breakdown



General Obligation Bond	\$1,740,000	55.77%
Grant	\$962,963	30.86%
System Development Charges	\$417,037	13.37%

Funding Sources for Budgeted Years



General Obligation Bond	\$1,740,000	55.77%
Grant	\$962,963	30.86%
System Development Charges	\$417,037	13.37%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$1,740,000	\$0	\$0	\$0	\$0	\$0	\$1,740,000
Grant	\$962,963	\$0	\$0	\$0	\$0	\$0	\$962,963
System Development Charges	\$417,037	\$0	\$0	\$0	\$0	\$0	\$417,037
Total	\$3,120,000	\$0	\$0	\$0	\$0	\$0	\$3,120,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Demo Old Car Wash and Reclaim Parking Lot

Overview

Project Program Area Airport

Project Location



Description

The construction of a new, efficient, ecologically friendly, automated rental car wash was completed in 2023, moving rental car operations from valuable space close to the terminal to a location next to the rental car overflow lot. This project funds the demolition of the old car wash and reclamation and conversion of the area into parking.

Images



Details

Project Status: Not Started

Additional Project Status Details: This project appeared in the previous CIP. Customer Facility Charges (CFCs) paid by rental car companies will fund the project. Demolition will not start until enough CFCs have been collected to fund the project. The estimated timeframe for demolition is 2026.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 512 - Airport Customer Facility Charges

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): Not Calculated

GHG Emissions Comments

The GHG calculation is an estimate for the demolition of the old car wash. No ongoing GHG emissions are anticipated.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): Not Calculated

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): Not Calculated

Estimated GHGs from Project Construction (in Metric Tons): 143

Reason GHG Emissions Not Calculated: No on-going emissions - Demo Only

Plan Policy Documents: Airport Master Plan Update

Council

Goals: Equitable, Effective, Accountable Municipal Government, Safe Community for Community Wellbeing, Sustainable and Accountable Development, Fair, Stable, and Adequate Financial Resources

Capital Cost

FY2026 Budget

\$1.25M

Total Budget (all years)

\$1.25M

Project Total

\$1.25M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000
Total	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000

Funding Sources

FY2026 Budget

\$1.25M

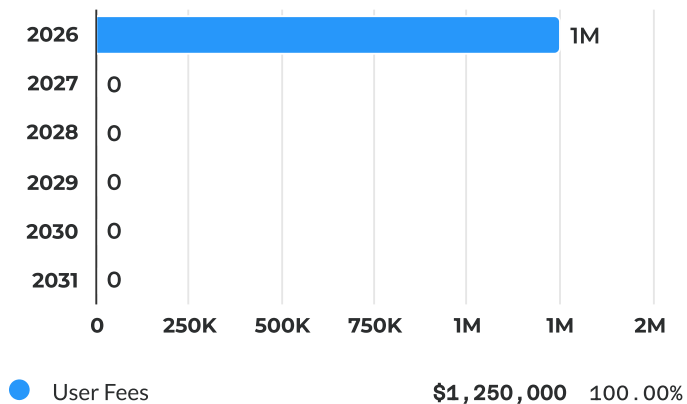
Total Budget (all years)

\$1.25M

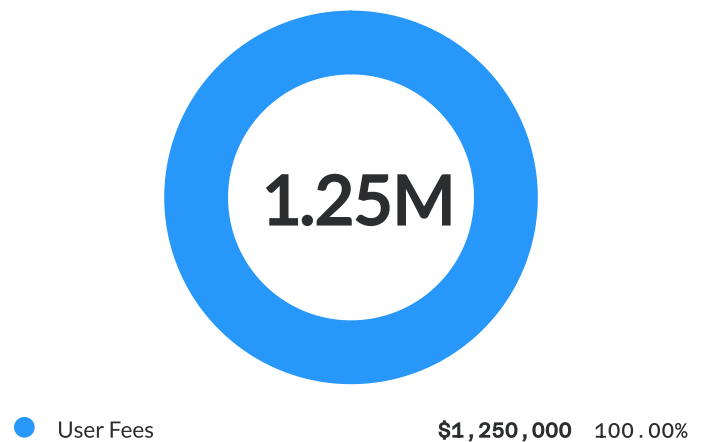
Project Total

\$1.25M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000
Total	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Downtown Riverfront Plaza

Overview

Project Program Area Parks and Open Space

Project Location

555 Ferry Street, Eugene OR 97401



Description

The Downtown Riverfront Plaza project will develop the one-acre upland portion of the Downtown Riverfront open space into an urban riverfront amenity. Park features include an interactive fountain, playground, art, and open plaza space for events. Local history and ecology will be interpreted and integrated into the design that will include rain gardens, trees, and views of Eugene's beautiful Willamette River. Capital funding comes from Riverfront Urban Renewal, Parks System Development Charges (SDCs) improvement funds, and grant funding from the State. Additionally, \$1,500,000 in Park SDC improvement funds are slated to go towards construction of overlooks associated with the Steam Plant Southern Plaza.

Images



Details

Project Status: In Progress

Additional Project Status Details: Construction is underway and is estimated for completion in 2025. Steam Plant Southern Plaza timing is undetermined.

Ward: Ward 3

Neighborhood: Downtown

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

Operational Costs Comments - Other: During the original property transfer, EWEB committed to paying \$750,000 to assist with operational expenses. Additional operational funding needs of \$150,000 beyond EWEB's assistance are needed.

System Development Charges (SDCs): Improvement

Fund(s): 336 - Parks SDC, 112 - Parks and Recreation Operating Levy

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 510

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Envision Eugene, Eugene Downtown Plan, EWEB Riverfront Master Plan, Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

GHG Emissions Comments

The emission sources are largely from large excavation and construction equipment used on site. Another source of carbon emissions is the materials used, in particular gravel and rock mining.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$1.28M	\$2.78M	\$2.78M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$1,280,000	\$0	\$0	\$0	\$1,500,000	\$0	\$2,780,000
Total	\$1,280,000	\$0	\$0	\$0	\$1,500,000	\$0	\$2,780,000



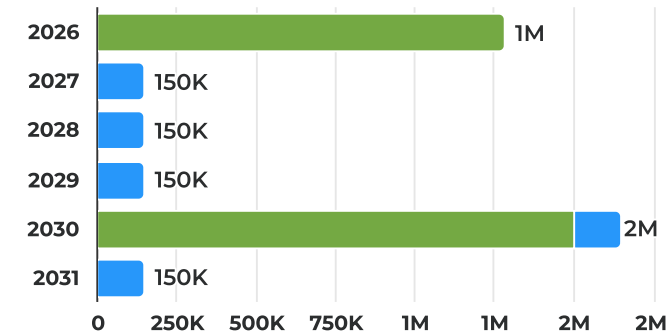
Funding Sources

FY2026 Budget
\$1.28M

Total Budget (all years)
\$3.53M

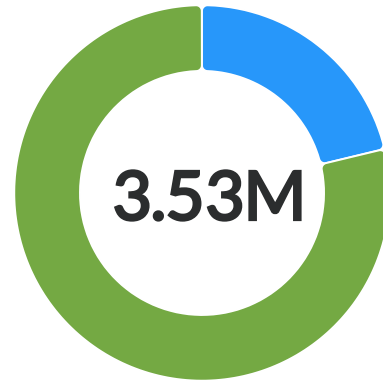
Project Total
\$3.53M

FY2026 - FY2031 Funding Sources Breakdown



● Operating Levy **\$750,000** 21.25%
 ● System Development Charges **\$2,780,000** 78.75%

Funding Sources for Budgeted Years



● Operating Levy **\$750,000** 21.25%
 ● System Development Charges **\$2,780,000** 78.75%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$1,280,000	\$0	\$0	\$0	\$1,500,000	\$0	\$2,780,000
Operating Levy	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Total	\$1,280,000	\$150,000	\$150,000	\$150,000	\$1,650,000	\$150,000	\$3,530,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$750K

Project Total
\$750K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Total	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000

East Ridge Village Stormwater Retrofit

Overview

Project Program Area Stormwater

Project Location



Description

This project will rehabilitate an infiltration pond and swale located on Brackenfern Road between East 25th Avenue and Rockcress Road in the East Ridge Village community. This work will improve stormwater treatment, sediment removal, and maintenance efficiency. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by rehabilitating a portion of the municipal separate storm sewer system (MS4). This project supports the Climate Recovery Ordinance by implementing Action R28 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Additional Project Status Details: This project was programmed in the 2023-2029 CIP.

Ward: Ward 3

Neighborhood: Laurel Hill Valley

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 55

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Sustainable and Accountable Development**Capital Cost**

FY2026 Budget

\$50K

Total Budget (all years)

\$300K

Project Total

\$300K**Detailed Breakdown**

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$50,000	\$50,000	\$200,000	\$0	\$0	\$0	\$300,000
Total	\$50,000	\$50,000	\$200,000	\$0	\$0	\$0	\$300,000

Funding Sources

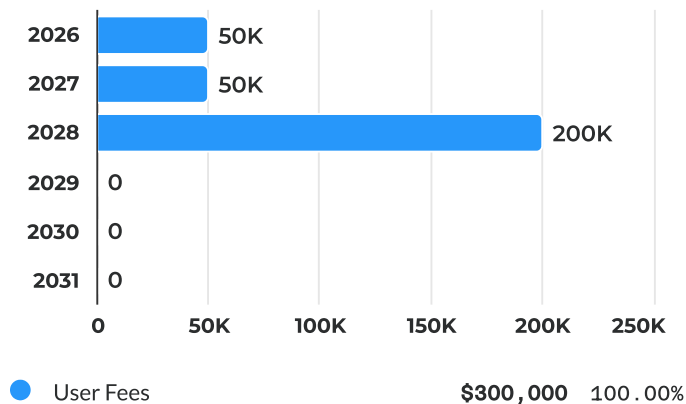
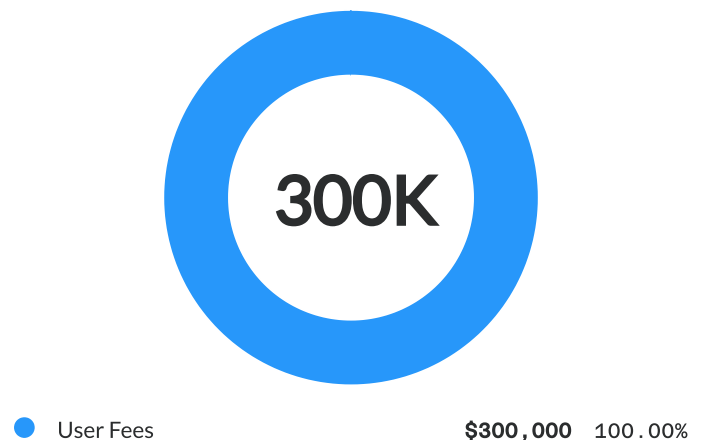
FY2026 Budget

\$50K

Total Budget (all years)

\$300K

Project Total

\$300K**FY2026 - FY2031 Funding Sources Breakdown****Funding Sources for Budgeted Years****Detailed Breakdown**

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$50,000	\$50,000	\$200,000	\$0	\$0	\$0	\$300,000
Total	\$50,000	\$50,000	\$200,000	\$0	\$0	\$0	\$300,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

East Santa Clara Waterway Improvements

Overview

Project Program Area Stormwater

Project Location



Description

This will include two projects identified in the Stormwater Basin Master Plan (WO-3 and WO-4) to restore capacity to the East Santa Clara Waterway. The projects include upsizing and replacing the existing 48" culvert under Hunsaker Lane, replacing an undersized culvert north of Hunsaker Lane with a large culvert or an open channel, and regrading the existing waterway from Lone Oak Way to Hunsaker Lane. These projects will improve water quality and habitat function in and along the waterway. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by improving water quality in our local creeks and rehabilitating a portion of the municipal separate storm sewer system (MS4). This project also supports the Climate Recovery Ordinance by implementing Action R28 and R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was partially funded in the FY22-27 and 2023-2029 CIPs and is in the design phase.

Ward: Ward 5, Ward 7

Neighborhood: Santa Clara

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 245

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan, Stormwater Basin Master Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$500K

Total Budget (all years)

\$1M

Project Total

\$1M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$1,000,000
Total	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$1,000,000

Funding Sources

FY2026 Budget

\$500K

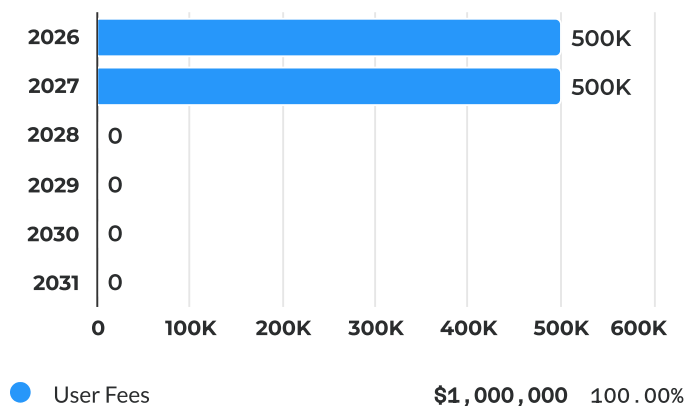
Total Budget (all years)

\$1M

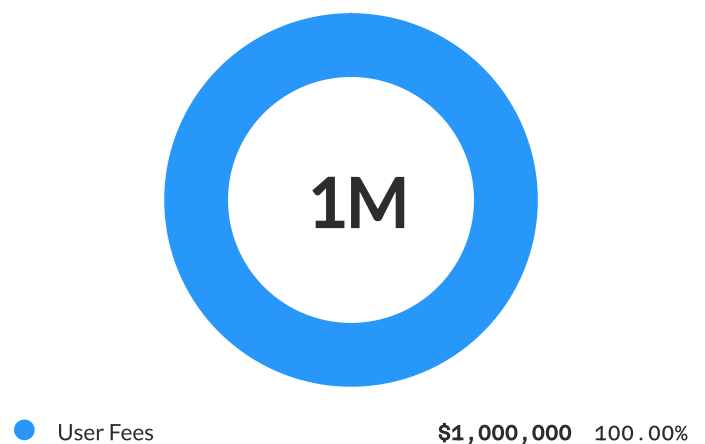
Project Total

\$1M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$1,000,000
Total	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$1,000,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Echo Hollow Road Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Echo Hollow Road from Willhi Street to Royal Avenue. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 6

Neighborhood: Bethel

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 1058

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.47M

Project Total

\$1.47M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$300,000	\$1,170,000	\$0	\$0	\$1,470,000
Total	\$0	\$0	\$300,000	\$1,170,000	\$0	\$0	\$1,470,000

Funding Sources

FY2026 Budget

\$0

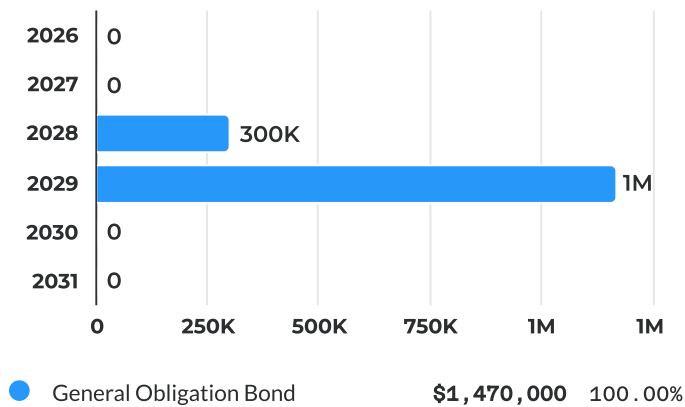
Total Budget (all years)

\$1.47M

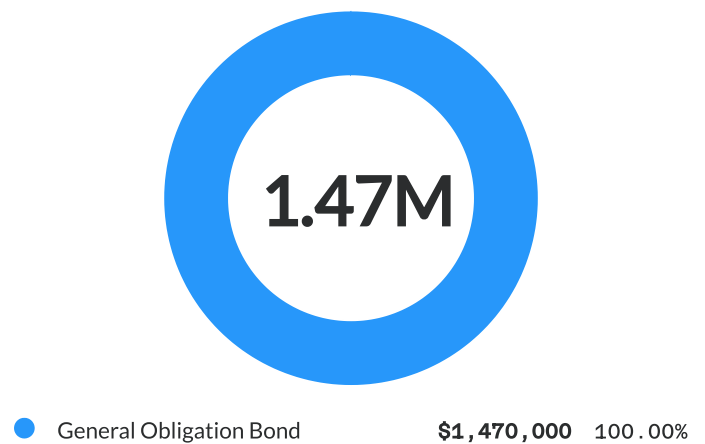
Project Total

\$1.47M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$0	\$300,000	\$1,170,000	\$0	\$0	\$1,470,000
Total	\$0	\$0	\$300,000	\$1,170,000	\$0	\$0	\$1,470,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Emerald and Onyx Streets 22nd Avenue to 24th Avenue Replacement

Overview

Project Program Area Stormwater

Project Location



Description

This project will replace and upgrade the deteriorated stormwater inlets and pipes that cause flooding on Emerald Street and Onyx Street between 22nd Avenue and 24th Avenue. This work will resolve ongoing street flooding issues and improve maintenance efficiency. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by rehabilitating a portion of the municipal separate storm sewer system (MS4). This project also supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was partially funded in the 2023-2029 CIP and is in the design phase with construction expected in 2025.

Ward: Ward 3

Neighborhood: South University

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Reimbursement

Fund(s): 531 - Stormwater Utility - Capital, 335 - Stormwater SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

ATTACHMENT A

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 60

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$200K

Total Budget (all years)

\$200K

Project Total

\$200K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Funding Identified	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

Funding Sources

FY2026 Budget

\$200K

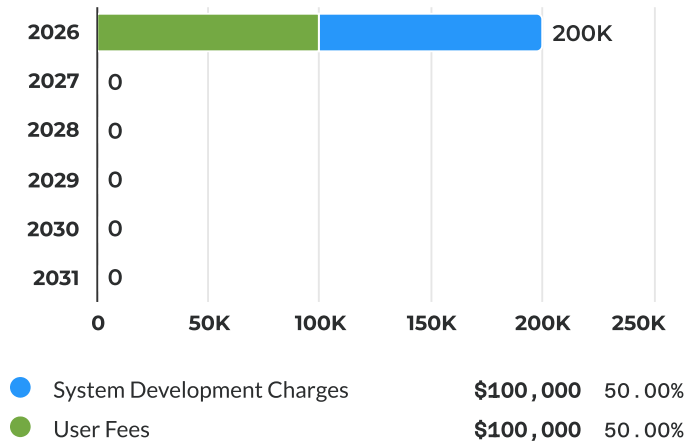
Total Budget (all years)

\$200K

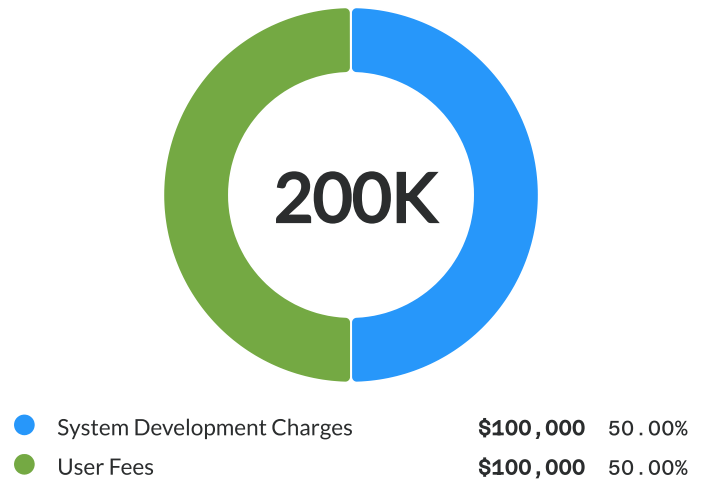
Project Total

\$200K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
System Development Charges	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Total	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Eugene Airport Master Plan

Overview

Project Program Area Airport

Project Location



Description

The Federal Aviation Administration (FAA) Airports Division and District Offices (ADO) requests a Master Plan update approximately every 7–10 years. The Airport Master Plan was completed in 2018 and adopted into City plans in 2020. In December 2022, the Airport Terminal Plan was completed and provided updates to the 2018 Master Plan. By 2028 a new Airport Master Plan will need to be completed.

Images



Details

Project Status: Not Started

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 512 - Airport Construction, 512 - Federal Aviation Administration

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Other - Planning or Land Acquisition Project

Plan Policy Documents: Airport Master Plan Update, Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year, Climate Recovery Ordinance

Council

Goals: Equitable, Effective, Accountable Municipal Government, Fair, Stable, and Adequate Financial Resources, Safe Community for Community Wellbeing, Sustainable and Accountable Development

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$3.04M

Project Total

\$3.04M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$3,040,000	\$0	\$0	\$0	\$0	\$3,040,000
Total	\$0	\$3,040,000	\$0	\$0	\$0	\$0	\$3,040,000

Funding Sources

FY2026 Budget

\$0

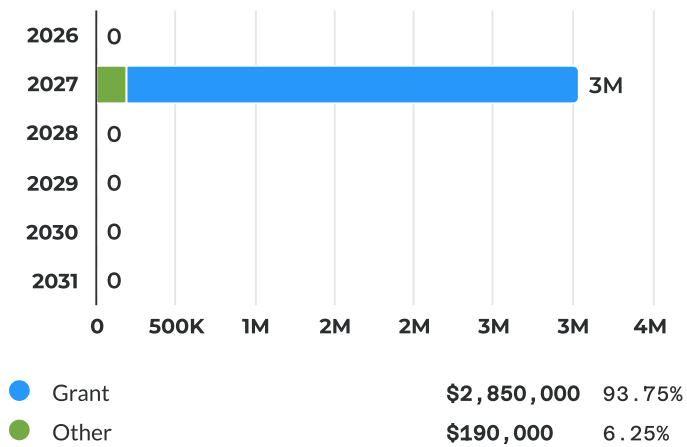
Total Budget (all years)

\$3.04M

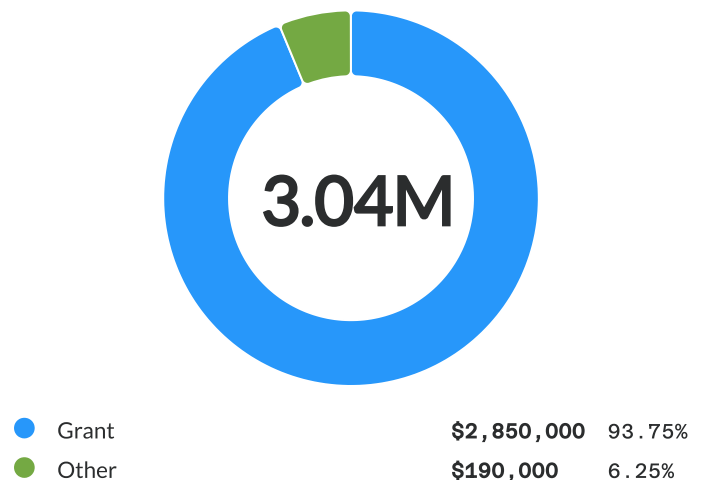
Project Total

\$3.04M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Grant	\$0	\$2,850,000	\$0	\$0	\$0	\$0	\$2,850,000
Other	\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000
Total	\$0	\$3,040,000	\$0	\$0	\$0	\$0	\$3,040,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0



Eugene Parks Foundation - Ridgeline Parking at Willamette and 52nd

Overview

Project Program Area Parks and Open Space

Project Location



Description

This private/public partnership with the Eugene Parks Foundation will add much needed parking to the Ridgeline Trail system at Willamette Street and 52nd Avenue. This parking will serve the new South Eugene Meadows Trail and existing trails in the Spencer Butte area.

Images



Details

Project Status: In Progress

Additional Project Status Details: Construction is planned for 2025.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

System Development Charges (SDCs): Improvement, Reimbursement

Fund(s): 112 - Parks and Recreation Operating Levy, 187 - Eugene Parks Foundation, 336 - Parks SDC

Climate Recovery Ordinance Applies: True

GHG Emissions Comments

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 80

Plan Policy Documents: Parks and Recreation System Plan (Picture. Plan. Play.), Climate Action Plan 2.0, Climate Recovery Ordinance, Eugene Trails Plan, Rivers to Ridges Metro Regional Parks & Open Space Study

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

The emission sources are largely from excavation and construction equipment used on site. Another source of carbon emissions are the materials used, in particular asphalt.

Capital Cost

FY2026 Budget

\$375K

Total Budget (all years)

\$375K

Project Total

\$375K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$375,000	\$0	\$0	\$0	\$0	\$0	\$375,000
Total	\$375,000	\$0	\$0	\$0	\$0	\$0	\$375,000

Funding Sources

FY2026 Budget

\$375K

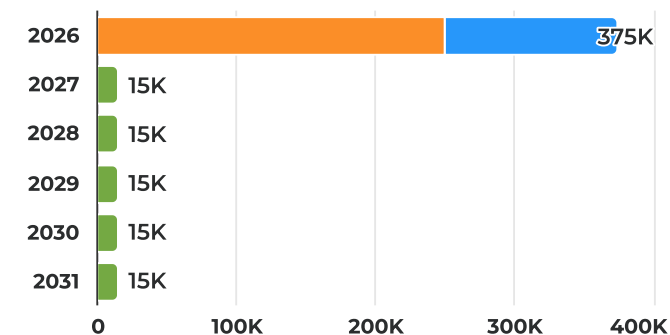
Total Budget (all years)

\$450K

Project Total

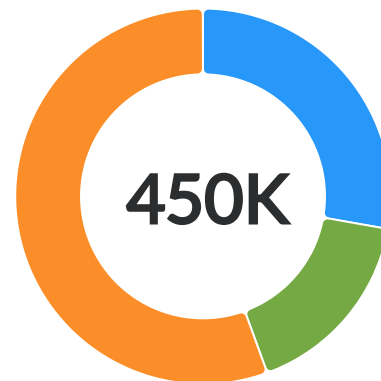
\$450K

FY2026 - FY2031 Funding Sources Breakdown



Donations/Trusts	\$125,000	27.78%
Operating Levy	\$75,000	16.67%
System Development Charges	\$250,000	55.56%

Funding Sources for Budgeted Years



Donations/Trusts	\$125,000	27.78%
Operating Levy	\$75,000	16.67%
System Development Charges	\$250,000	55.56%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Donations/Trusts	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000
Operating Levy	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Total	\$375,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$450,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$75K	\$75K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Total	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000



Eugene Parks Foundation Partnership - Antis Oaks Trailhead

Overview

Project Program Area Parks and Open Space

Project Location



Description

This private/public partnership with the Eugene Parks Foundation will add much needed parking and access to trails in the west Ridgeline Trail area. The trailhead will serve the Antis Oaks park site and the existing trail at Wild Iris Ridge.

Images



Details

Project Status: Not Started

Additional Project Status Details: Construction is planned to coincide with transportation improvements on Bailey Hill Road which are anticipated for 2027.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

System Development Charges (SDCs): Improvement

Fund(s): 112 - Parks and Recreation Operating Levy, 187 - Eugene Parks Foundation, 336 - Parks SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Parks and Recreation System Plan (Picture. Plan. Play.), Climate Action Plan 2.0, Climate Recovery Ordinance, Eugene Trails Plan, Rivers to Ridges Metro Regional Parks & Open Space Study

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$650K

Project Total

\$650K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$650,000	\$0	\$0	\$0	\$0	\$650,000
Total	\$0	\$650,000	\$0	\$0	\$0	\$0	\$650,000

Funding Sources

FY2026 Budget

\$0

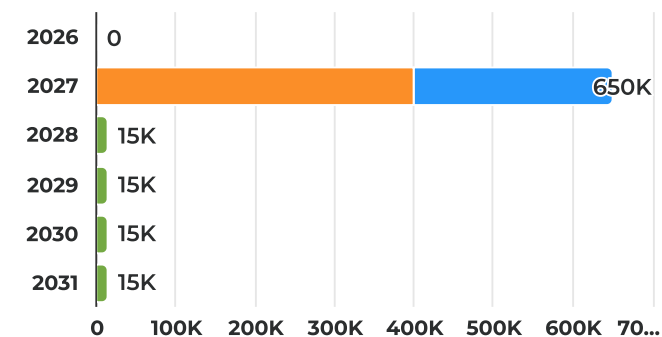
Total Budget (all years)

\$710K

Project Total

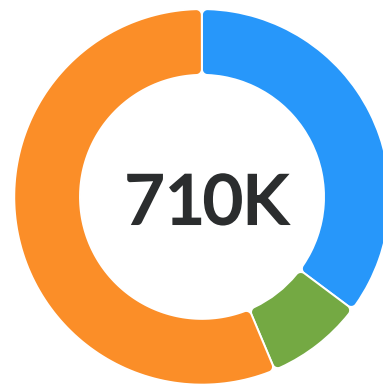
\$710K

FY2026 - FY2031 Funding Sources Breakdown



Donations/Trusts	\$250,000	35.21%
Operating Levy	\$60,000	8.45%
System Development Charges	\$400,000	56.34%

Funding Sources for Budgeted Years



Donations/Trusts	\$250,000	35.21%
Operating Levy	\$60,000	8.45%
System Development Charges	\$400,000	56.34%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Donations/Trusts	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Operating Levy	\$0	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
Total	\$0	\$650,000	\$15,000	\$15,000	\$15,000	\$15,000	\$710,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$60K	\$60K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
Total	\$0	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000



Eugene Parks Foundation Partnership - South Eugene Meadows Trail

Overview

Project Program Area Parks and Open Space

Project Location



Description

This private/public partnership with the Eugene Parks Foundation will add three miles of trail to the Ridgeline Trail system, between Willamette Street and Blanton Road. The new trail will provide access to previously inaccessible park areas while protecting upland oak and grasslands habitats.

Images



Details

Project Status: In Progress

Additional Project Status Details: Construction is planned for 2025.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

System Development Charges (SDCs): Improvement

Fund(s): 112 - Parks and Recreation Operating Levy, 187 - Eugene Parks Foundation, 336 - Parks SDC

Climate Recovery Ordinance Applies: True

GHG Emissions Comments

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 130

Plan Policy Documents: Parks and Recreation System Plan (Picture. Plan. Play.), Climate Action Plan 2.0, Climate Recovery Ordinance, Eugene Trails Plan, Rivers to Ridges Metro Regional Parks & Open Space Study

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

The emission sources are largely from excavation and construction equipment used on site. Another source of carbon emissions are the materials used, in particular gravel and rock mining.

Capital Cost

FY2026 Budget

\$965K

Total Budget (all years)

\$965K

Project Total

\$965K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$965,000	\$0	\$0	\$0	\$0	\$0	\$965,000
Total	\$965,000	\$0	\$0	\$0	\$0	\$0	\$965,000

Funding Sources

FY2026 Budget

\$965K

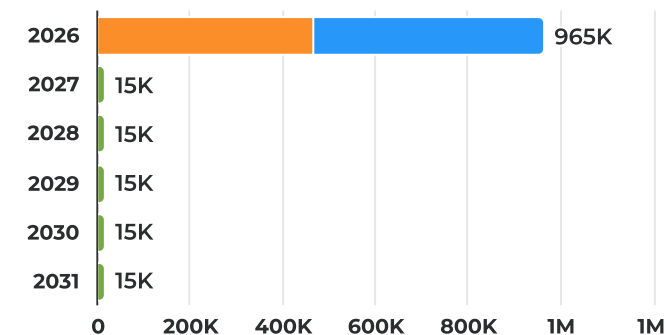
Total Budget (all years)

\$1.04M

Project Total

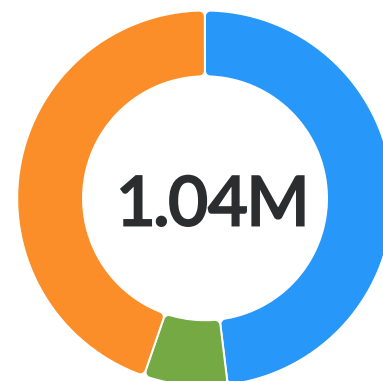
\$1.04M

FY2026 - FY2031 Funding Sources Breakdown



Donations/Trusts	\$500,000	48.08%
Operating Levy	\$75,000	7.21%
System Development Charges	\$465,000	44.71%

Funding Sources for Budgeted Years



Donations/Trusts	\$500,000	48.08%
Operating Levy	\$75,000	7.21%
System Development Charges	\$465,000	44.71%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Donations/Trusts	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
System Development Charges	\$465,000	\$0	\$0	\$0	\$0	\$0	\$465,000
Operating Levy	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Total	\$965,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$1,040,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$75K	\$75K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
Total	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000



Ferndale Park Development

Overview

Project Program Area Parks and Open Space

Project Location



Description

Development of this new 4.5-acre neighborhood park site in Santa Clara will expand parks and recreation opportunities in the area. Improvements will be informed by a community engagement process and may include walkways, a children's play area, habitat enhancement, turf, and site furniture. Previous project funding came from the 2018 Parks and Recreation Bond.

Images



Details

Project Status: Not Started

Additional Project Status Details: A community engagement process is planned for 2027 with construction anticipated in 2030.

Ward: Ward 7

Neighborhood: Santa Clara

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

System Development Charges (SDCs): Improvement

Fund(s): 336 - Parks SDC, 112 - Parks and Recreation Operating Levy

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

GHG Emissions Comments: GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$2M

Project Total

\$2M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Total	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000

Funding Sources

FY2026 Budget

\$0

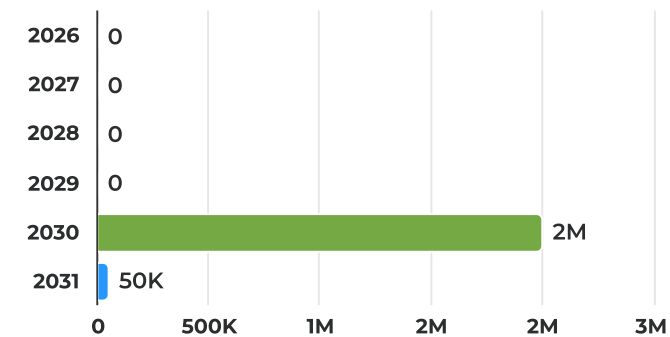
Total Budget (all years)

\$2.05M

Project Total

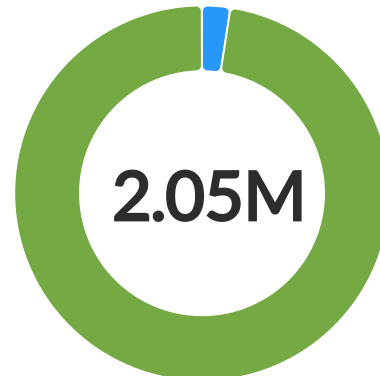
\$2.05M

FY2026 - FY2031 Funding Sources Breakdown



Operating Levy	\$50,000	2.44%
System Development Charges	\$2,000,000	97.56%

Funding Sources for Budgeted Years



Operating Levy	\$50,000	2.44%
System Development Charges	\$2,000,000	97.56%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Operating Levy	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$0	\$0	\$2,000,000	\$50,000	\$2,050,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$50K	\$50K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000



Flexible Pipe Connections - Pump Stations to Discharge Pipes

Overview

Project Program Area Wastewater

Description

This citywide project will install flexible pipe connections where the wastewater collection system meets its pump stations. This project will improve the seismic resiliency of the wastewater system. This project supports the 2020 Wastewater Master Plan by rehabilitating existing wastewater systems, and supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was partially funded in the 2023-2029 CIP.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 532 - Wastewater Utility - Capital

Climate Recovery Ordinance Applies: True

GHG Emissions Comments

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 15

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Safe Community for Community Wellbeing

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget

\$400K

Total Budget (all years)

\$400K

Project Total

\$400K

Detailed Breakdown

Category	FY2026	FY2027	FY2031	Total
Funding Secured	\$400,000	\$0	\$0	\$400,000
Total	\$400,000	\$0	\$0	\$400,000

Funding Sources

FY2026 Budget

\$400K

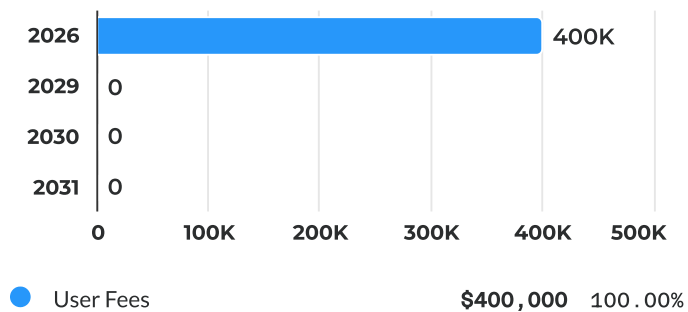
Total Budget (all years)

\$400K

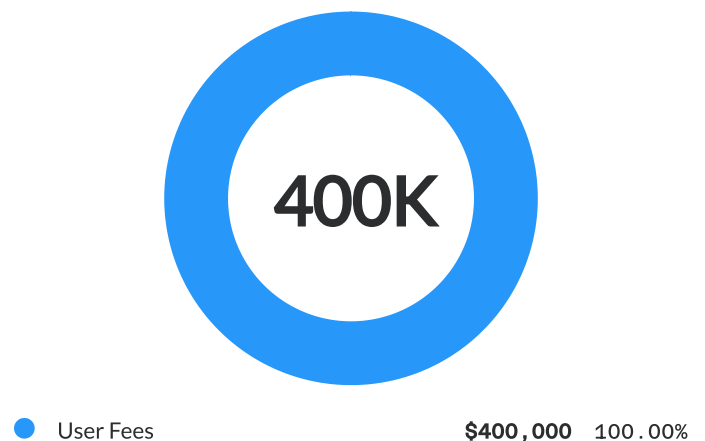
Project Total

\$400K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2029	FY2030	FY2031	Total
User Fees	\$400,000	\$0	\$0	\$0	\$400,000
Total	\$400,000	\$0	\$0	\$0	\$400,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Franklin Boulevard Wastewater Rehabilitation

Overview

Project Program Area Wastewater

Project Location



Description

This project will redesign and reconstruct a section of the wastewater system along Franklin Boulevard between 13th Avenue and Walnut Street. This section of pipe is particularly flat and causes clogging and other maintenance challenges, which will be improved by the project. This project supports the 2020 Wastewater Master Plan by rehabilitating existing wastewater systems, and supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was partially funded in the 2023-2029 CIP. Design is in progress and construction is planned in 2026.

Ward: Ward 3

Neighborhood: Fairmount

Funding Status: Funding Secured

Operational Costs Comments: Project reduces maintenance needs at the project location, allowing Operations to respond to other system needs.

Fund(s): 532 - Wastewater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 25

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$300K

Total Budget (all years)
\$300K

Project Total
\$300K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
Total	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000

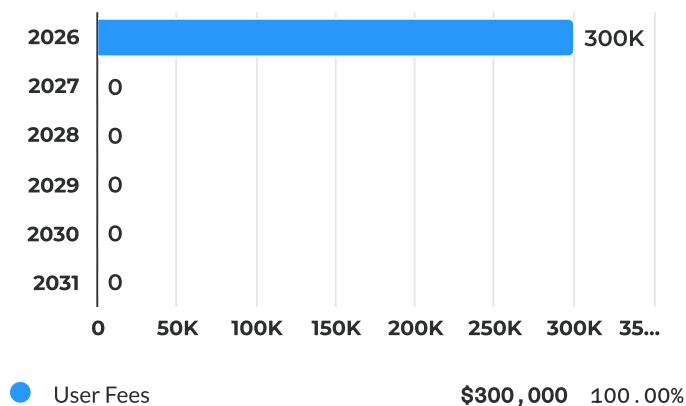
Funding Sources

FY2026 Budget
\$300K

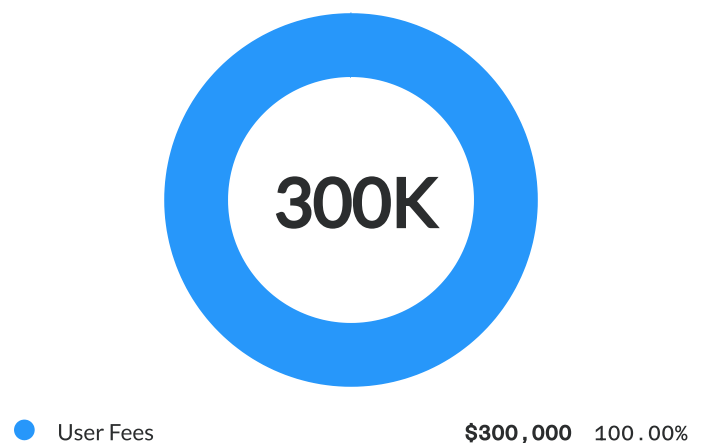
Total Budget (all years)
\$300K

Project Total
\$300K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
Total	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Golden Gardens Park and Sports Complex Phase 1

Overview

Project Program Area Parks and Open Space

Project Location



Description

This Bethel Neighborhood project includes the master planning of a sports complex, natural area, and neighborhood park. Phase 1 construction is also included and anticipated to comprise one to two rectangular fields, habitat protections, and supporting infrastructure at Golden Gardens Community Park. Previous project funding has come from the 2018 Parks and Recreation Bond, 2006 Parks and Open Space Bond, and Parks System Development Charges (SDC) improvement funds.

Images



Details

Project Status: In Progress

Additional Project Status Details: Community engagement and master planning began in 2022. Phase 1 construction is anticipated for 2028.

Ward: Ward 6

Neighborhood: Bethel

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

System Development Charges (SDCs): Improvement

Fund(s): 336 - Parks SDC, 112 - Parks and Recreation Operating Levy

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

GHG Emissions Comments



GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$2.13M

Project Total

\$2.13M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$0	\$2,130,000	\$0	\$0	\$0	\$2,130,000
Total	\$0	\$0	\$2,130,000	\$0	\$0	\$0	\$2,130,000

Funding Sources

FY2026 Budget

\$0

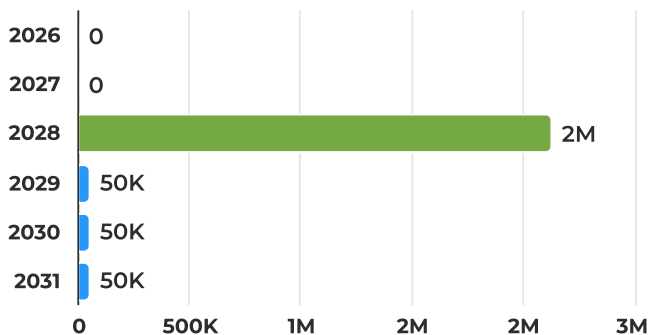
Total Budget (all years)

\$2.28M

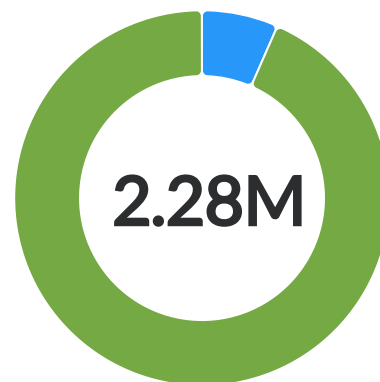
Project Total

\$2.28M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Operating Levy	\$150,000	6.58%
System Development Charges	\$2,130,000	93.42%

Operating Levy	\$150,000	6.58%
System Development Charges	\$2,130,000	93.42%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$0	\$2,130,000	\$0	\$0	\$0	\$2,130,000
Operating Levy	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$150,000
Total	\$0	\$0	\$2,130,000	\$50,000	\$50,000	\$50,000	\$2,280,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$150K

Project Total

\$150K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$150,000
Total	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$150,000

Irvington Drive Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Irvington Drive from the driveway at 110 Irvington Drive to the Northwest Expressway. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 7

Neighborhood: Santa Clara, Industrial Corridor

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 1829

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Capital Cost

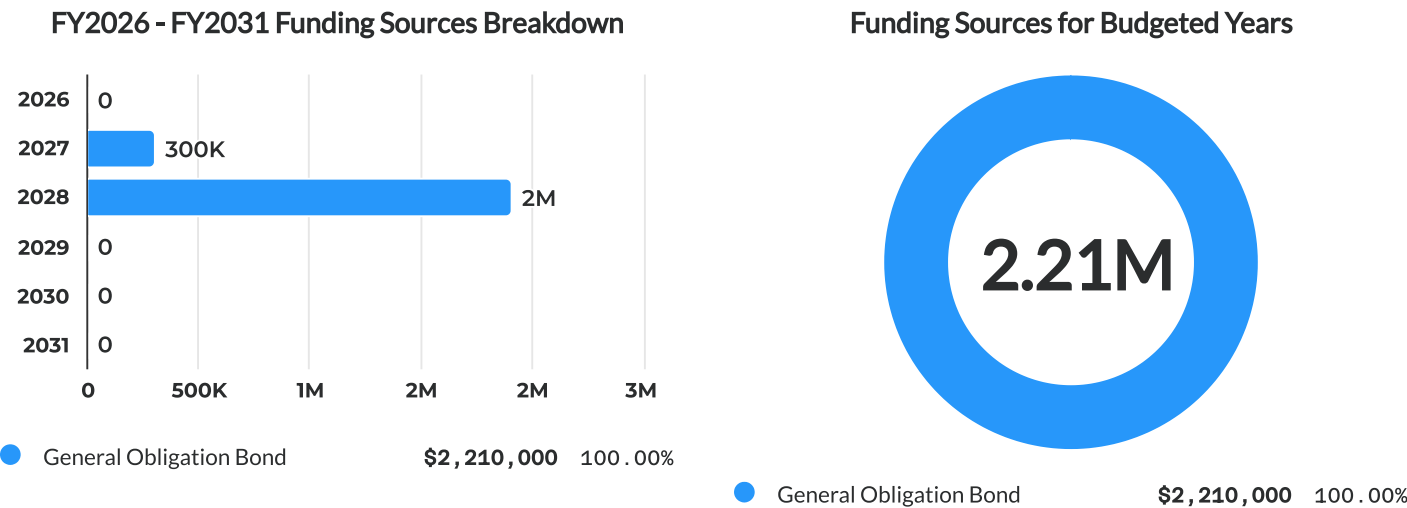
FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$2.21M	\$2.21M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$300,000	\$1,910,000	\$0	\$0	\$0	\$2,210,000
Total	\$0	\$300,000	\$1,910,000	\$0	\$0	\$0	\$2,210,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$2.21M	\$2.21M



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$300,000	\$1,910,000	\$0	\$0	\$0	\$2,210,000
Total	\$0	\$300,000	\$1,910,000	\$0	\$0	\$0	\$2,210,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Jeppesen Acres Road Paving and Sidewalk Infill

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Jeppesen Acres Road from Coburg Road to Gilham Road. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. The project will also include sidewalk infill on Jeppesen Acres Road from Providence Road to Gilham Road. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 4

Neighborhood: Cal Young

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 1054

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$2.23M

Project Total

\$2.23M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$300,000	\$1,930,000	\$0	\$0	\$2,230,000
Total	\$0	\$0	\$300,000	\$1,930,000	\$0	\$0	\$2,230,000

Funding Sources

FY2026 Budget

\$0

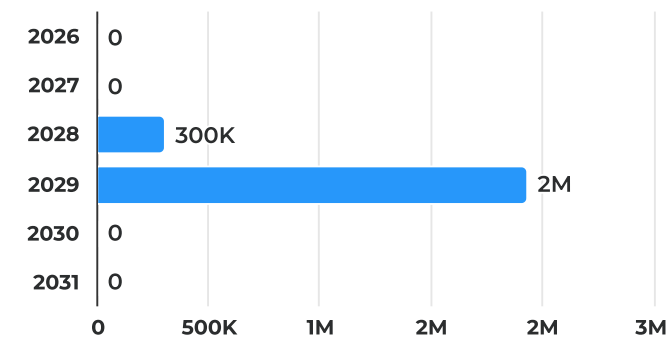
Total Budget (all years)

\$2.23M

Project Total

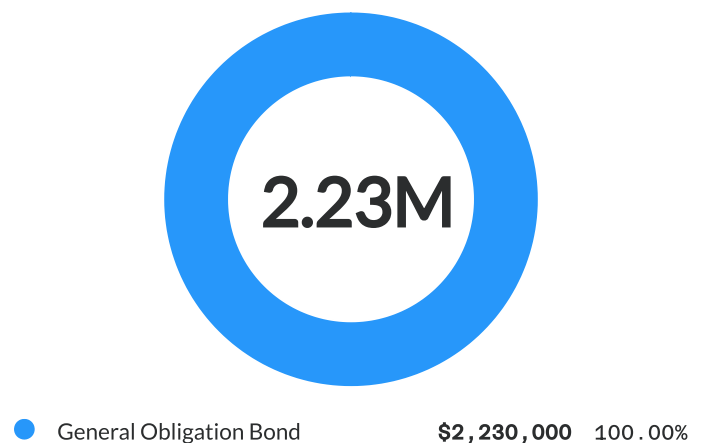
\$2.23M

FY2026 - FY2031 Funding Sources Breakdown



● General Obligation Bond **\$2,230,000** 100.00%

Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$0	\$300,000	\$1,930,000	\$0	\$0	\$2,230,000
Total	\$0	\$0	\$300,000	\$1,930,000	\$0	\$0	\$2,230,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Kinsrow Avenue, Lindley Lane, and Honeysuckle Lane Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Kinsrow Avenue, Lindley Lane, and Honeysuckle Lane. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 4

Neighborhood: Harlow

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 991

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$2.32M

Project Total

\$2.32M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$300,000	\$2,020,000	\$0	\$0	\$0	\$2,320,000
Total	\$0	\$300,000	\$2,020,000	\$0	\$0	\$0	\$2,320,000

Funding Sources

FY2026 Budget

\$0

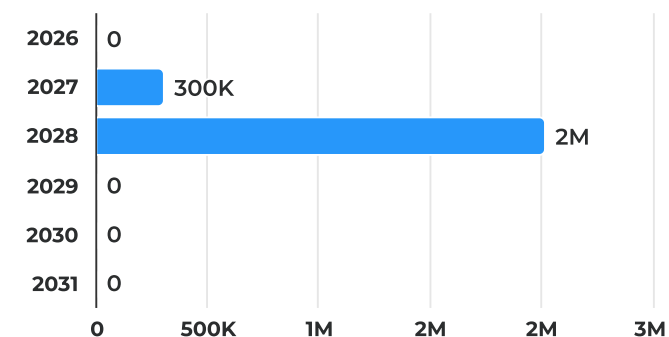
Total Budget (all years)

\$2.32M

Project Total

\$2.32M

FY2026 - FY2031 Funding Sources Breakdown



● General Obligation Bond **\$2,320,000** 100.00%

Funding Sources for Budgeted Years



● General Obligation Bond **\$2,320,000** 100.00%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$300,000	\$2,020,000	\$0	\$0	\$0	\$2,320,000
Total	\$0	\$300,000	\$2,020,000	\$0	\$0	\$0	\$2,320,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Longview Avenue Wastewater Rehabilitation

Overview

Project Program Area Wastewater

Project Location



Description

This project will redesign and reconstruct a section of the wastewater system along Longview Street to bring the section of pipe up to current alignment and sizing standards. These improvements will improve maintenance efficiency. This project supports the 2020 Wastewater Master Plan by rehabilitating existing wastewater systems, and supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Additional Project Status Details: This project appeared in the 2023-2029 CIP.

Ward: Ward 3

Neighborhood: Fairmount

Funding Status: Funding Secured

Operational Costs Comments: Project reduces maintenance needs at the project location, allowing Operations to respond to other system needs.

Fund(s): 532 - Wastewater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 25

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$300K

Project Total

\$300K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$100,000	\$200,000	\$0	\$0	\$0	\$300,000
Total	\$0	\$100,000	\$200,000	\$0	\$0	\$0	\$300,000

Funding Sources

FY2026 Budget

\$0

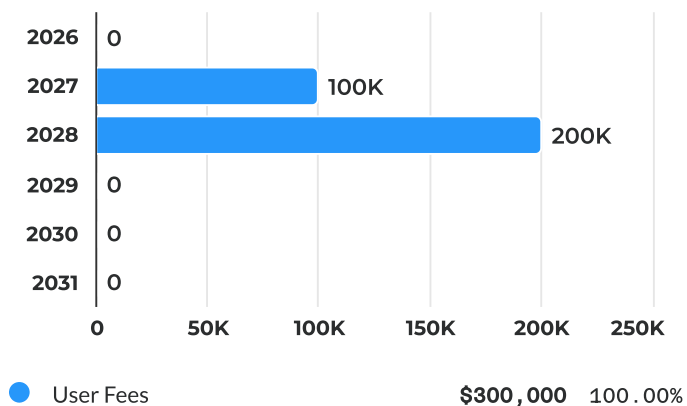
Total Budget (all years)

\$300K

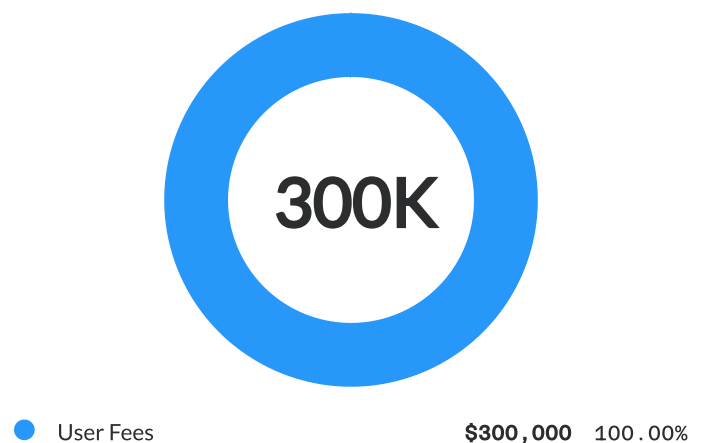
Project Total

\$300K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$100,000	\$200,000	\$0	\$0	\$0	\$300,000
Total	\$0	\$100,000	\$200,000	\$0	\$0	\$0	\$300,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Marshall Shared Use Path Rehabilitation

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate the Marshall Shared Use Path from Echo Hollow Road to Hughes Street. The full scope and details of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 6

Neighborhood: Bethel

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

This project will create facilities that will allow for the increased use of active transportation.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 184

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$400K

Project Total

\$400K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$100,000	\$300,000	\$0	\$0	\$0	\$400,000
Total	\$0	\$100,000	\$300,000	\$0	\$0	\$0	\$400,000

Funding Sources

FY2026 Budget

\$0

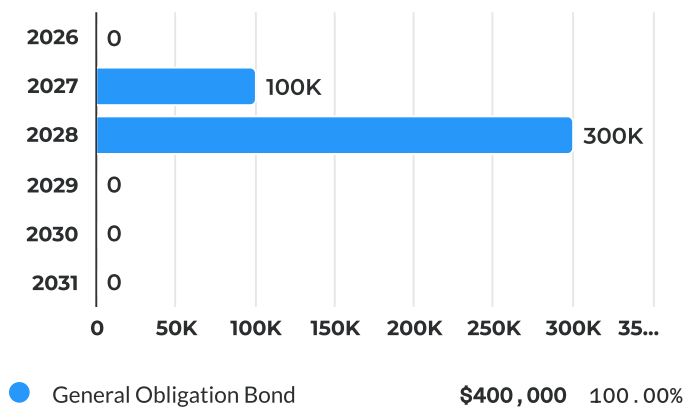
Total Budget (all years)

\$400K

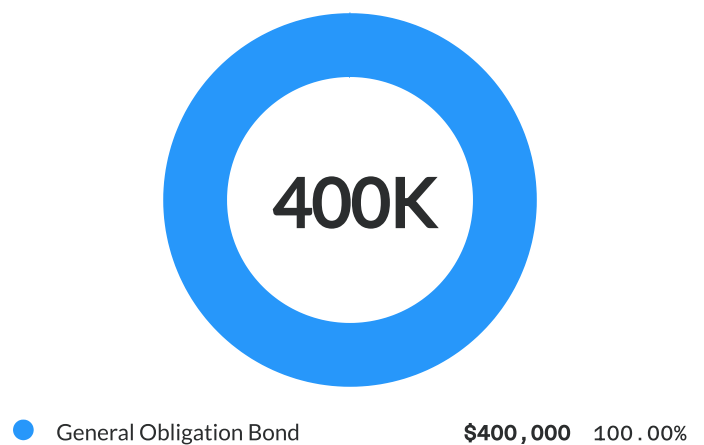
Project Total

\$400K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$100,000	\$300,000	\$0	\$0	\$0	\$400,000
Total	\$0	\$100,000	\$300,000	\$0	\$0	\$0	\$400,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Mattie Reynolds Park

Overview

Project Program Area Parks and Open Space

Project Location



Description

Development of this new 5.25-acre community park site in the Far West Neighborhood will greatly expand parks and recreation opportunities in the area. Improvements include walkways, a large children's play area, spray play, restrooms, habitat enhancement, community gathering space, public art, site furnishings, turf, and landscaping. Previous project funding has come from the 2018 Parks and Recreation Bond, Parks System Development Charges (SDC) improvement funds, and American Rescue Plan Act (ARPA) funds. Grant funding will also be sought for project construction.

Images



Details

Project Status: In Progress

Additional Project Status Details: Community engagement was completed in 2024, and construction is anticipated in 2027. A draft concept plan that has been developed through a community engagement process is nearly finalized.

Ward: Ward 8

Neighborhood: Far West

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

System Development Charges (SDCs): Improvement

Fund(s): 112 - Parks and Recreation Operating Levy, 336 - Parks SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 160

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Plan Policy Documents: Parks and Recreation System Plan (Picture. Plan. Play.), Climate Action Plan 2.0, Climate Recovery Ordinance

GHG Emissions Comments

The emission sources are largely from excavation and construction equipment used on site and the materials used, in particular concrete for walkways.

Capital Cost

FY2026 Budget
\$0

Total Budget (all years)
\$1.09M

Project Total
\$1.09M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$1,090,000	\$0	\$0	\$0	\$0	\$1,090,000
Total	\$0	\$1,090,000	\$0	\$0	\$0	\$0	\$1,090,000

Funding Sources

FY2026 Budget

\$0

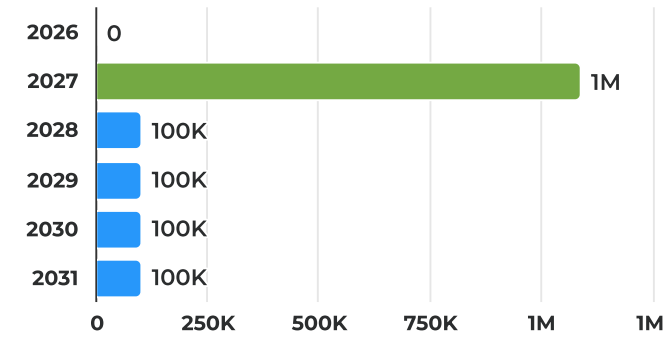
Total Budget (all years)

\$1.49M

Project Total

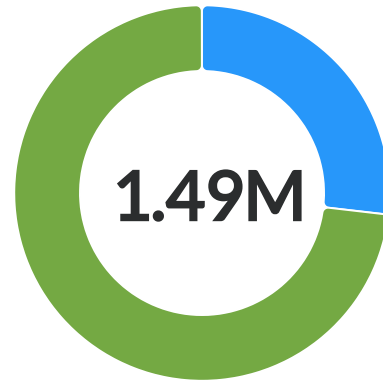
\$1.49M

FY2026 - FY2031 Funding Sources Breakdown



● Operating Levy **\$400,000** 26.85%
● System Development Charges **\$1,090,000** 73.15%

Funding Sources for Budgeted Years



● Operating Levy **\$400,000** 26.85%
● System Development Charges **\$1,090,000** 73.15%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$1,090,000	\$0	\$0	\$0	\$0	\$1,090,000
Operating Levy	\$0	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Total	\$0	\$1,090,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,490,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$400K

Project Total

\$400K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Total	\$0	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000

Neighborhood and Community Park Development

Overview

Project Program Area Parks and Open Space

Description

This project, which is scheduled for the out years of this CIP, provides funding for priority improvements in parks that have not yet been identified. Projects will be identified over the next several years as the current bond funded capital projects are completed, and these projects will be funded with Park System Development Charges (SDC) improvement funds.

Images



credit: Liska Chan

Details

Project Status: Not Started

Ward: Citywide

Neighborhood: Multiple Neighborhoods

Funding Status: Funding Identified

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Improvement

Fund(s): 336 - Parks SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

GHG Emissions Comments: GHG estimates have not been calculated for this project as it is programmatic and too early in the project lifecycle to determine a reliable estimate.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$500K

Project Total

\$500K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000
Total	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000

Funding Sources

FY2026 Budget

\$0

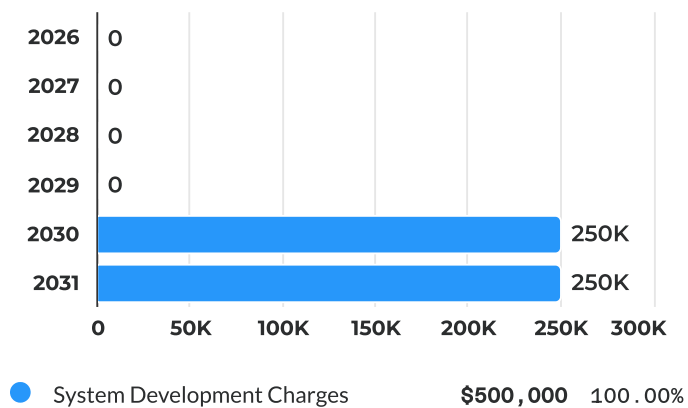
Total Budget (all years)

\$500K

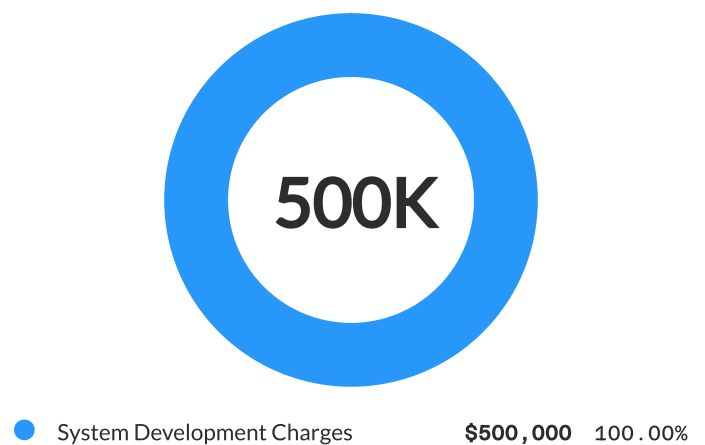
Project Total

\$500K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000
Total	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

North Gilham Capacity and Water Quality Improvements

Overview

Project Program Area Stormwater

Project Location



Description

This project will improve stormwater capacity to North Gilham Road and the downstream system to foster future development. A piped system will eliminate steep and unsafe roadside ditches and allow for safety and pedestrian improvements to Gilham Road. Green infrastructure retrofits will improve water quality while adding capacity to the system. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by rehabilitating a portion of the municipal separate storm sewer system (MS4). This project supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was funded in the 2023-2029 CIP and is in the design phase.

Ward: Ward 5

Neighborhood: Northeast Neighbors

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Improvement

Fund(s): 531 - Stormwater Utility - Capital, 335 - Stormwater SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 375

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Stormwater Basin Master Plan, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Sustainable and Accountable Development

GHG Emissions Comments

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$710K

Project Total

\$710K**Detailed Breakdown**

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$270,000	\$280,000	\$0	\$0	\$0	\$550,000
Funding Secured	\$0	\$0	\$160,000	\$0	\$0	\$0	\$160,000
Total	\$0	\$270,000	\$440,000	\$0	\$0	\$0	\$710,000

Funding Sources

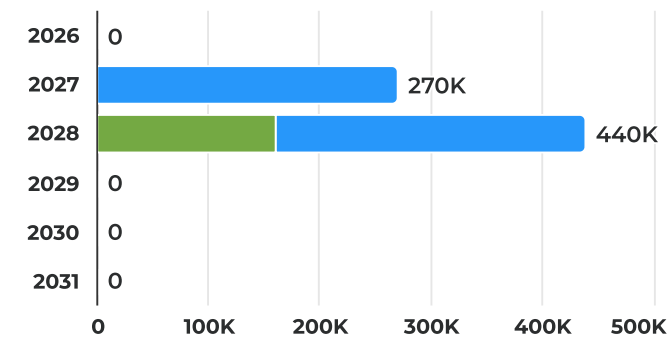
FY2026 Budget

\$0

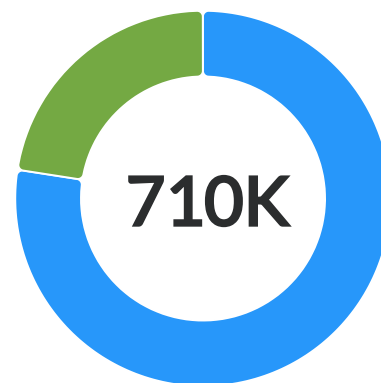
Total Budget (all years)

\$710K

Project Total

\$710K**FY2026 - FY2031 Funding Sources Breakdown**

● System Development Charges	\$550,000	77.46%
● User Fees	\$160,000	22.54%

Funding Sources for Budgeted Years

● System Development Charges	\$550,000	77.46%
● User Fees	\$160,000	22.54%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$270,000	\$280,000	\$0	\$0	\$0	\$550,000
User Fees	\$0	\$0	\$160,000	\$0	\$0	\$0	\$160,000
Total	\$0	\$270,000	\$440,000	\$0	\$0	\$0	\$710,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



North Terry Street Drainage Improvements

Overview

Project Program Area Stormwater

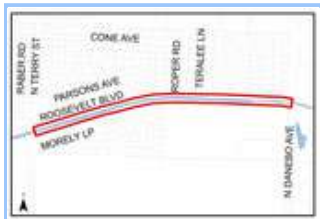
Project Location



Description

This project will assess and develop solutions to resolve existing drainage issues in the North Terry Street and Roosevelt Boulevard area caused by backwater conditions in the A3 Channel, Roosevelt Channel, and Greenhill Tributaries adjacent to the neighborhoods. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by rehabilitating a portion of the municipal separate storm sewer system (MS4).

Images



Details

Project Status: Not Started

Additional Project Status Details: This project was programmed in the 2023-2029 CIP.

Ward: Ward 8

Neighborhood: Bethel

Funding Status: Funding Secured

Operational Costs Comments: Project reduces maintenance needs at the project location, allowing Operations to respond to other system needs.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

GHG Emissions Comments

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 40

Plan Policy Documents: Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan, Climate Recovery Ordinance

Council Goals: Sustainable and Accountable Development

Capital Cost

FY2026 Budget
\$0

Total Budget (all years)
\$300K

Project Total
\$300K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$300,000
Total	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$300,000

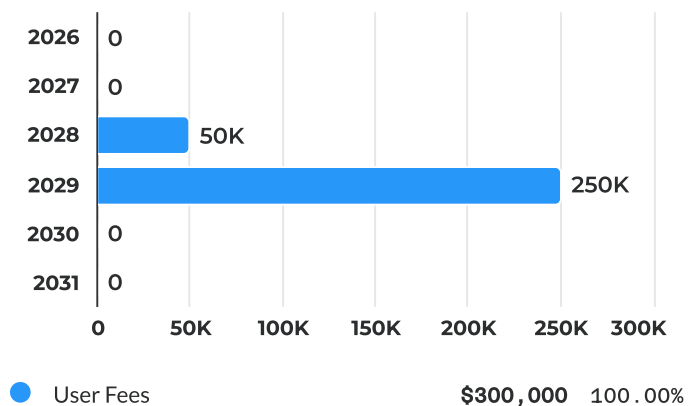
Funding Sources

FY2026 Budget
\$0

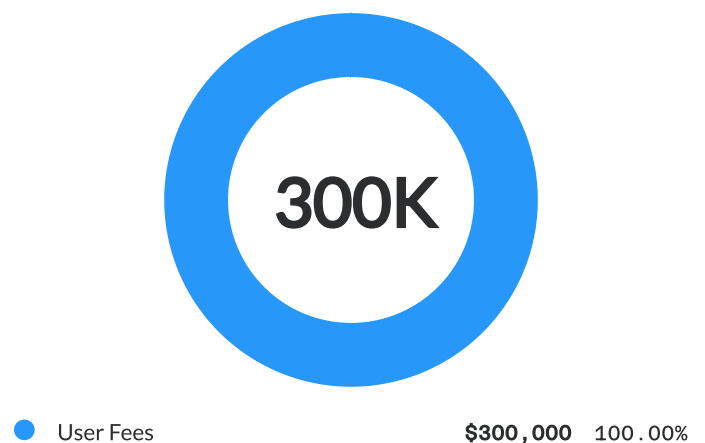
Total Budget (all years)
\$300K

Project Total
\$300K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$300,000
Total	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$300,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Outbound Baggage System

Overview

Project Program Area Airport

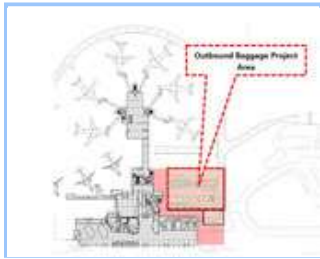
Project Location



Description

The current Checked Baggage (EDS) Inspection System at the airport is inefficient and does not meet the current needs of the Transportation Security Administration (TSA). The TSA and Eugene Airport have entered into an "Other Transaction Agreement" (OTA) to install a new EDS system. The Outbound Baggage project will include a new baggage screening area, a new baggage make-up area, support for administrative space, and temporary improvements as necessary to maintain service with existing baggage and handling facilities.

Images



Details

Project Status: Not Started

Additional Project Status Details: This is an enabling project for the Concourse C Addition. Construction is estimated to begin in 2026.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

Operational Costs Comments - Other: Operating costs will be funded through airport rates and charges to the airlines who use the facilities and services. These costs will not hit the General Fund.

Fund(s): 512 - Federal Aviation Administration, 512 - Airport Passenger Facility Charges

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): Not Calculated

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): Not Calculated

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): Not Calculated

Estimated GHGs from Project Construction (in Metric Tons): Not Calculated

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Airport Master Plan Update, Climate Recovery Ordinance, EUG Advanced Terminal Planning Study

Council Goals: Sustainable and Accountable Development

GHG Emissions Comments

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.

Capital Cost

FY2026 Budget

\$57M

Total Budget (all years)

\$57M

Project Total

\$57M**Detailed Breakdown**

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$57,010,000	\$0	\$0	\$0	\$0	\$0	\$57,010,000
Total	\$57,010,000	\$0	\$0	\$0	\$0	\$0	\$57,010,000

Funding Sources

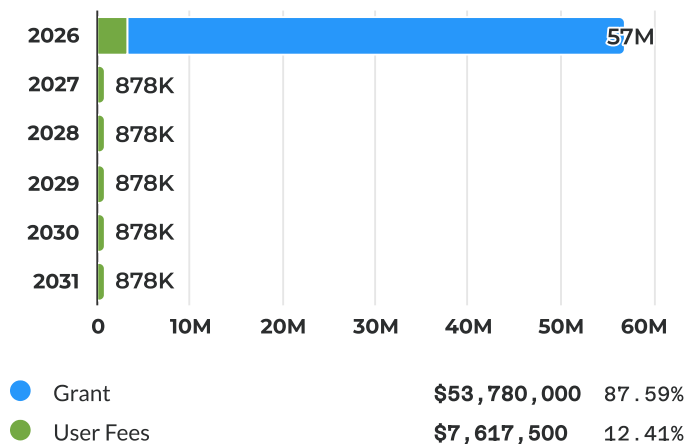
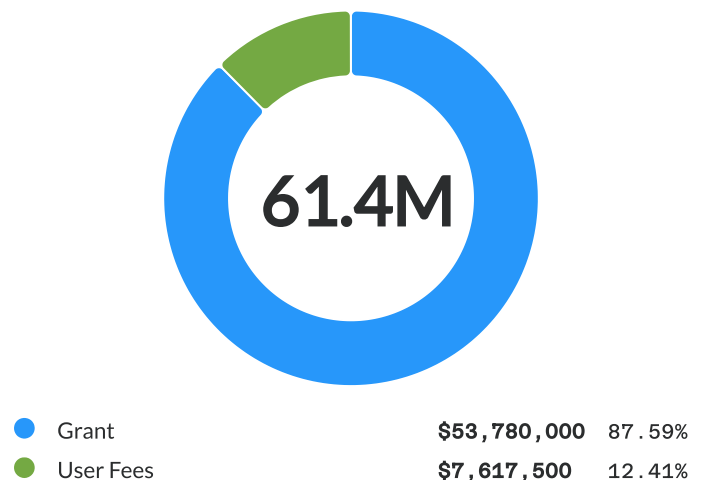
FY2026 Budget

\$57M

Total Budget (all years)

\$61.4M

Project Total

\$61.4M**FY2026 - FY2031 Funding Sources Breakdown****Funding Sources for Budgeted Years****Detailed Breakdown**

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Grant	\$53,780,000	\$0	\$0	\$0	\$0	\$0	\$53,780,000
User Fees	\$3,230,000	\$877,500	\$877,500	\$877,500	\$877,500	\$877,500	\$7,617,500
Total	\$57,010,000	\$877,500	\$877,500	\$877,500	\$877,500	\$877,500	\$61,397,500

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$4.39M	\$4.39M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$877,500	\$877,500	\$877,500	\$877,500	\$877,500	\$4,387,500
Total	\$0	\$877,500	\$877,500	\$877,500	\$877,500	\$877,500	\$4,387,500



Park Donation Projects

Overview

Project Program Area Parks and Open Space

Description

This program provides funding for volunteer- and donation-supported projects in existing parks. Examples of projects that have been funded with donations and/or volunteer labor include the preservation of memorials, plaques, benches, and trees in the Hays Tree Garden, as well as improvements in Hendricks Park and the Owen Rose Garden. Eugene Parks Foundation projects that have not yet been identified are also included.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing capital program. Funds are budgeted under this general program and later transferred to specific capital projects as they are identified and developed.

Ward: Citywide

Neighborhood: Multiple Neighborhoods

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 186 - Hayes Trust, 187 - Parks Maintenance, 187 - Eugene Parks Foundation

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

GHG Emissions Comments: GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects.

Plan Policy Documents: Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget
\$105K

Total Budget (all years)
\$630K

Project Total
\$630K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$630,000
Total	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$630,000

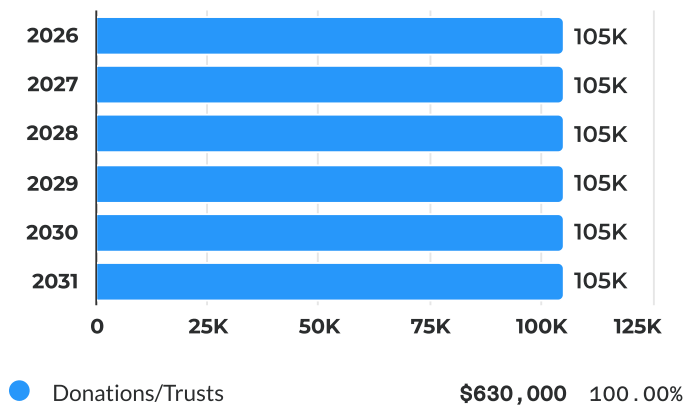
Funding Sources

FY2026 Budget
\$105K

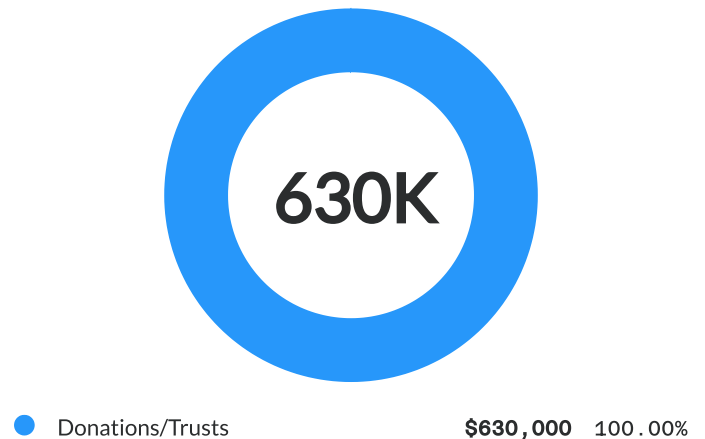
Total Budget (all years)
\$630K

Project Total
\$630K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Donations/Trusts	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$630,000
Total	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$630,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Parkland Acquisition

Overview

Project Program Area Parks and Open Space

Description

Ongoing acquisition of neighborhood, community, and natural area parks, as sites are identified and made available. Parkland acquisitions are identified as a priority in the Parks and Recreation System Plan to provide more equitable access to parks and recreation, and to achieve a connected parks and trail system.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing capital program to acquire park land for the City's parks and open space system.

Ward: Citywide

Neighborhood: Multiple Neighborhoods

Funding Status: Funding Identified

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Improvement

Fund(s): 336 - Parks SDC

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Other - Planning or Land Acquisition Project

GHG Emissions Comments: GHG estimates have not been calculated for this project as it is an ongoing capital program that does not include construction, only land purchases.

Plan Policy Documents: Envision Eugene, Eugene Trails Plan, Parks and Recreation System Plan (Picture. Plan. Play.), Rivers to Ridges Metro Regional Parks & Open Space Study

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$500K

Project Total

\$500K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000
Total	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000

Funding Sources

FY2026 Budget

\$0

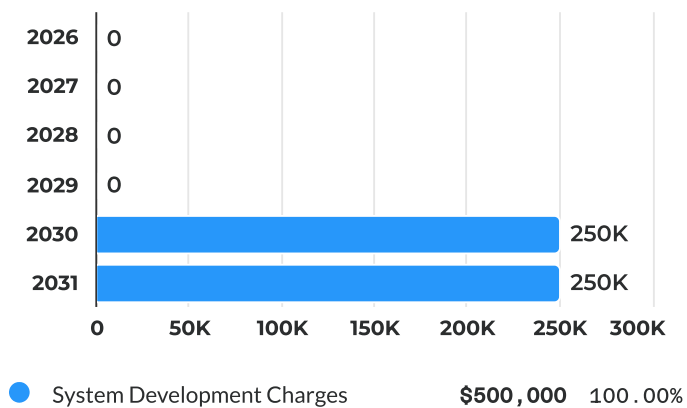
Total Budget (all years)

\$500K

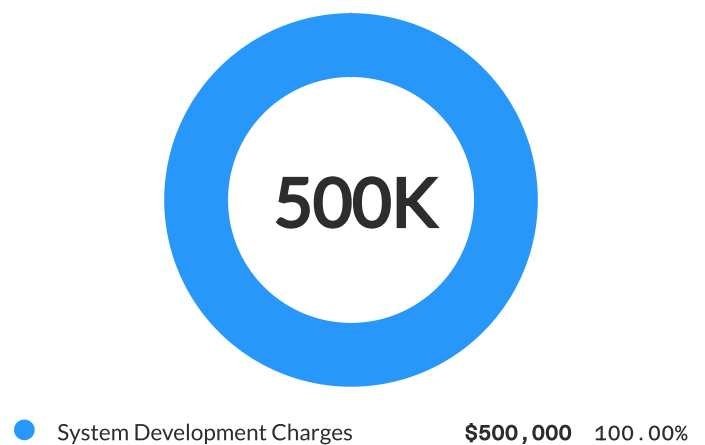
Project Total

\$500K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000
Total	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Pavement Preservation Program

Overview

Project Program Area Transportation

Description

This ongoing capital program preserves existing improved streets and bridges city-wide through overlays and surface treatments, and includes reconstruction projects for roadways that have deteriorated to a point where investment in capital preservation and preventative maintenance efforts are not cost-effective.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing program to rehabilitate streets in Eugene. The majority of program funds were allocated to specific capital projects in FY26-FY27. It is anticipated that the City Motor Vehicle Fuel Tax will be used to supplement the General Obligation Bond street repair projects due to increasing construction costs and the need for more costly repairs. For FY28-31, funds will be transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

System Development Charges (SDCs): Reimbursement

Fund(s): 335 - Stormwater SDC, 342 - Pavement Preservation Capital, 532 - Wastewater Utility - Capital, 333 - Transportation SDC, 531 - Stormwater Utility - Capital

GHG Emissions Comments

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 9,935

Plan Policy Documents: 2020 Wastewater Master Plan, Americans with Disabilities Act (ADA) Transition Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan, Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, Eugene 2035 Transportation System Plan, Pavement Management Program

Council Goals: Sustainable and Accountable Development, Safe Community for Community Wellbeing

No changes to operational GHG emissions are expected for associated projects. While replacements, repairs, and rehabilitation may reduce short-term operational or maintenance needs for these facilities, any reduced operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$3.83M	\$23M	\$23M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$3,240,000	\$3,220,000	\$3,210,000	\$3,210,000	\$3,210,000	\$3,210,000	\$19,300,000
Funding Identified	\$590,000	\$610,000	\$620,000	\$620,000	\$620,000	\$620,000	\$3,680,000
Total	\$3,830,000	\$3,830,000	\$3,830,000	\$3,830,000	\$3,830,000	\$3,830,000	\$22,980,000

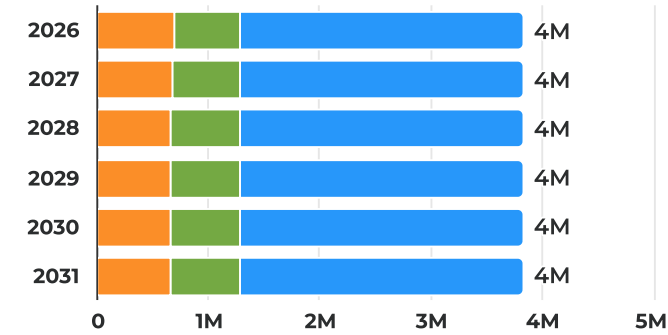
Funding Sources

FY2026 Budget
\$3.83M

Total Budget (all years)
\$23M

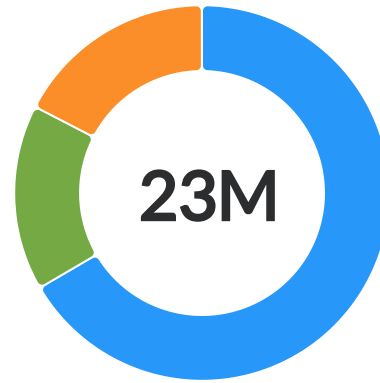
Project Total
\$23M

FY2026 - FY2031 Funding Sources Breakdown



Other	\$15,300,000	66.58%
System Development Charges	\$3,680,000	16.01%
User Fees	\$4,000,000	17.41%

Funding Sources for Budgeted Years



Other	\$15,300,000	66.58%
System Development Charges	\$3,680,000	16.01%
User Fees	\$4,000,000	17.41%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Other	\$2,550,000	\$2,550,000	\$2,550,000	\$2,550,000	\$2,550,000	\$2,550,000	\$15,300,000
User Fees	\$690,000	\$670,000	\$660,000	\$660,000	\$660,000	\$660,000	\$4,000,000
System Development Charges	\$590,000	\$610,000	\$620,000	\$620,000	\$620,000	\$620,000	\$3,680,000
Total	\$3,830,000	\$3,830,000	\$3,830,000	\$3,830,000	\$3,830,000	\$3,830,000	\$22,980,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Prairie Road South of Beltline Highway Wastewater Extension

Overview

Project Program Area Wastewater

Project Location



Description

This project will construct new wastewater pipe and manholes to extend the wastewater system. The result will be new wastewater service on Prairie Road between north of Bushnell Lane southward to the intersection with Highway 99. This project is specifically identified in the Major System Expansion section of the 2020 Wastewater Master Plan and supports the 2020 Wastewater Master Plan by implementing major collection system expansion. An application for a Clean Water State Revolving Fund loan with principal forgiveness was submitted to support the cost of this project.

Images



Details

Project Status: Not Started

Ward: Ward 7

Neighborhood: Industrial Corridor

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Improvement

Fund(s): 532 - Wastewater Utility - Capital, 334 - Wastewater SDC

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 150

Plan Policy Documents: 2020 Wastewater Master Plan

Council Goals: Sustainable and Accountable Development

GHG Emissions Comments

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$895K

Project Total

\$895K**Detailed Breakdown**

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$735,000	\$0	\$0	\$0	\$0	\$735,000
Funding Identified	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Total	\$0	\$895,000	\$0	\$0	\$0	\$0	\$895,000

Funding Sources

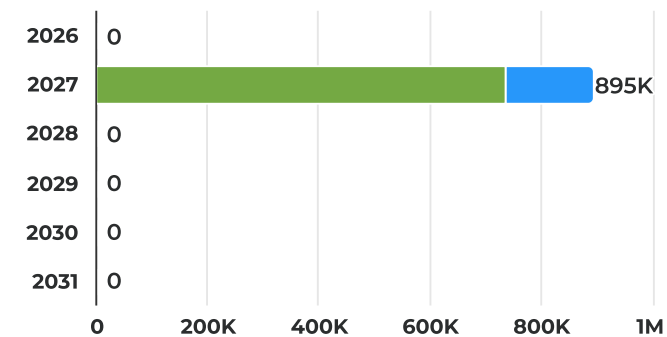
FY2026 Budget

\$0

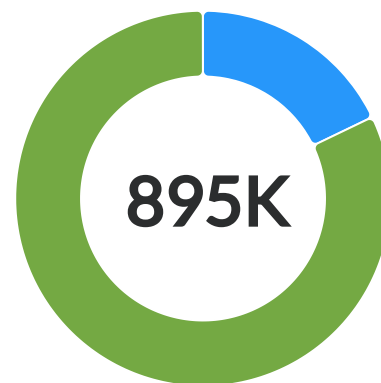
Total Budget (all years)

\$895K

Project Total

\$895K**FY2026 - FY2031 Funding Sources Breakdown**

● System Development Charges	\$160,000	17.88%
● User Fees	\$735,000	82.12%

Funding Sources for Budgeted Years

● System Development Charges	\$160,000	17.88%
● User Fees	\$735,000	82.12%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$735,000	\$0	\$0	\$0	\$0	\$735,000
System Development Charges	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Total	\$0	\$895,000	\$0	\$0	\$0	\$0	\$895,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Projects Supporting the Transportation System Plan

Overview

Project Program Area Transportation

Description

This project was previously called Transportation Services for New Development and addressed unspecified, petitioned infrastructure improvements to support new development and respond to infrastructure needs in developing areas. This program is often used as a match for grants for qualified projects.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is ongoing funding from the improvement component of the Transportation SDC funds. As individual projects from the SDC Project List are prioritized, funded, and programmed, this funding will be budgeted to the individual projects. Individual projects for FY26 and FY27 have been identified and are included in this CIP.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

System Development Charges (SDCs): Improvement

Fund(s): 333 - Transportation SDC

GHG Emissions Comments

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Envision Eugene, Eugene 2035 Transportation System Plan, Vision Zero Action Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$1.99M

Total Budget (all years)
\$14M

Project Total
\$14M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$1,990,000	\$2,410,000	\$2,410,000	\$2,410,000	\$2,410,000	\$2,410,000	\$14,040,000
Total	\$1,990,000	\$2,410,000	\$2,410,000	\$2,410,000	\$2,410,000	\$2,410,000	\$14,040,000

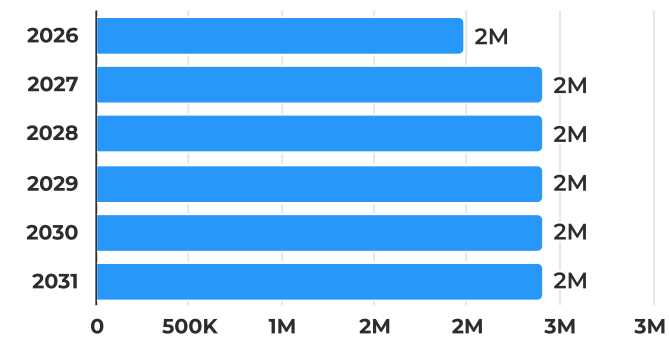
Funding Sources

FY2026 Budget
\$1.99M

Total Budget (all years)
\$14M

Project Total
\$14M

FY2026 - FY2031 Funding Sources Breakdown



● System Development Charges **\$14,040,000** 100.00%

Funding Sources for Budgeted Years



● System Development Charges **\$14,040,000** 100.00%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$1,990,000	\$2,410,000	\$2,410,000	\$2,410,000	\$2,410,000	\$2,410,000	\$14,040,000
Total	\$1,990,000	\$2,410,000	\$2,410,000	\$2,410,000	\$2,410,000	\$2,410,000	\$14,040,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Pump Station Rehabilitation

Overview

Project Program Area Wastewater

Description

This program is used to repair existing aging pump stations in the local system to maximize efficient operations and minimize costs and operational problems. This project supports the 2020 Wastewater Master Plan by rehabilitating existing wastewater systems, and supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing capital program. Funds budgeted under this program are subsequently transferred to specific capital projects as those are identified and developed.

Ward: Citywide

Neighborhood: Multiple Neighborhoods

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 532 - Wastewater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

GHG Emissions Comments: GHG estimates have not been calculated for this project as it is an ongoing capital program that supports individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$210K

Total Budget (all years)
\$1.26M

Project Total
\$1.26M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$1,260,000
Total	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$1,260,000

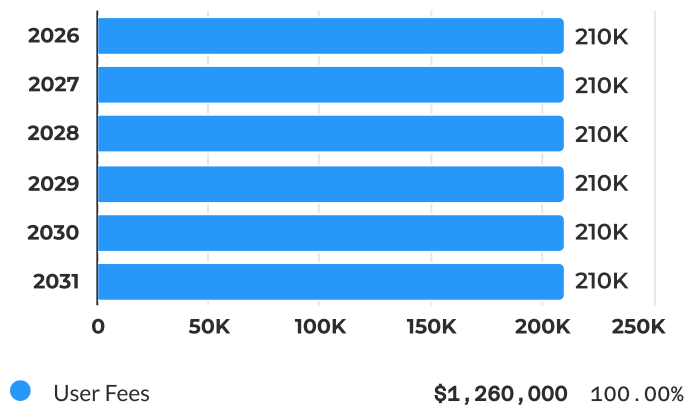
Funding Sources

FY2026 Budget
\$210K

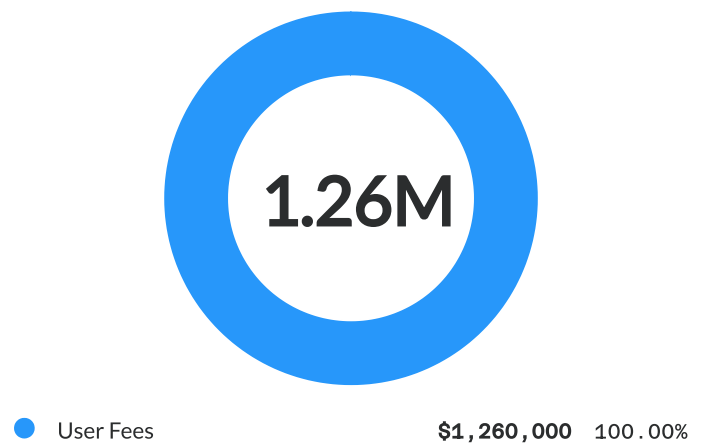
Total Budget (all years)
\$1.26M

Project Total
\$1.26M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$1,260,000
Total	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$1,260,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Regional Pickleball Facility Partnership

Overview

Project Program Area Parks and Open Space

Project Location



Description

The Emerald Valley Pickleball Club (EVPC) is planning to construct a regional pickleball facility on land belonging to Lane Community College, at the 30th Avenue campus. EVPC requested use of Parks and Recreation System Development Charges (SDC) improvement funds, and in 2024, City Council authorized the use of SDCs for this purpose. EVPC requested \$750,000 in SDCs, \$300,000 of which has already been made available from existing funds. This project authorizes the remaining \$450,000. An agreement between the City of Eugene and EVPC that ensures reasonable public access to the facility will be developed prior to the transfer of funds.

Images



Details

Project Status: In Progress

Additional Project Status Details: Construction is anticipated in 2025.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: Other

Operational Costs Comments - Other: No operating funding is required as EVPC is responsible for facility maintenance.

System Development Charges (SDCs): Improvement

Fund(s): 336 - Parks SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Parks and Recreation System Plan (Picture. Plan. Play.), Climate Action Plan 2.0, Climate Recovery Ordinance

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget
\$450K

Total Budget (all years)
\$450K

Project Total
\$450K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
Total	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000

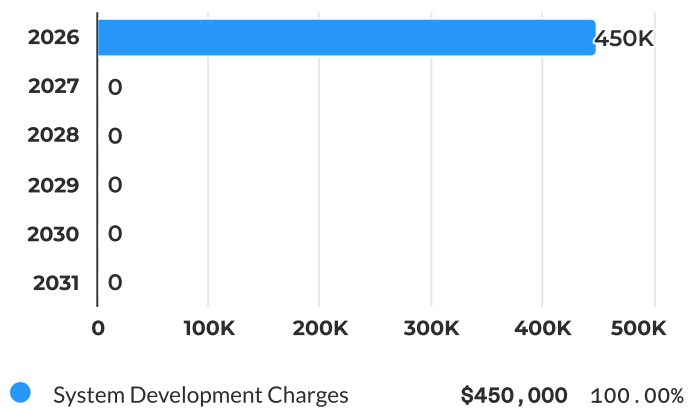
Funding Sources

FY2026 Budget
\$450K

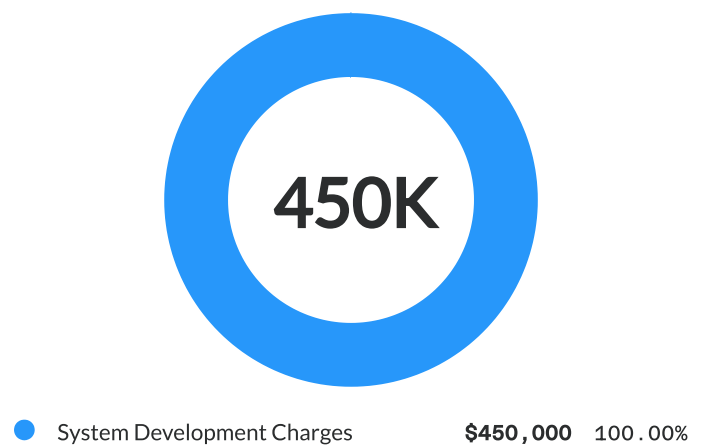
Total Budget (all years)
\$450K

Project Total
\$450K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
Total	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

River Road Lighting

Overview

Project Program Area Transportation

Project Location



Description

This project will repair, replace, and install lighting along River Road between Northwest Expressway and Beacon Drive. The full scope and details of the project have yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 5, Ward 7

Neighborhood: Santa Clara, River Road

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 13

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Vision Zero Action Plan, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$300K

Project Total

\$300K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Funding Secured	\$0	\$100,000	\$200,000	\$0	\$0	\$300,000
Total	\$0	\$100,000	\$200,000	\$0	\$0	\$300,000

Funding Sources

FY2026 Budget

\$0

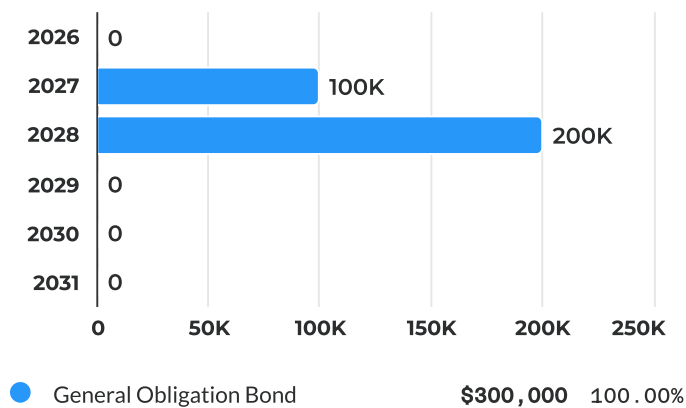
Total Budget (all years)

\$300K

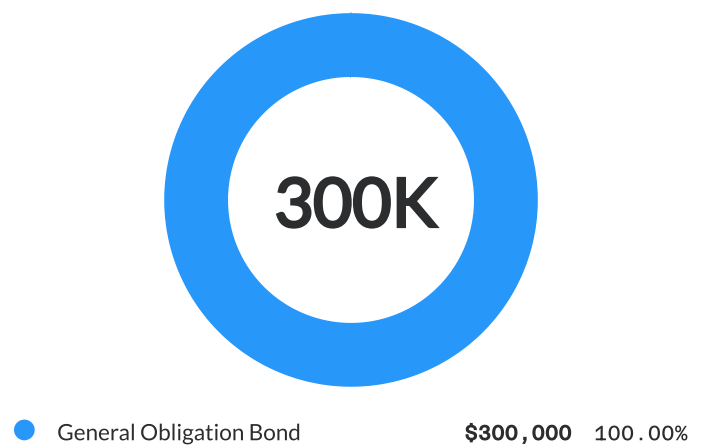
Project Total

\$300K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$100,000	\$200,000	\$0	\$0	\$0	\$300,000
Total	\$0	\$100,000	\$200,000	\$0	\$0	\$0	\$300,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

River Road: Green Lane to Beltline Road Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate River Road from Green Lane to Beltline Road. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 7

Neighborhood: Santa Clara

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 1670

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Capital Cost

FY2026 Budget
\$300K

Total Budget (all years)
\$2.02M

Project Total
\$2.02M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$300,000	\$1,720,000	\$0	\$0	\$0	\$0	\$2,020,000
Total	\$300,000	\$1,720,000	\$0	\$0	\$0	\$0	\$2,020,000

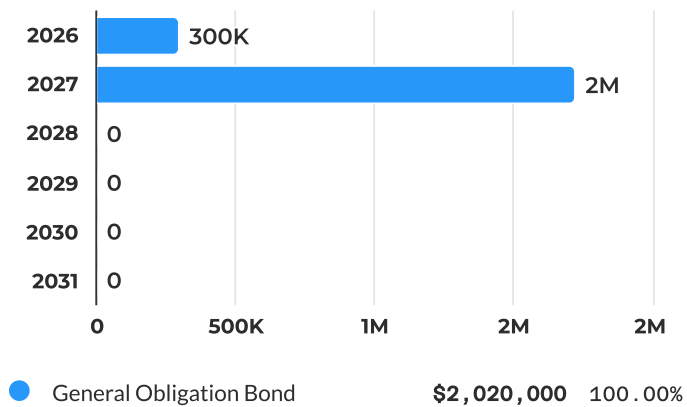
Funding Sources

FY2026 Budget
\$300K

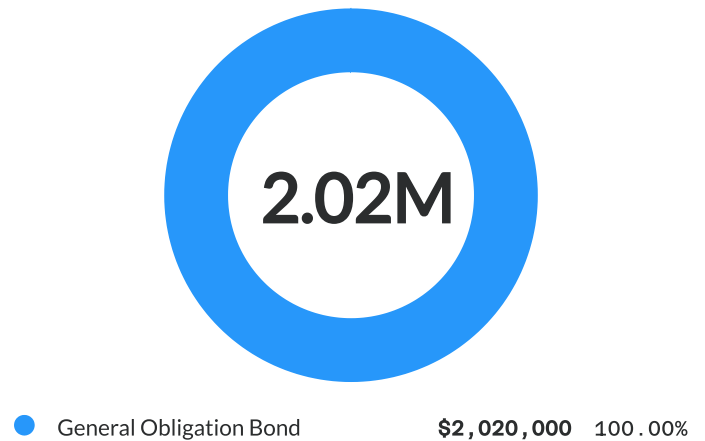
Total Budget (all years)
\$2.02M

Project Total
\$2.02M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$300,000	\$1,720,000	\$0	\$0	\$0	\$0	\$2,020,000
Total	\$300,000	\$1,720,000	\$0	\$0	\$0	\$0	\$2,020,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

River Road: Wedgewood Drive to Green Lane Paving

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project will rehabilitate River Road from Wedgewood Drive to Green Lane. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 5, Ward 7

Neighborhood: Santa Clara

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 2121

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

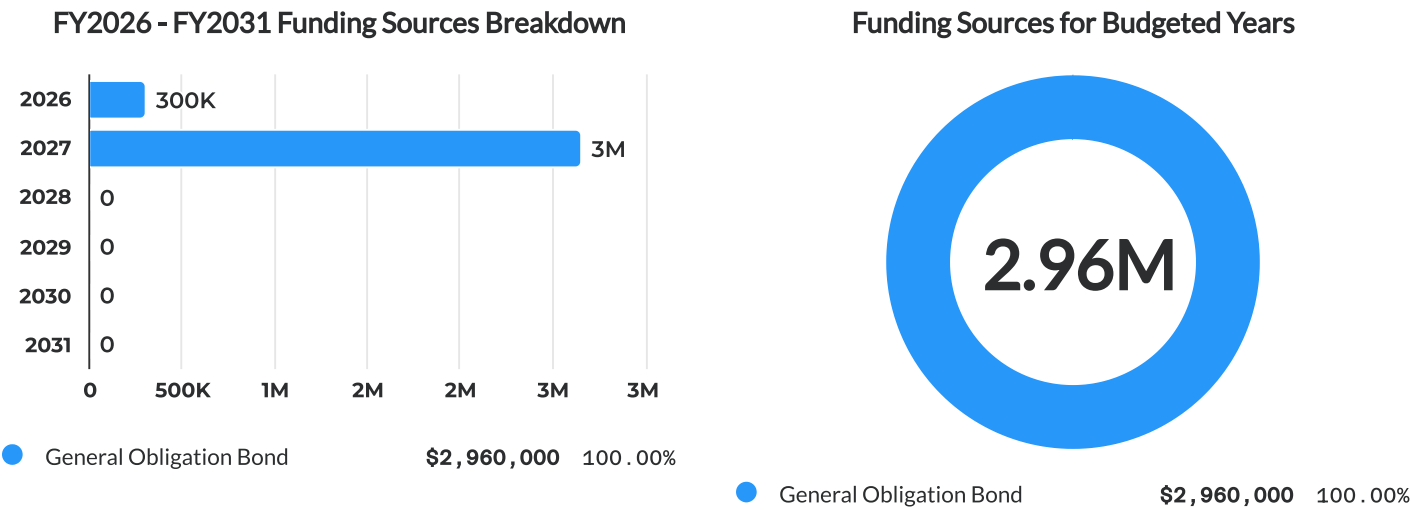
FY2026 Budget	Total Budget (all years)	Project Total
\$300K	\$2.96M	\$2.96M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$300,000	\$2,660,000	\$0	\$0	\$0	\$0	\$2,960,000
Total	\$300,000	\$2,660,000	\$0	\$0	\$0	\$0	\$2,960,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$300K	\$2.96M	\$2.96M



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$300,000	\$2,660,000	\$0	\$0	\$0	\$0	\$2,960,000
Total	\$300,000	\$2,660,000	\$0	\$0	\$0	\$0	\$2,960,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Roosevelt Shared Use Path Rehabilitation & Lighting

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate and add lighting to the Roosevelt Shared Use Path from North Danebo Avenue to Maple Street. The project will also include lighting enhancements to North Danebo Avenue. The full scope and details of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 8

Neighborhood: Bethel

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 297

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.5M

Project Total

\$1.5M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$100,000	\$1,400,000	\$0	\$0	\$1,500,000
Total	\$0	\$0	\$100,000	\$1,400,000	\$0	\$0	\$1,500,000

Funding Sources

FY2026 Budget

\$0

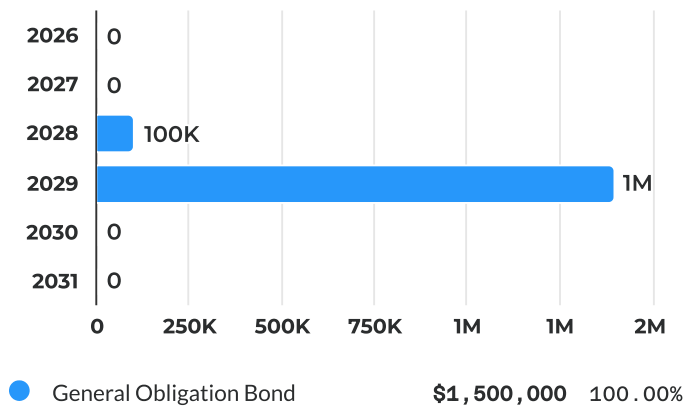
Total Budget (all years)

\$1.5M

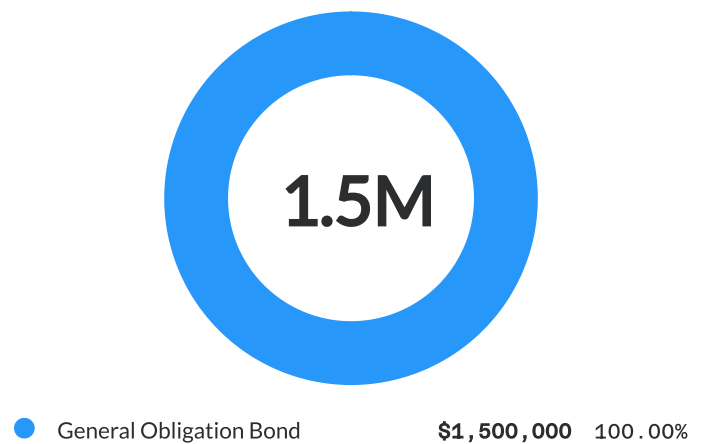
Project Total

\$1.5M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$0	\$100,000	\$1,400,000	\$0	\$0	\$1,500,000
Total	\$0	\$0	\$100,000	\$1,400,000	\$0	\$0	\$1,500,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Roosevelt Yard Site Renovation and Rehabilitation

Overview

Project Program Area Public Buildings and Facilities

Project Location



Description

Preserve and maintain site-specific features, such as parking lots, roofs, drainage systems, lighting systems, HVAC systems, security systems and other building components, as needed, at the Public Works Roosevelt Yard Facility.

This project is supported by three funding sources. One is from the transfer of State Highway Fund revenues in the amount of \$235,000, which is provided by the Road Fund, Stormwater User Fees of \$285,000 and Wastewater User Fees of \$185,000.

Images



Building 4 - Roosevelt Yard

Details

Project Status: In Progress

Additional Project Status Details: This project was included in the 2023-2029 CIP. This is a general project for all capital projects for the shared site on Roosevelt Blvd. This project will be ongoing and used as a general location for capital funds for the site.

Ward: Ward 7

Neighborhood: Trainsong, Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 341 - Road General Capital, 531 - Stormwater Utility - Capital, 532 - Wastewater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Facility Condition Report, Public Works Facility Master Plan Update

Council

Goals: Equitable, Effective, Accountable Municipal Government,
Sustainable and Accountable Development

GHG Emissions Comments

GHG estimates have not been calculated for this project as it refers to ongoing work that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$705K	\$4.23M	\$4.23M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$705,000	\$705,000	\$705,000	\$705,000	\$705,000	\$705,000	\$4,230,000
Total	\$705,000	\$705,000	\$705,000	\$705,000	\$705,000	\$705,000	\$4,230,000



Funding Sources

FY2026 Budget

\$705K

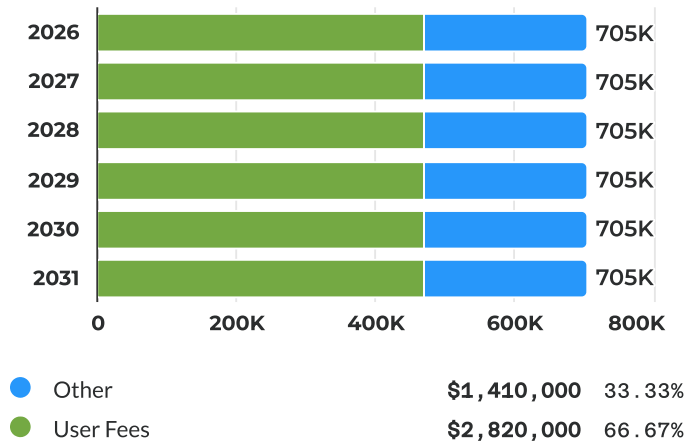
Total Budget (all years)

\$4.23M

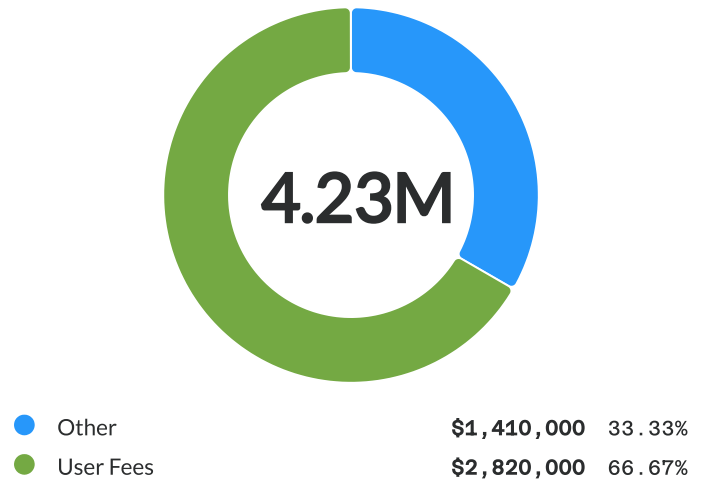
Project Total

\$4.23M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$470,000	\$470,000	\$470,000	\$470,000	\$470,000	\$470,000	\$2,820,000
Other	\$235,000	\$235,000	\$235,000	\$235,000	\$235,000	\$235,000	\$1,410,000
Total	\$705,000	\$705,000	\$705,000	\$705,000	\$705,000	\$705,000	\$4,230,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Roosevelt Yard Water Quality Retrofit

Overview

Project Program Area Stormwater

Project Location

1820 Roosevelt Blvd, Eugene, OR 97402



Description

This project will improve water quality at the Public Works Roosevelt Yard through implementation of green infrastructure. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by improving water quality in our local creeks. This project supports the Climate Recovery Ordinance by implementing Action R28 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Additional Project Status Details: This project was programmed in the 2023-2029 CIP.

Ward: Ward 7

Neighborhood: Trainsong

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 150

GHG Emissions Comments: The details of the specific facilities have not yet been determined. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$100K

Total Budget (all years)

\$400K

Project Total

\$400K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$100,000	\$300,000	\$0	\$0	\$0	\$0	\$400,000
Total	\$100,000	\$300,000	\$0	\$0	\$0	\$0	\$400,000

Funding Sources

FY2026 Budget

\$100K

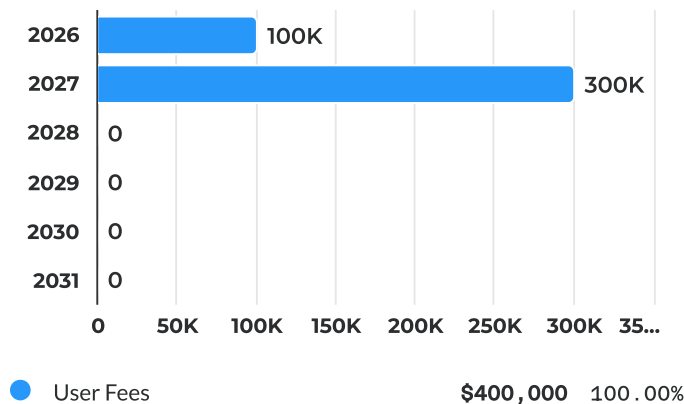
Total Budget (all years)

\$400K

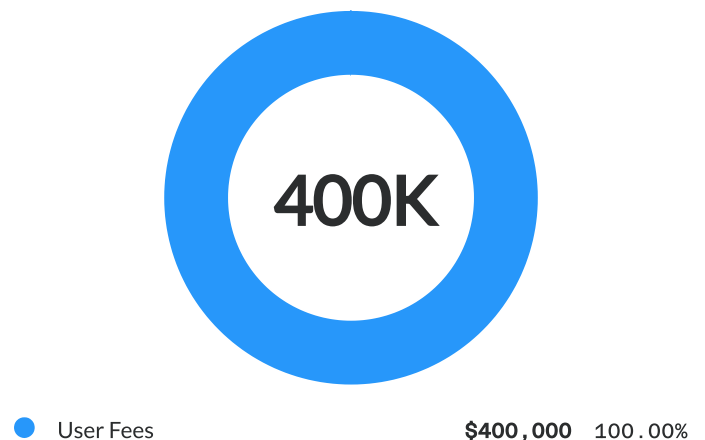
Project Total

\$400K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$100,000	\$300,000	\$0	\$0	\$0	\$0	\$400,000
Total	\$100,000	\$300,000	\$0	\$0	\$0	\$0	\$400,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Runway 16R/34L Rehabilitation

Overview

Project Program Area Airport

Project Location

28801 Douglas Drive



Description

This is a design and construction project to overlay 8009 linear feet of Runway 16R/34L with new asphalt surface course. Runway 16R/34L, which is constructed of deteriorating asphalt pavement, is at the end of its usable life. While resurfacing the runway, the profile will be modified to eliminate several grade breaks and smooth out anomalies. A Pavement Condition Index (PCI), completed in May 2023, indicated sections of runway rated at 67 to 84 (fair to satisfactory). The project includes pavement markings, drainage improvements, signage, and lighting upgrades.

Images



Details

Project Status: Not Started

Additional Project Status Details: The project is scheduled for construction in 2030 and the total cost is \$22,520,000. We have funding identified for \$10,650,000. Additional funding is needed and will be added in the CIP once it's identified.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 512 - Federal Aviation Administration, 512 - COAR Grant

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): Not calculated

GHG Emissions Comments

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): Not calculated

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): Not calculated

Estimated GHGs from Project Construction (in Metric Tons): Not calculated

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Airport Master Plan Update, Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year, Climate Recovery Ordinance

Council Goals: Safe Community for Community Wellbeing, Sustainable and Accountable Development, Equitable, Effective, Accountable Municipal Government, Fair, Stable, and Adequate Financial Resources

GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$10.7M

Project Total

\$10.7M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$0	\$0	\$0	\$10,650,000	\$0	\$10,650,000
Total	\$0	\$0	\$0	\$0	\$10,650,000	\$0	\$10,650,000

Funding Sources

FY2026 Budget

\$0

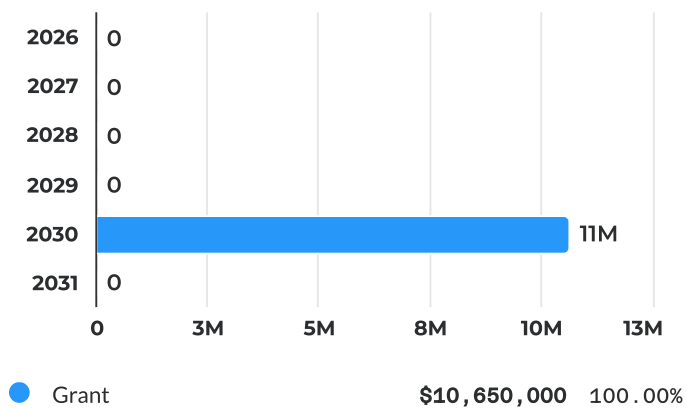
Total Budget (all years)

\$10.7M

Project Total

\$10.7M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Grant	\$0	\$0	\$0	\$0	\$10,650,000	\$0	\$10,650,000
Total	\$0	\$0	\$0	\$0	\$10,650,000	\$0	\$10,650,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

School District Partnership - Artificial Turf Field Replacement

Overview

Project Program Area Parks and Open Space

Description

Beginning in 2000, the City and School Districts have partnered on the development of shared turf field facilities to be used by the community and school districts. This partnership has grown to include eleven fields, including all five high schools and seven middle schools. Every ten to twelve years, depending on the amount of wear, the artificial turf requires replacement. The City and School Districts equally share the costs of replacement turf at each school. This is an ongoing capital program.

Images



Details

Project Status: In Progress

Ward: Citywide

Neighborhood: Multiple Neighborhoods

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

System Development Charges (SDCs): Reimbursement

Fund(s): 336 - Parks SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget
\$120K

Total Budget (all years)
\$920K

Project Total
\$920K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$120,000	\$250,000	\$250,000	\$100,000	\$100,000	\$100,000	\$920,000
Total	\$120,000	\$250,000	\$250,000	\$100,000	\$100,000	\$100,000	\$920,000

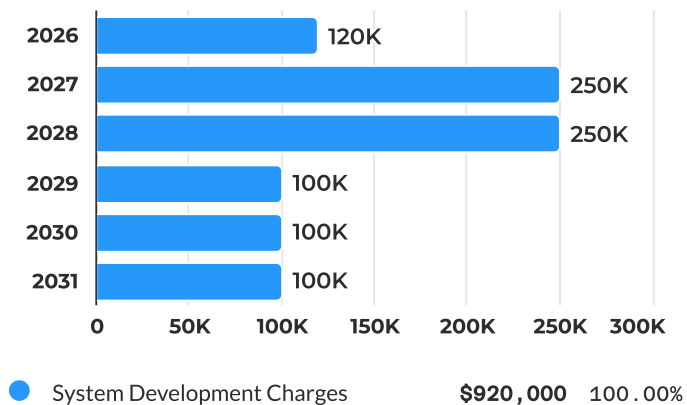
Funding Sources

FY2026 Budget
\$120K

Total Budget (all years)
\$920K

Project Total
\$920K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$120,000	\$250,000	\$250,000	\$100,000	\$100,000	\$100,000	\$920,000
Total	\$120,000	\$250,000	\$250,000	\$100,000	\$100,000	\$100,000	\$920,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Scobert Gardens Renovation

Overview

Project Program Area Parks and Open Space

Project Location



Description

This small neighborhood park in the Whiteaker Neighborhood is underutilized and in need of renovation. Community engagement has focused on park safety, usage, and programming opportunities. This project is identified as a number one priority in the Parks and Recreation System Plan.

Images



Details

Project Status: In Progress

Additional Project Status Details: Community engagement and design began in 2022. Construction is expected in 2026/2027.

Ward: Ward 7

Neighborhood: Whiteaker

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

System Development Charges (SDCs): Reimbursement

Fund(s): 336 - Parks SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

The emission sources are largely from the materials used, in particular concrete for walkways.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 30

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget
\$0

Total Budget (all years)
\$500K

Project Total
\$500K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

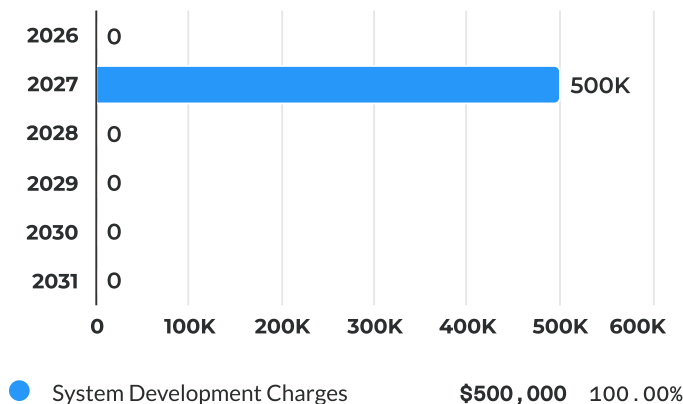
Funding Sources

FY2026 Budget
\$0

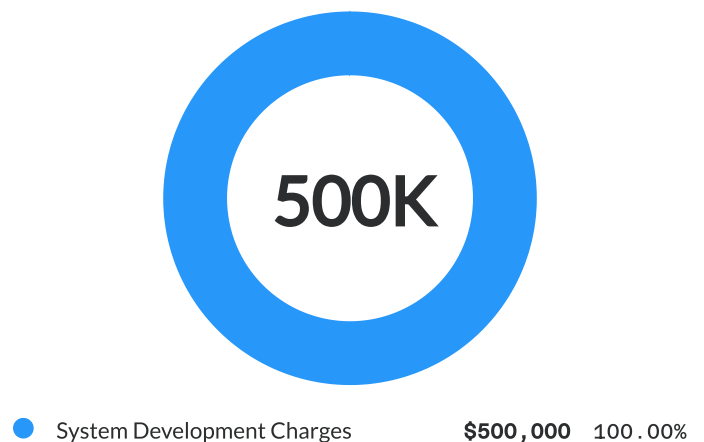
Total Budget (all years)
\$500K

Project Total
\$500K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Sidewalk Access Ramp Upgrades

Overview

Project Program Area Transportation

Description

This is an ongoing project to install and upgrade sidewalk access ramps throughout the City. As Public Works staff receive requests for ramp installations and upgrades from the public, this project designs and constructs sidewalk access ramps to be in compliance with accessibility standards. This project is supported by tax revenue from the Local Motor Vehicle Fuel Tax.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing project.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 342 - Pavement Preservation Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 156

Plan Policy Documents: Americans with Disabilities Act (ADA) Transition Plan, Climate Action Plan 2.0, Climate Recovery Ordinance

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Due to the nature of the program to replace aged and non-standard infrastructure, no changes to operational GHG emissions are expected for these projects. While replacements, repairs, and rehabilitation may reduce short-term operational or maintenance needs for these specific projects, any reduced operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget
\$150K

Total Budget (all years)
\$900K

Project Total
\$900K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000

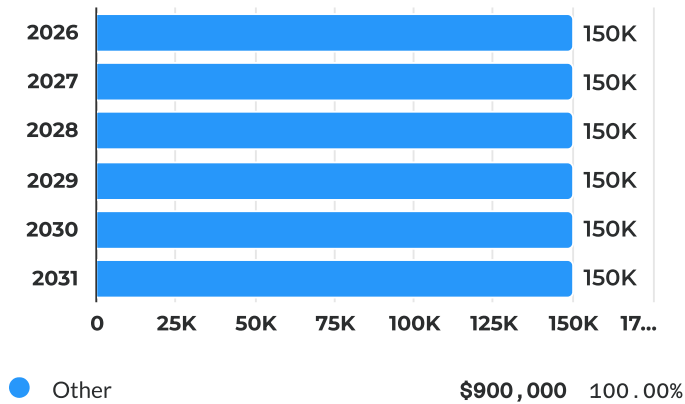
Funding Sources

FY2026 Budget
\$150K

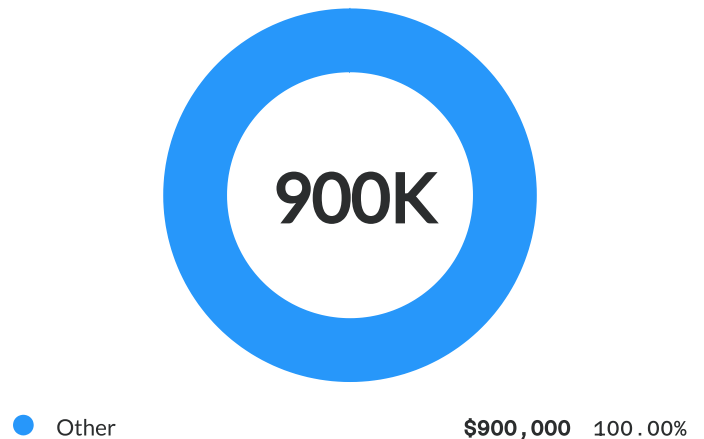
Total Budget (all years)
\$900K

Project Total
\$900K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Other	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Site Renovations and Rehabilitation

Overview

Project Program Area Parks and Open Space

Description

This project provides funding to repair or replace aging, damaged, or non-compliant park facilities and amenities throughout the Parks and Open Space system. These are typically medium- to large-scale, capital projects that are beyond the scope of available annual operations and maintenance funds appropriated to preservation and maintenance. These projects will address a broad range of park infrastructure renovations, including, but not limited to, lighting systems, irrigation systems, paved pathways, parking lots, children's play equipment, sports courts, artificial turf replacement, habitat restoration, and landscape renovation.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing program. SDC reimbursement funds and General Capital funds are budgeted under this program and are subsequently transferred to specific capital projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

System Development Charges (SDCs): Reimbursement

Fund(s): 336 - Parks SDC, 311 - General Capital Projects

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

GHG Emissions Comments: GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects.

Plan Policy Documents: Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget
\$1.32M

Total Budget (all years)
\$7.12M

Project Total
\$7.12M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$780,000	\$150,000	\$400,000	\$800,000	\$800,000	\$800,000	\$3,730,000
Funding Secured	\$540,000	\$550,000	\$560,000	\$570,000	\$580,000	\$590,000	\$3,390,000
Total	\$1,320,000	\$700,000	\$960,000	\$1,370,000	\$1,380,000	\$1,390,000	\$7,120,000

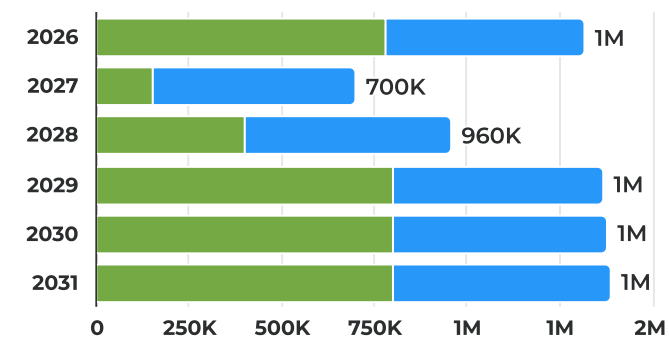
Funding Sources

FY2026 Budget
\$1.32M

Total Budget (all years)
\$7.12M

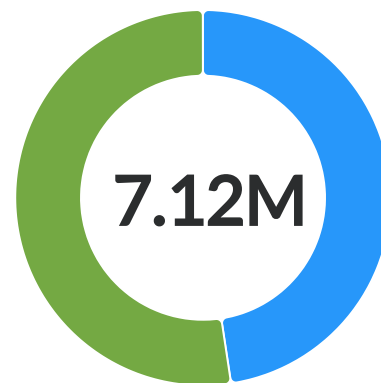
Project Total
\$7.12M

FY2026 - FY2031 Funding Sources Breakdown



● General Fund **\$3,390,000** 47.61%
● System Development Charges **\$3,730,000** 52.39%

Funding Sources for Budgeted Years



● General Fund **\$3,390,000** 47.61%
● System Development Charges **\$3,730,000** 52.39%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$780,000	\$150,000	\$400,000	\$800,000	\$800,000	\$800,000	\$3,730,000
General Fund	\$540,000	\$550,000	\$560,000	\$570,000	\$580,000	\$590,000	\$3,390,000
Total	\$1,320,000	\$700,000	\$960,000	\$1,370,000	\$1,380,000	\$1,390,000	\$7,120,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Splash Pad Retrofits

Overview

Project Program Area Stormwater

Description

Based on current design standards, this citywide project will replace ineffective splash pads and construct new splash pads in water quality stormwater facilities to help capture sediment and reduce erosion. These features are designed to reduce eroded sediment entering the piped storm system as well as reduce maintenance needs of the water quality facilities. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by improving water quality in our local creeks. This project also supports the Climate Recovery Ordinance by implementing Action R28 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was programmed in the 2023-2029 CIP and is in the design phase.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 200

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$400K

Project Total

\$400K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$0	\$50,000	\$350,000	\$0	\$400,000
Total	\$0	\$0	\$0	\$50,000	\$350,000	\$0	\$400,000

Funding Sources

FY2026 Budget

\$0

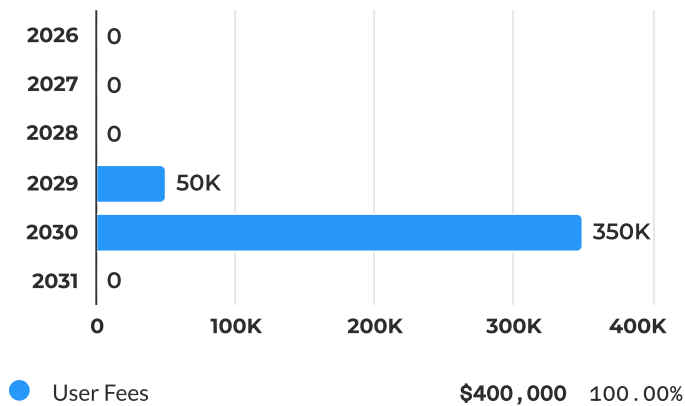
Total Budget (all years)

\$400K

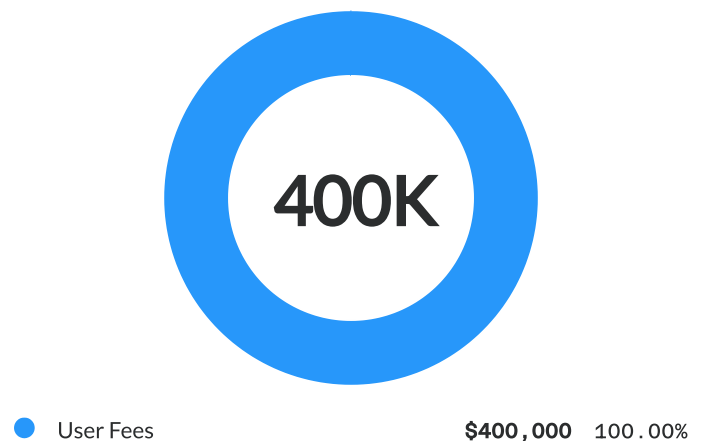
Project Total

\$400K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$0	\$0	\$50,000	\$350,000	\$0	\$400,000
Total	\$0	\$0	\$0	\$50,000	\$350,000	\$0	\$400,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Spring Boulevard, South Ridge Drive, Vine Maple Street, Pine Canyon Drive, Huckleberry Street Paving

Overview

Project Program Area Transportation

Project Location



Description

This multi-ward project will rehabilitate portions of Spring Boulevard, South Ridge Drive, Vine Maple Street, Pine Canyon Drive, and Huckleberry Street. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 2, Ward 3

Neighborhood: Southeast

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 820

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Americans with Disabilities Act (ADA) Transition Plan, Climate Action Plan 2.0

Council Goals: Safe Community for Community Wellbeing

ATTACHMENT A

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Capital Cost

FY2026 Budget

\$2.81M

Total Budget (all years)

\$2.81M

Project Total

\$2.81M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$2,810,000	\$0	\$0	\$0	\$0	\$0	\$2,810,000
Total	\$2,810,000	\$0	\$0	\$0	\$0	\$0	\$2,810,000

Funding Sources

FY2026 Budget

\$2.81M

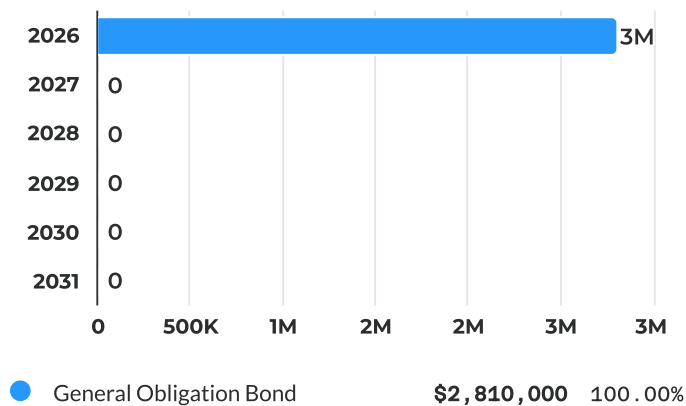
Total Budget (all years)

\$2.81M

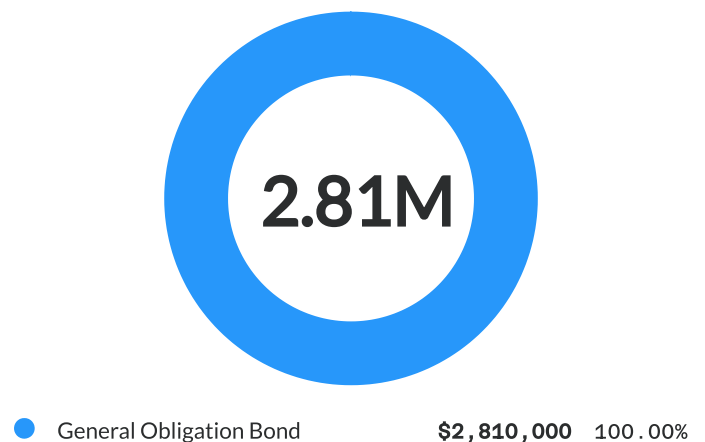
Project Total

\$2.81M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$2,810,000	\$0	\$0	\$0	\$0	\$0	\$2,810,000
Total	\$2,810,000	\$0	\$0	\$0	\$0	\$0	\$2,810,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Stormwater Facilities Plant Establishment Various Locations

Overview

Project Program Area Stormwater

Project Location



Description

This citywide project will fund the plant establishment in stormwater facilities at various locations Citywide. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by improving water quality in our local creeks. This project supports the Climate Recovery Ordinance by implementing Action R28 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

GHG Emissions Comments

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Capital Cost

FY2026 Budget

\$50K

Total Budget (all years)

\$300K

Project Total

\$300K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Total	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000

Funding Sources

FY2026 Budget

\$50K

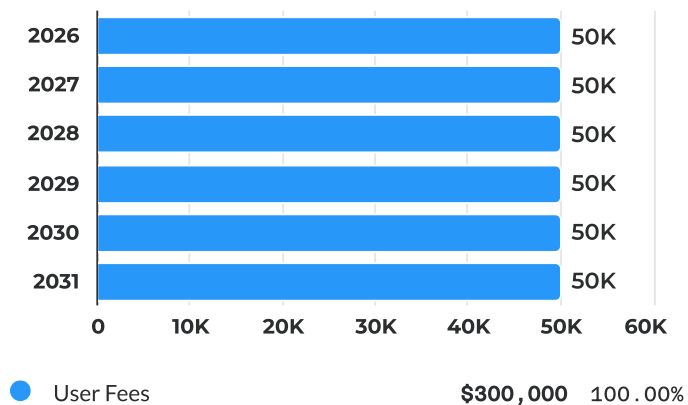
Total Budget (all years)

\$300K

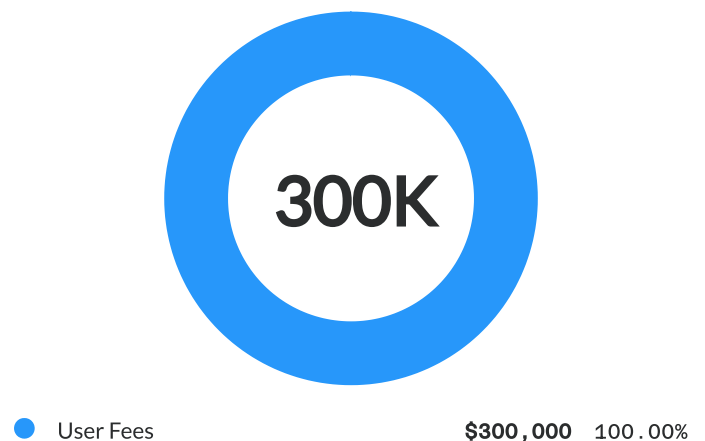
Project Total

\$300K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Total	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Stormwater System Rehabilitation

Overview

Project Program Area Stormwater

Description

Rehabilitate, reconstruct, and install stormwater systems to fix various problems, such as deterioration due to age, poor materials, localized flooding, and/or system limitations. Where feasible, natural systems are used to address existing problems in conformance with the Comprehensive Stormwater Management Plan and Stormwater Basin Master Plan.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing program to rehabilitate existing systems and improve deficiencies in the overall stormwater system. Individual projects within this program for the upcoming capital budget have been identified and are included separately in this CIP.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

System Development Charges (SDCs): Reimbursement

Fund(s): 531 - Stormwater Utility - Capital, 335 - Stormwater SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

GHG Emissions Comments: GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Plan Policy Documents: Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan, Multi-Jurisdictional Natural Hazards Mitigation Plan (NHMP), Stormwater Basin Master Plan, Climate Recovery Ordinance

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$20K

Total Budget (all years)

\$3.63M

Project Total

\$3.63M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$20,000	\$70,000	\$220,000	\$320,000	\$650,000	\$2,210,000	\$3,490,000
Funding Identified	\$0	\$20,000	\$30,000	\$30,000	\$30,000	\$30,000	\$140,000
Total	\$20,000	\$90,000	\$250,000	\$350,000	\$680,000	\$2,240,000	\$3,630,000

Funding Sources

FY2026 Budget

\$20K

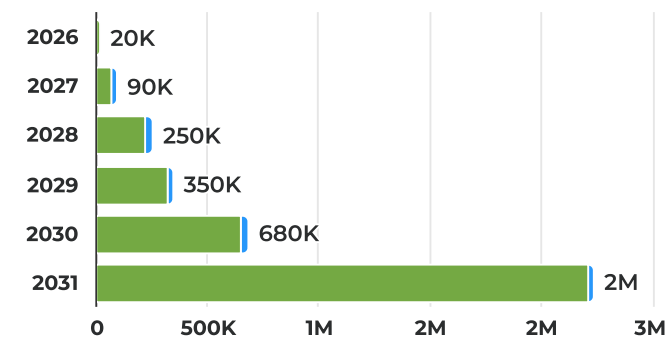
Total Budget (all years)

\$3.63M

Project Total

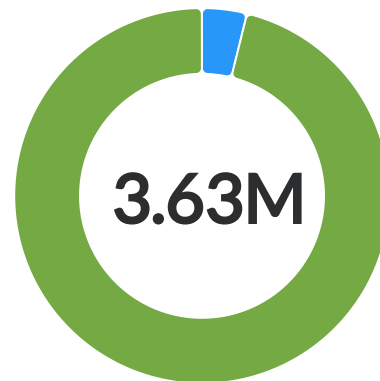
\$3.63M

FY2026 - FY2031 Funding Sources Breakdown



System Development Charges	\$140,000	3.86%
User Fees	\$3,490,000	96.14%

Funding Sources for Budgeted Years



System Development Charges	\$140,000	3.86%
User Fees	\$3,490,000	96.14%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$20,000	\$70,000	\$220,000	\$320,000	\$650,000	\$2,210,000	\$3,490,000
System Development Charges	\$0	\$20,000	\$30,000	\$30,000	\$30,000	\$30,000	\$140,000
Total	\$20,000	\$90,000	\$250,000	\$350,000	\$680,000	\$2,240,000	\$3,630,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Street Tree Stocking and Planting Program

Overview

Project Program Area Transportation

Project Location



Description

This city-wide project will plant street trees in the public right-of-way, in areas needing new trees and where street trees have been removed due to damage or disease. The project will include procurement, planting, and establishment of street trees. Approximately \$300,000 - \$400,000 annually is supplied by the voter-approved 2022 Street Bond Measure and \$30,000 annually is supported by user fees and used for projects in coordination with the Friends of Trees program.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing program. Funds are budgeted under this program and are subsequently transferred to specific capital projects as they are identified and developed. Work on the street tree planting funded by the 2022 Street Bond has not yet begun.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Operational Costs Comments - Other: Future projects that are yet to be identified and developed from this program will also likely have some operational/maintenance costs; these will be evaluated during individual project planning.

Fund(s): 531 - Stormwater Utility - Capital, 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 25

Reason GHG Emissions Not Calculated: Minimal GHGs

GHG Emissions Comments: Trees remove GHG emissions out of the atmosphere, so over time this program will contribute to GHG reductions.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Urban Forest Management Plan, Eugene 2035 Transportation System Plan

Council Goals: Accessible and Thriving Culture, Parks, and Recreation, Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$430K

Total Budget (all years)

\$1.68M

Project Total

\$1.68M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$430,000	\$430,000	\$430,000	\$330,000	\$30,000	\$30,000	\$1,680,000
Total	\$430,000	\$430,000	\$430,000	\$330,000	\$30,000	\$30,000	\$1,680,000

Funding Sources

FY2026 Budget

\$430K

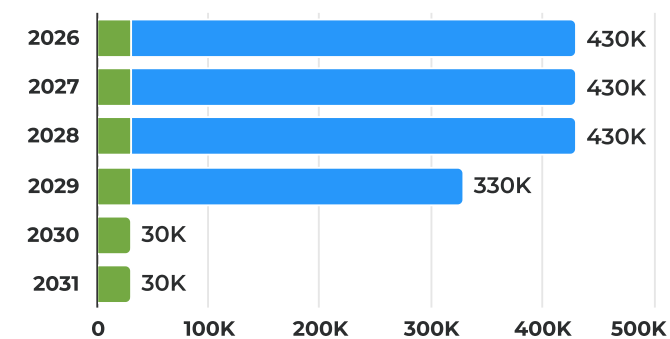
Total Budget (all years)

\$1.68M

Project Total

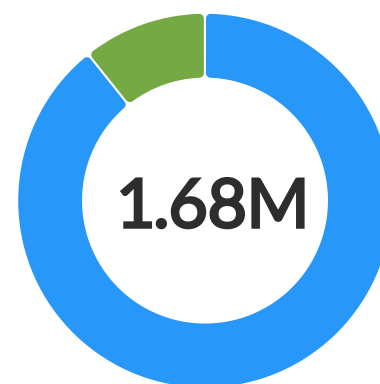
\$1.68M

FY2026 - FY2031 Funding Sources Breakdown



● General Obligation Bond	\$1,500,000	89.29%
● User Fees	\$180,000	10.71%

Funding Sources for Budgeted Years



● General Obligation Bond	\$1,500,000	89.29%
● User Fees	\$180,000	10.71%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$400,000	\$400,000	\$400,000	\$300,000	\$0	\$0	\$1,500,000
User Fees	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$180,000
Total	\$430,000	\$430,000	\$430,000	\$330,000	\$30,000	\$30,000	\$1,680,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Sunset Drive and Longview Street Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Sunset Drive from Fairmount Boulevard to Parkside Drive, and Longview Street from Fairmount Boulevard to the end. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 3

Neighborhood: Fairmount

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 242

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.33M

Project Total

\$1.33M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$300,000	\$1,030,000	\$0	\$0	\$1,330,000
Total	\$0	\$0	\$300,000	\$1,030,000	\$0	\$0	\$1,330,000

Funding Sources

FY2026 Budget

\$0

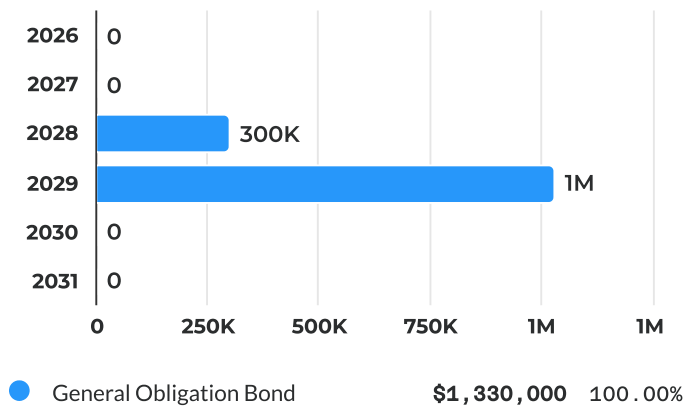
Total Budget (all years)

\$1.33M

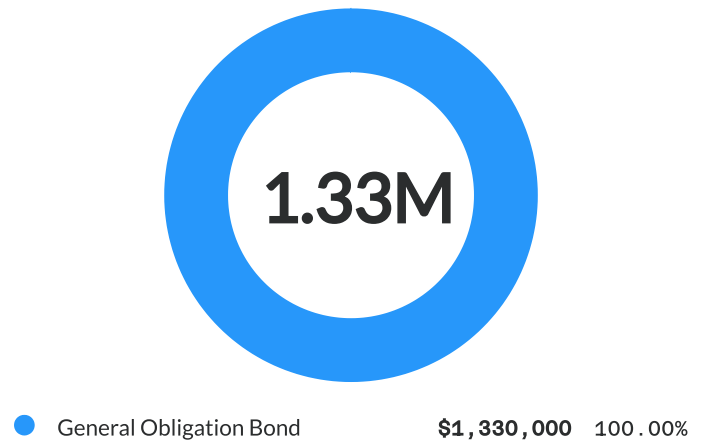
Project Total

\$1.33M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$0	\$300,000	\$1,030,000	\$0	\$0	\$1,330,000
Total	\$0	\$0	\$300,000	\$1,030,000	\$0	\$0	\$1,330,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Suzanne Arlie Park Development Phase 1

Overview

Project Program Area Parks and Open Space

Project Location



Description

This project will construct a parking lot, trailhead amenities, a two-mile shared-use Ridgeline Trail extension, and mountain bike facilities in Suzanne Arlie Park. Previous project funding came from the 2018 Parks and Recreation Bond, a Federal Economic Development Administration Grant, and Parks System Development Charges (SDC) improvement funds.

Images



Details

Project Status: In Progress

Additional Project Status Details: Preliminary planning for the project improvements was completed with the Suzanne Arlie Park Master Plan process and continued through 2024 for refined trail and amenity design. Construction is anticipated in 2025.

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

System Development Charges (SDCs): Improvement

Fund(s): 112 - Parks and Recreation Operating Levy, 336 - Parks SDC

GHG Emissions Comments

The emission sources are largely from excavation and construction equipment used on site. Another source of carbon emissions are the materials used, in particular gravel and rock mining.

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 170

Plan Policy Documents: Parks and Recreation System Plan (Picture. Plan. Play.), Climate Action Plan 2.0, Climate Recovery Ordinance, Eugene Trails Plan, Rivers to Ridges Metro Regional Parks & Open Space Study

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$1.3M

Total Budget (all years)

\$1.3M

Project Total

\$1.3M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$1,300,000
Total	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$1,300,000

Funding Sources

FY2026 Budget

\$1.3M

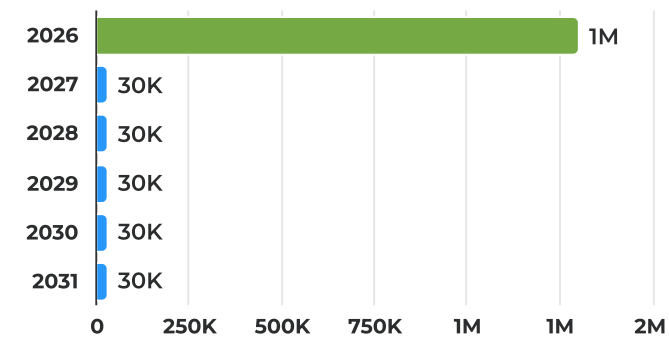
Total Budget (all years)

\$1.45M

Project Total

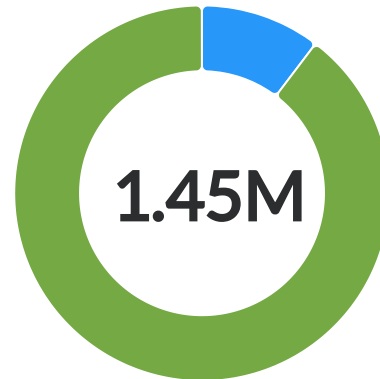
\$1.45M

FY2026 - FY2031 Funding Sources Breakdown



Operating Levy	\$150,000	10.34%
System Development Charges	\$1,300,000	89.66%

Funding Sources for Budgeted Years



Operating Levy	\$150,000	10.34%
System Development Charges	\$1,300,000	89.66%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$1,300,000
Operating Levy	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
Total	\$1,300,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$1,450,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$150K	\$150K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
Total	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000



Taxiway B Rehabilitation and Taxiway R Relocation

Overview

Project Program Area Airport

Project Location



Description

Taxiway B is the parallel taxiway serving Runway 16L-34R. Taxiway B is constructed of rapidly deteriorating asphalt pavement that is at the end of its useful life. This project will rehabilitate 6500 linear feet of Taxiways B, B1, B3, and B4 to current Federal Aviation Administration (FAA) design standards. The Pavement Condition Index (PCI) indicates Taxiway B, B1, B3, and B4 are in "Poor" condition. Taxiway Romeo is to be removed and relocated to meet current FAA design standards. This project will include pavement markings, drainage improvements, signage, and lighting upgrades.

Images



Details

Project Status: Not Started

Ward: Outside City Limits

Neighborhood: Outside City Limits

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

Operational Costs Comments - Other: This is a rehabilitation project of area that is already paved, so it should not require any additional operating costs above what we are already incurring.

Fund(s): 512 - Airport Construction, 512 - Federal Aviation Administration, 512 - COAR Grant

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): Not Calculated

GHG Emissions Comments

GHG estimates have not been fully calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): Not Calculated

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): Not Calculated

Estimated GHGs from Project Construction (in Metric Tons): 2493

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: Airport Master Plan Update, Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year, Pavement Management Program

Council

Goals: Equitable, Effective, Accountable Municipal Government, Fair, Stable, and Adequate Financial Resources, Safe Community for Community Wellbeing, Sustainable and Accountable Development

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$13.3M

Project Total

\$13.3M

Detailed Breakdown

Category	FY2027	FY2029	FY2030	FY2031	Total
Funding Identified	\$13,320,000	\$0	\$0	\$0	\$13,320,000
Total	\$13,320,000	\$0	\$0	\$0	\$13,320,000

Funding Sources

FY2026 Budget

\$0

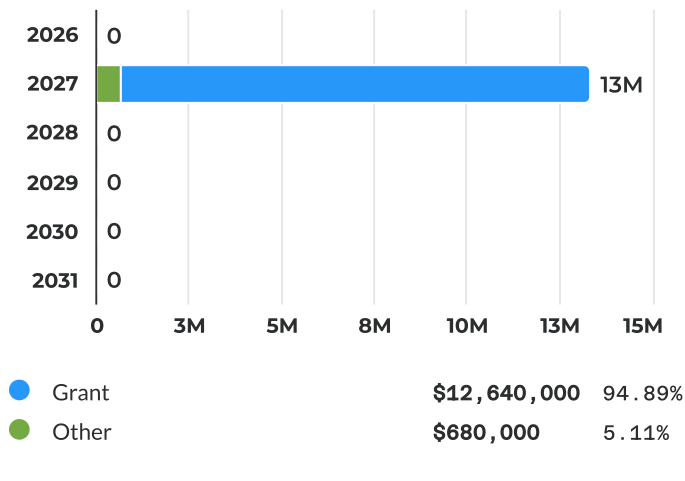
Total Budget (all years)

\$13.3M

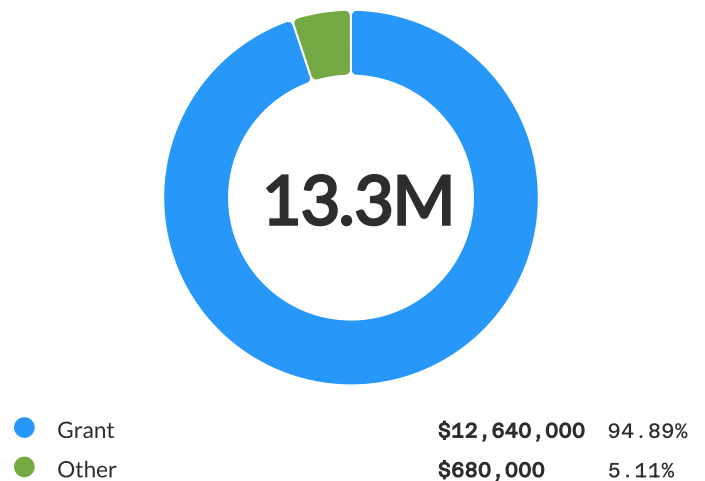
Project Total

\$13.3M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Grant	\$0	\$12,640,000	\$0	\$0	\$0	\$0	\$12,640,000
Other	\$0	\$680,000	\$0	\$0	\$0	\$0	\$680,000
Total	\$0	\$13,320,000	\$0	\$0	\$0	\$0	\$13,320,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Terry Street Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Terry Street from the north end to Barger Drive. The work will include evaluation of the existing roadway structure and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 6

Neighborhood: Bethel

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 1608

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Americans with Disabilities Act (ADA) Transition Plan, Climate Action Plan 2.0

Council Goals: Safe Community for Community Wellbeing

Capital Cost

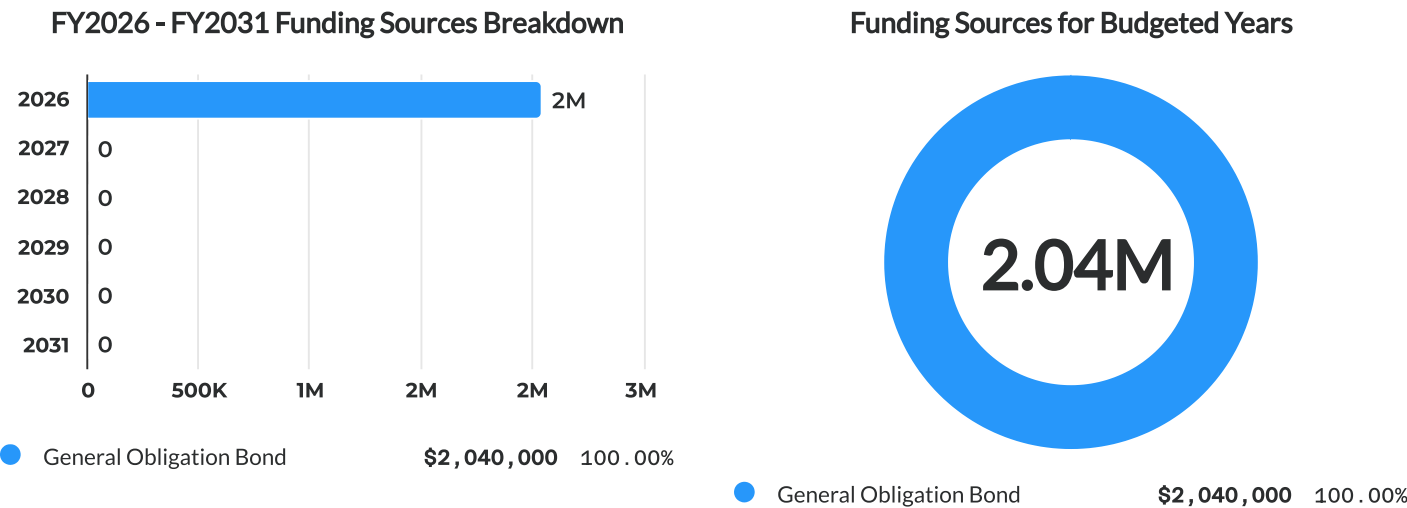
FY2026 Budget	Total Budget (all years)	Project Total
\$2.04M	\$2.04M	\$2.04M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$2,040,000	\$0	\$0	\$0	\$0	\$0	\$2,040,000
Total	\$2,040,000	\$0	\$0	\$0	\$0	\$0	\$2,040,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$2.04M	\$2.04M	\$2.04M



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$2,040,000	\$0	\$0	\$0	\$0	\$0	\$2,040,000
Total	\$2,040,000	\$0	\$0	\$0	\$0	\$0	\$2,040,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Tip Up Replacement

Overview

Project Program Area Stormwater

Description

This citywide project will remove sections of damaged or undersized stormwater pipe that are causing flooding and maintenance issues. The pipes will be replaced with new sections of pipe, and ditches will be regraded to prevent flooding and sediment buildup to improve maintenance efficiency. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by rehabilitating a portion of the municipal separate storm sewer system (MS4). This project also supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Tip up stormwater pipe

Details

Project Status: Not Started

Additional Project Status Details: This project was programmed in the 2023-2029 CIP.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 70

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$400K

Project Total

\$400K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$0	\$50,000	\$350,000	\$0	\$400,000
Total	\$0	\$0	\$0	\$50,000	\$350,000	\$0	\$400,000

Funding Sources

FY2026 Budget

\$0

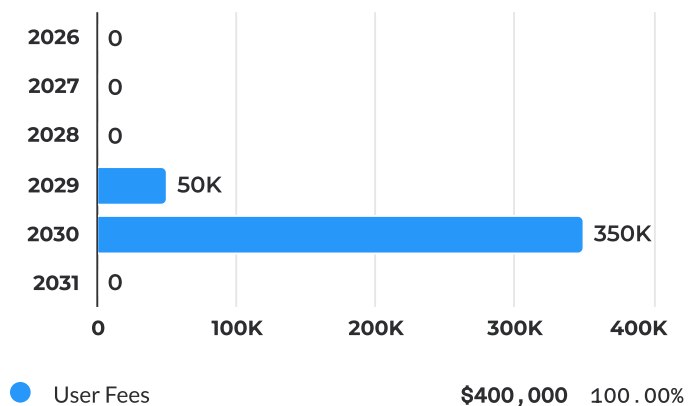
Total Budget (all years)

\$400K

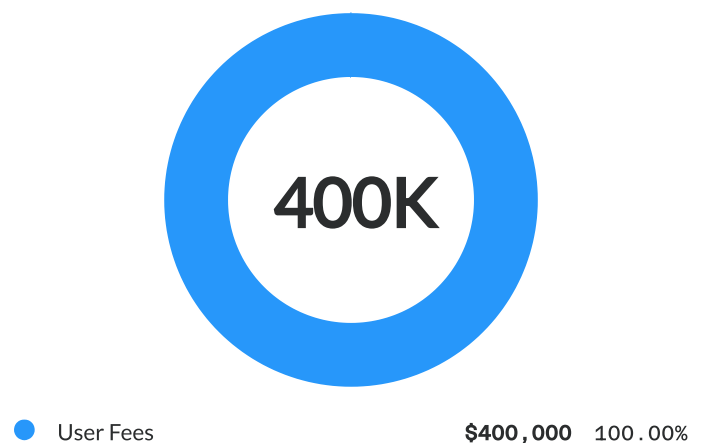
Project Total

\$400K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$0	\$0	\$50,000	\$350,000	\$0	\$400,000
Total	\$0	\$0	\$0	\$50,000	\$350,000	\$0	\$400,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Traffic Calming / Neighborhood Livability

Overview

Project Program Area Transportation

Description

This program is an expansion of the traffic-calming program to address multiple transportation issues that affect neighborhood livability on local streets. Neighborhood traffic-calming projects include: speed humps and cushions; diverters; chokers; mini-traffic circles; streetlights, bike and pedestrian improvements; transit facilities; and other street enhancements. The program addresses neighborhood livability issues, which are prioritized with the assistance of neighborhood organizations.

This project is supported annually by two transfers. The first transfer of \$30,000 is provided by the General Fund. The second transfer of State Highway Fund revenues, in the amount of \$70,000, is provided by the Road Fund.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing program that has been included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Projects that are identified and developed from this program will likely have some additional operational/maintenance costs; these added costs will be evaluated during individual project scoping.

Fund(s): 341 - Road General Capital

GHG Emissions Comments

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Eugene 2035 Transportation System Plan, Climate Recovery Ordinance

Council Goals: Safe Community for Community Wellbeing

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Capital Cost

FY2026 Budget

\$100K

Total Budget (all years)

\$600K

Project Total

\$600K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000

Funding Sources

FY2026 Budget

\$100K

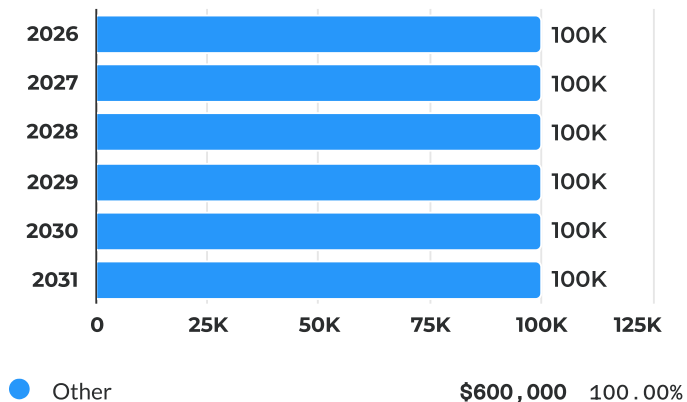
Total Budget (all years)

\$600K

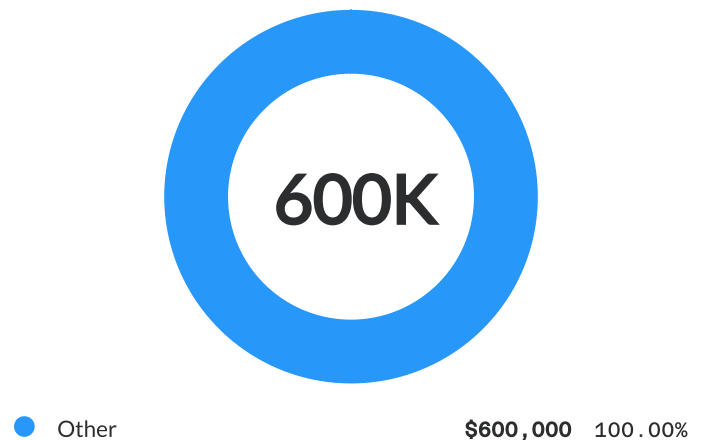
Project Total

\$600K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Other	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Traffic Operations Improvement Program

Overview

Project Program Area Transportation

Description

This program is designed to support safety and transportation system management improvements, including adding turn lanes and bicycle lanes, pedestrian crossings, median islands, safety devices, and other restriping and channelization modifications.

This project is supported annually by a transfer of State Highway Fund revenues from the Road Fund.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Projects that are identified and developed from this program will likely have some additional operational/maintenance costs; these added costs will be evaluated during individual project scoping.

Fund(s): 341 - Road General Capital

GHG Emissions Comments

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Vision Zero Action Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$250K

Total Budget (all years)
\$1.5M

Project Total
\$1.5M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000

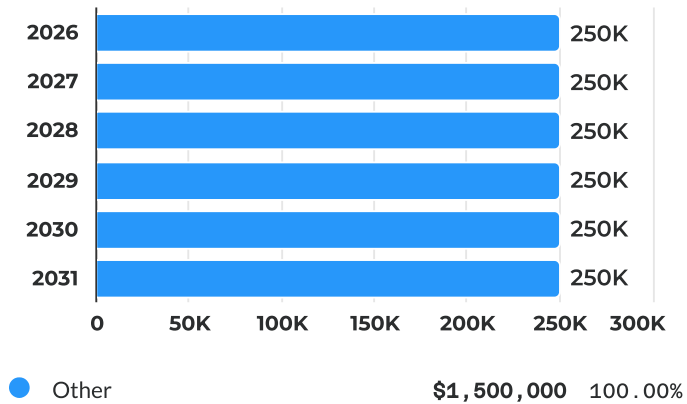
Funding Sources

FY2026 Budget
\$250K

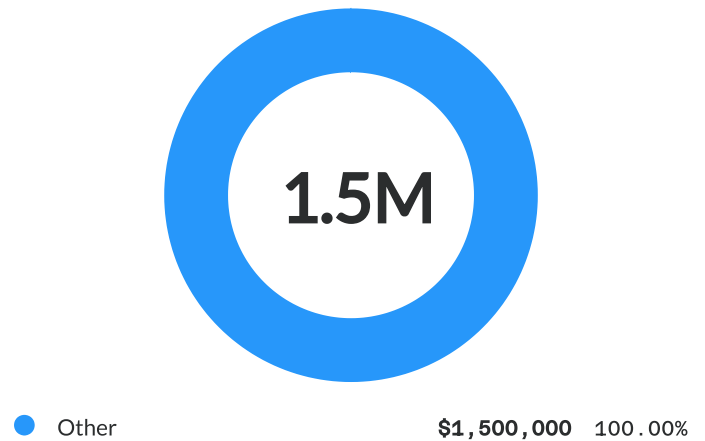
Total Budget (all years)
\$1.5M

Project Total
\$1.5M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Other	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Traffic Signal Controller Replacement

Overview

Project Program Area Transportation

Description

This work includes bringing traffic signal controllers up to current technology, while allowing consolidation of remote signal monitoring and controls for signals that currently have remote communications capability. In addition, updating controller technology will allow additional functionality relating to optimizing the safety and efficiency of the transportation system.

This project is supported, annually, by a transfer of State Highway Fund revenues from the Road Fund.

Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing program. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 341 - Road General Capital

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 40

Plan Policy Documents: Eugene 2035 Transportation System Plan, Master Traffic Communications Plan

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Due to the nature of the program to replace aged and non-standard infrastructure, no changes to operational GHG emissions are expected for these projects. While replacements, repairs, and rehabilitation may reduce short-term operational or maintenance needs for these specific projects, any reduced operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget

\$50K

Total Budget (all years)

\$300K

Project Total

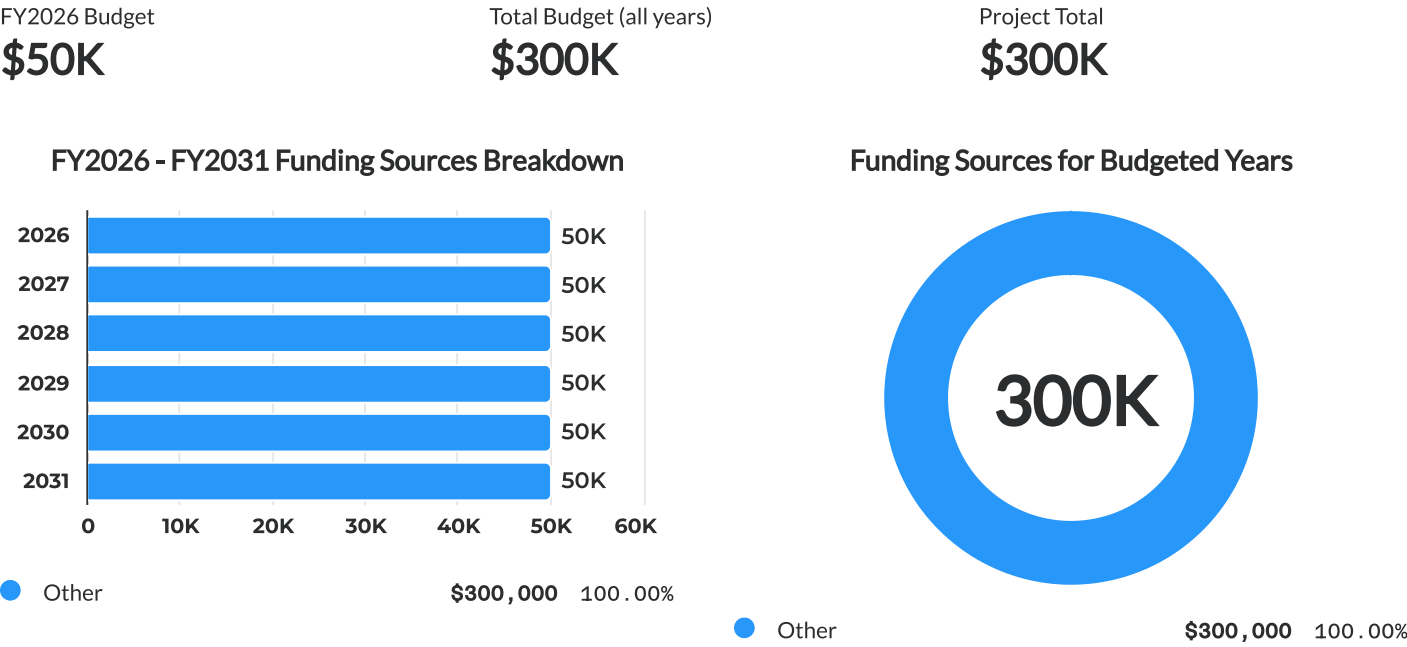
\$300K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Total	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000



Funding Sources



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Other	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Total	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0



Traffic Signal Strain Pole Replacement

Overview

Project Program Area Transportation

Description

Structurally deficient traffic signal strain poles have a history of failure and are highly vulnerable to vehicle strikes and earthquake forces. Replacement with new poles or, when appropriate, stop signs is needed to maintain a safe and efficient multi-modal transportation system. Replacement of structurally deficient traffic signal strain poles will also support reconfiguration of downtown streets from one-way to two-way travel and integration of bicycle signals as appropriate to support active transportation projects.

This project is supported, annually, by a transfer of State Highway Fund revenues from the Road Fund.

Images



Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing program. Funds are budgeted under this program and are utilized as needed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: No additional or reduced operations and maintenance costs are expected for projects funded in this program, but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 341 - Road General Capital

GHG Emissions Comments

Due to the nature of the program to replace aged and non-standard infrastructure, no changes to operational GHG emissions are expected for these facilities. While replacements, repairs, and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 275

Plan Policy Documents: Eugene 2035 Transportation System Plan, Master Traffic Communications Plan, Climate Recovery Ordinance

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$250K

Total Budget (all years)

\$1.5M

Project Total

\$1.5M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000

Funding Sources

FY2026 Budget

\$250K

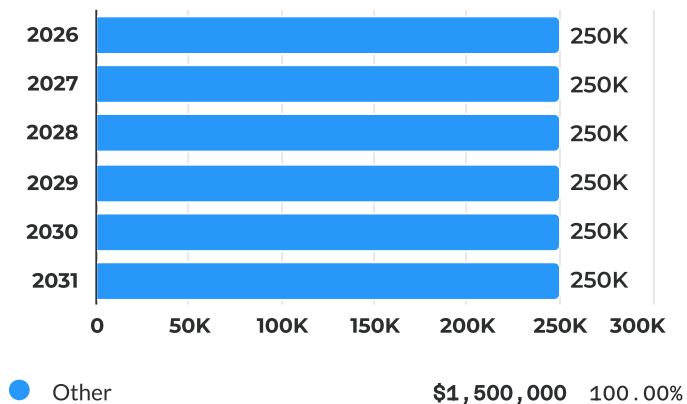
Total Budget (all years)

\$1.5M

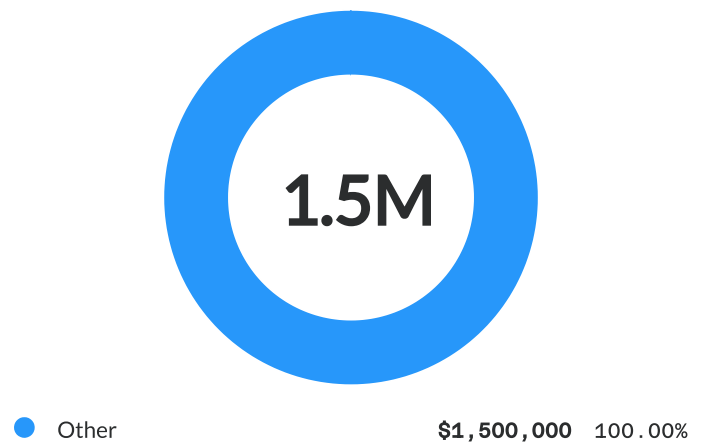
Project Total

\$1.5M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Other	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Tugman Park Renovation

Overview

Project Program Area Parks and Open Space

Project Location



Description

This Southeast Neighborhood park renovation started with a playground rebuild in 2019. The playground component was fast tracked due to safety and accessibility concerns. The next phase of renovation will focus on preservation and maintenance of park infrastructure. Previous project funding came from the 2018 Parks and Recreation Bond.

Images



Details

Project Status: In Progress

Additional Project Status Details: The first phase of this project was completed in 2019. The second phase is anticipated for construction in 2028.

Ward: Ward 2

Neighborhood: Southeast

Funding Status: Funding Identified

Operational Costs Comments: No additional operating costs are anticipated from this project.

System Development Charges (SDCs): Reimbursement

Fund(s): 336 - Parks SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

GHG Emissions Comments: GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$250K

Project Total

\$250K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Total	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000

Funding Sources

FY2026 Budget

\$0

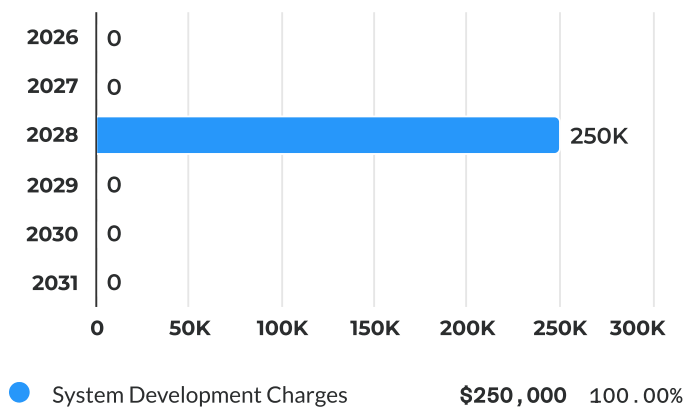
Total Budget (all years)

\$250K

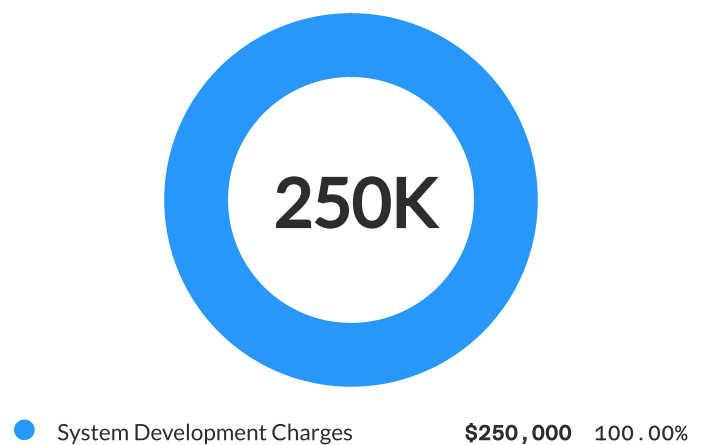
Project Total

\$250K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Total	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

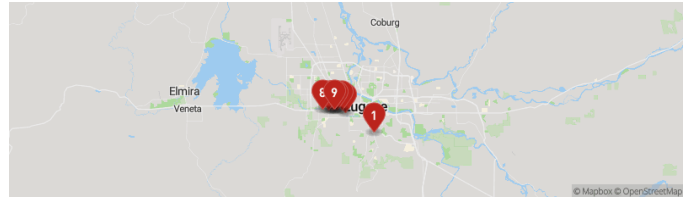
\$0

Under Bridge Safety Modifications

Overview

Project Program Area Stormwater

Project Location



Description

This project will add concrete and riprap under seven bridges in order to protect and stabilize the stream banks and reduce or eliminate human-caused damage and erosion that results in water quality issues and other hazards along Amazon Creek.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was funded in the FY22-27 CIP which covered a portion of the design expenses.

Ward: Ward 1, Ward 2, Ward 8

Neighborhood: Multiple Neighborhoods

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 60

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan, Willamette Basin Total Max Daily Load Implementation Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$650K

Total Budget (all years)

\$2.4M

Project Total

\$2.4M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$650,000	\$700,000	\$700,000	\$350,000	\$0	\$0	\$2,400,000
Total	\$650,000	\$700,000	\$700,000	\$350,000	\$0	\$0	\$2,400,000

Funding Sources

FY2026 Budget

\$650K

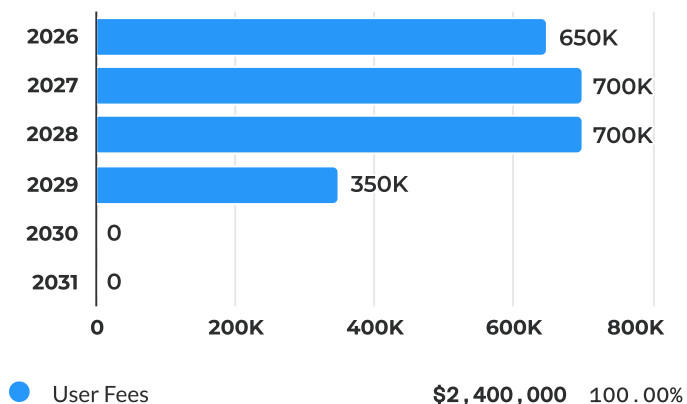
Total Budget (all years)

\$2.4M

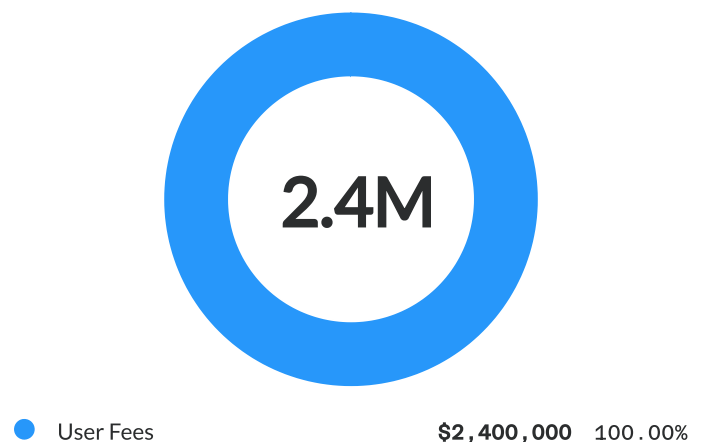
Project Total

\$2.4M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$650,000	\$700,000	\$700,000	\$350,000	\$0	\$0	\$2,400,000
Total	\$650,000	\$700,000	\$700,000	\$350,000	\$0	\$0	\$2,400,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Van Ness Wastewater Capacity Enhancements

Overview

Project Program Area Wastewater

Project Location



Description

This project will upsize a section of the wastewater system along Van Ness Street, and will address high flows and improve maintenance efficiency. This project supports the 2020 Wastewater Master Plan by rehabilitating existing wastewater systems, and supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Ward: Ward 3

Neighborhood: Fairmount

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: Project reduces maintenance needs at the project location, allowing Operations to respond to other system needs.

System Development Charges (SDCs): Improvement

Fund(s): 532 - Wastewater Utility - Capital, 334 - Wastewater SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 40

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget
\$0

Total Budget (all years)
\$510K

Project Total
\$510K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$50,000	\$300,000	\$0	\$0	\$350,000
Funding Identified	\$0	\$0	\$160,000	\$0	\$0	\$0	\$160,000
Total	\$0	\$0	\$210,000	\$300,000	\$0	\$0	\$510,000

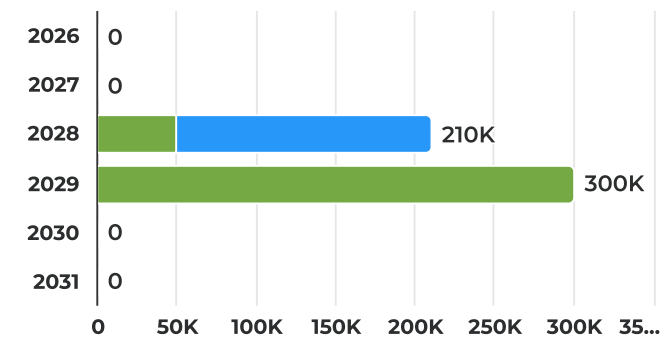
Funding Sources

FY2026 Budget
\$0

Total Budget (all years)
\$510K

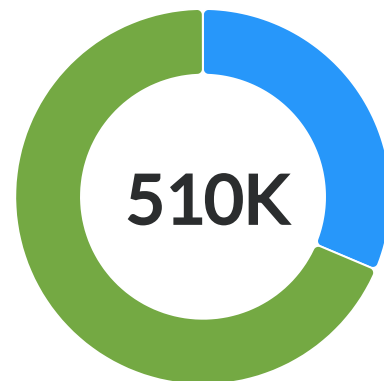
Project Total
\$510K

FY2026 - FY2031 Funding Sources Breakdown



● System Development Charges **\$160,000** 31.37%
 ● User Fees **\$350,000** 68.63%

Funding Sources for Budgeted Years



● System Development Charges **\$160,000** 31.37%
 ● User Fees **\$350,000** 68.63%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$0	\$50,000	\$300,000	\$0	\$0	\$350,000
System Development Charges	\$0	\$0	\$160,000	\$0	\$0	\$0	\$160,000
Total	\$0	\$0	\$210,000	\$300,000	\$0	\$0	\$510,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Waite Street and Ohio Street Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Waite Street from Hawthorne Avenue to Royal Avenue and Ohio Street from Jessen Drive to Burnett Avenue. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 6

Neighborhood: Bethel

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 727

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Americans with Disabilities Act (ADA) Transition Plan, Climate Action Plan 2.0

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.65M

Project Total

\$1.65M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$300,000	\$1,350,000	\$0	\$0	\$1,650,000
Total	\$0	\$0	\$300,000	\$1,350,000	\$0	\$0	\$1,650,000

Funding Sources

FY2026 Budget

\$0

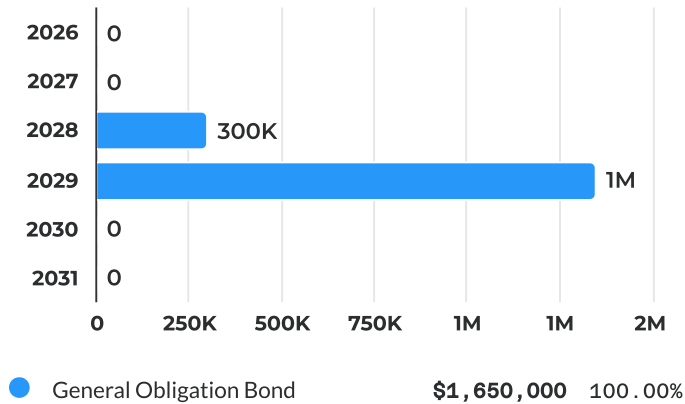
Total Budget (all years)

\$1.65M

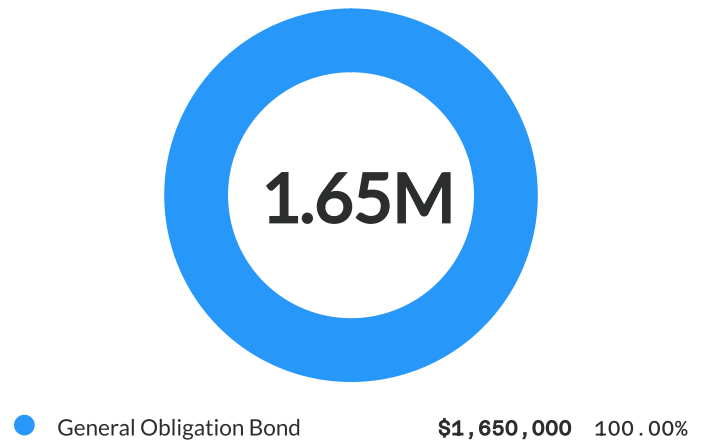
Project Total

\$1.65M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$0	\$300,000	\$1,350,000	\$0	\$0	\$1,650,000
Total	\$0	\$0	\$300,000	\$1,350,000	\$0	\$0	\$1,650,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Wastewater Extensions for Key Transportation Corridors Phase 1

Overview

Project Program Area Wastewater

Project Location



Description

This project will construct new wastewater pipe and manholes to extend the wastewater service to unconnected properties within 0.5 miles of key transportation corridors in order to support compact development. The 2020 Wastewater Master Plan and Envision Eugene identify areas that need to be served with wastewater for future growth. This project also supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Identified

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Reimbursement

Fund(s): 334 - Wastewater SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

Plan Policy Documents: 2020 Wastewater Master Plan, Climate Action Plan 2.0, Climate Recovery Ordinance, Envision Eugene

Council Goals: Sustainable and Accountable Development

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget

\$500K

Total Budget (all years)

\$500K

Project Total

\$500K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

Funding Sources

FY2026 Budget

\$500K

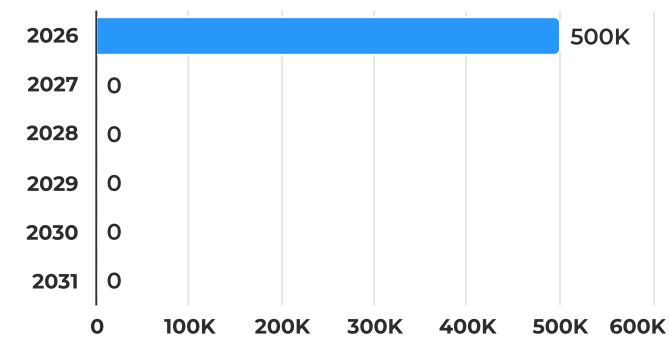
Total Budget (all years)

\$500K

Project Total

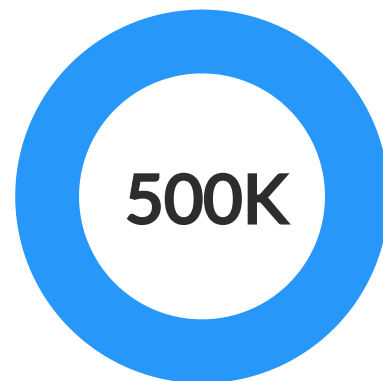
\$500K

FY2026 - FY2031 Funding Sources Breakdown



● System Development Charges **\$500,000** 100.00%

Funding Sources for Budgeted Years



● System Development Charges **\$500,000** 100.00%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Wastewater Rehabilitation South Bertelsen Road

Overview

Project Program Area Wastewater

Project Location



Description

This project will rehabilitate a portion of the wastewater collection system along sections of South Bertelsen Road, West 18th Avenue, Churchill Street, and Harvard Drive. All non-plastic wastewater pipes in the right-of-way will be lined with cured in-place pipe. All deteriorated manholes will be sealed. The project need was identified by ongoing wastewater flow monitoring, which discovered a high amount of inflow and infiltration during wet weather. Once rehabilitated, the collection system will have increased capacity and a longer service life. This project supports the 2020 Wastewater Master Plan by rehabilitating existing wastewater systems, and supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Ward: Ward 8

Neighborhood: Churchill

Funding Status: Funding Secured

Operational Costs Comments: Project reduces maintenance needs at the project location, allowing Operations to respond to other system needs.

Fund(s): 532 - Wastewater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 145

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.7M

Project Total

\$1.7M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$0	\$0	\$850,000	\$850,000	\$1,700,000
Total	\$0	\$0	\$0	\$0	\$850,000	\$850,000	\$1,700,000

Funding Sources

FY2026 Budget

\$0

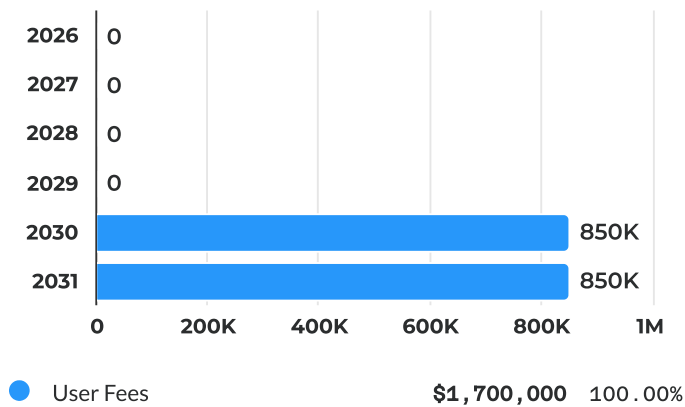
Total Budget (all years)

\$1.7M

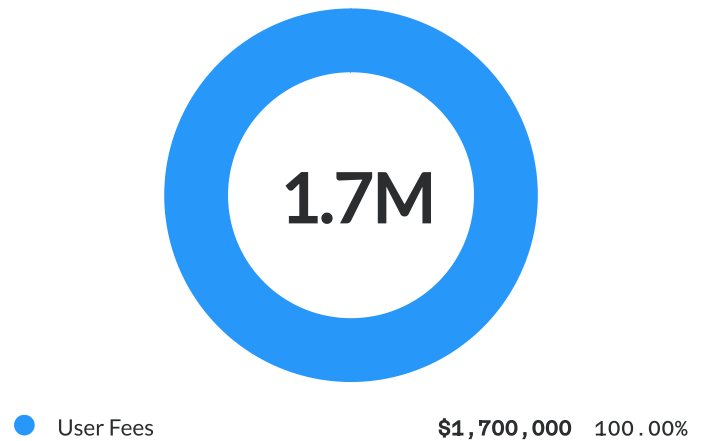
Project Total

\$1.7M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$0	\$0	\$0	\$850,000	\$850,000	\$1,700,000
Total	\$0	\$0	\$0	\$0	\$850,000	\$850,000	\$1,700,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Wastewater Rehabilitation Stewart Road

Overview

Project Program Area Wastewater

Project Location



Description

This project will rehabilitate a portion of the wastewater collection system in the area of Stewart Road. All nonplastic wastewater pipes in the right-of-way will be lined with cured in-place pipe. All deteriorated manholes will be sealed. The project need was identified by ongoing wastewater flow monitoring, which discovered a high amount of inflow and infiltration during wet weather. Once rehabilitated, the collection system will have increased capacity and a longer service life. This project supports the 2020 Wastewater Master Plan by rehabilitating existing wastewater systems, and also supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Ward: Ward 8

Neighborhood: West Eugene

Funding Status: Funding Secured

Operational Costs Comments: Project reduces maintenance needs at the project location, allowing Operations to respond to other system needs.

Fund(s): 532 - Wastewater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 125

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.7M

Project Total

\$1.7M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$850,000	\$850,000	\$0	\$0	\$1,700,000
Total	\$0	\$0	\$850,000	\$850,000	\$0	\$0	\$1,700,000

Funding Sources

FY2026 Budget

\$0

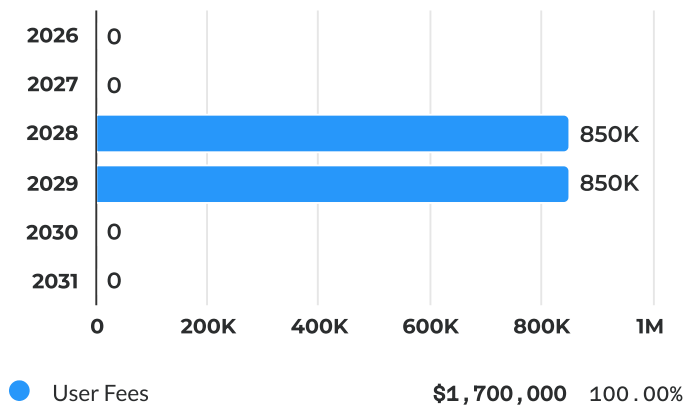
Total Budget (all years)

\$1.7M

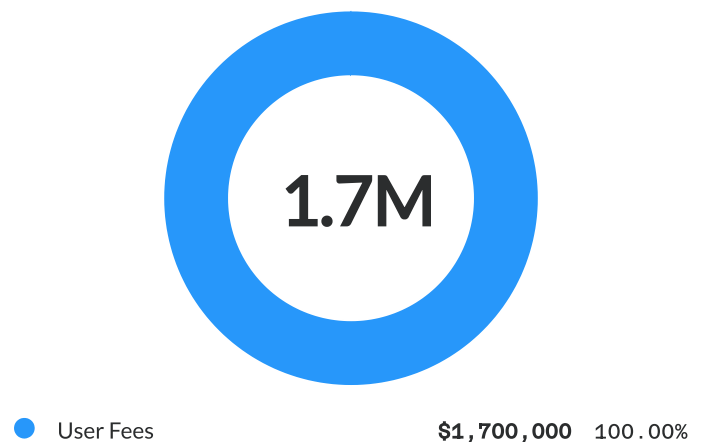
Project Total

\$1.7M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$0	\$850,000	\$850,000	\$0	\$0	\$1,700,000
Total	\$0	\$0	\$850,000	\$850,000	\$0	\$0	\$1,700,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Wastewater System Rehabilitation

Overview

Project Program Area Wastewater

Description

This capital program is used to preserve and rehabilitate an aging wastewater system, decrease inflow and infiltration, reduce operational and maintenance needs, and address increased wet weather flows. This program supports the 2020 Wastewater Master Plan by rehabilitating existing wastewater systems, and supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Lining a wastewater pipe

Details

Project Status: In Progress

Additional Project Status Details: This is an ongoing capital program. Funds budgeted under this program are subsequently transferred to specific capital projects as those are identified and developed.

Ward: Citywide

Neighborhood: Multiple Neighborhoods

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Reimbursement

Fund(s): 532 - Wastewater Utility - Capital, 334 - Wastewater SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

GHG Emissions Comments: GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$70K

Total Budget (all years)

\$2.91M

Project Total

\$2.91M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$50,000	\$150,000	\$285,000	\$335,000	\$735,000	\$835,000	\$2,390,000
Funding Identified	\$20,000	\$60,000	\$110,000	\$110,000	\$110,000	\$110,000	\$520,000
Total	\$70,000	\$210,000	\$395,000	\$445,000	\$845,000	\$945,000	\$2,910,000

Funding Sources

FY2026 Budget

\$70K

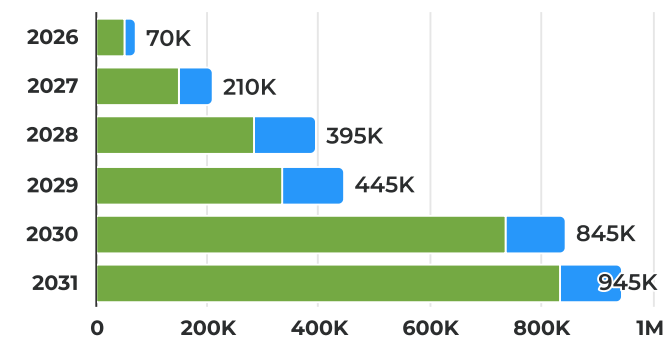
Total Budget (all years)

\$2.91M

Project Total

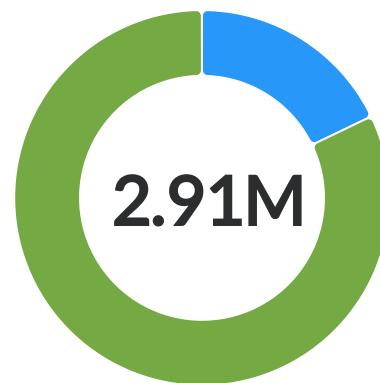
\$2.91M

FY2026 - FY2031 Funding Sources Breakdown



System Development Charges	\$520,000	17.87%
User Fees	\$2,390,000	82.13%

Funding Sources for Budgeted Years



System Development Charges	\$520,000	17.87%
User Fees	\$2,390,000	82.13%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$50,000	\$150,000	\$285,000	\$335,000	\$735,000	\$835,000	\$2,390,000
System Development Charges	\$20,000	\$60,000	\$110,000	\$110,000	\$110,000	\$110,000	\$520,000
Total	\$70,000	\$210,000	\$395,000	\$445,000	\$845,000	\$945,000	\$2,910,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Water Quality Facilities

Overview

Project Program Area Stormwater

Description

When private development is unable to include required stormwater quality facilities on-site due to topography, low permeability soils, or other physical constraints, an SDC fee is paid and funds this program. This program implements off-site water quality mitigation by constructing green infrastructure facilities in public rights-of-way and on other publicly owned properties. Projects within this program include the construction of vegetated planters, rain gardens, and swales. These facilities reduce the volume of stormwater runoff and remove stormwater pollutants including sediment, nutrients, and heavy metals. Past examples include vegetated rain gardens at the Riverplay Parking Lot off Cheshire Avenue and vegetated planters along 8th Avenue downtown and at the River Road and Hunsaker Lane intersection. This program supports the City of Eugene NPDES Municipal Stormwater Permit and the Comprehensive Stormwater Management Plan by protecting water quality in our local creeks from the impacts of development and increased impervious surface area. This program supports the Climate Recovery Ordinance by implementing Action R28 of the Climate Action Plan 2.0.

Images



Details

Project Status: In Progress

Additional Project Status Details: This item has previously appeared in the CIP and is an ongoing capital program. Funds are budgeted under this program and then are transferred to specific projects as they are identified and developed.

Ward: Citywide

Neighborhood: Citywide

Funding Status: Funding Identified

Operational Costs Comments: Projects that are identified and developed from this program will likely have some operational/maintenance costs; these will be evaluated during individual project planning.

System Development Charges (SDCs): Low-Impact Development

Fund(s): 335 - Stormwater SDC

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Ongoing Capital Program

Plan Policy Documents: Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan, Climate Recovery Ordinance, Climate Action Plan 2.0

Council Goals: Sustainable and Accountable Development

GHG Emissions Comments

GHG estimates have not been calculated for this project as it is an ongoing capital program that supports a variety of individual projects. For more information about GHG estimates, see the GHG Emissions Summary.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$100K	\$600K	\$600K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000

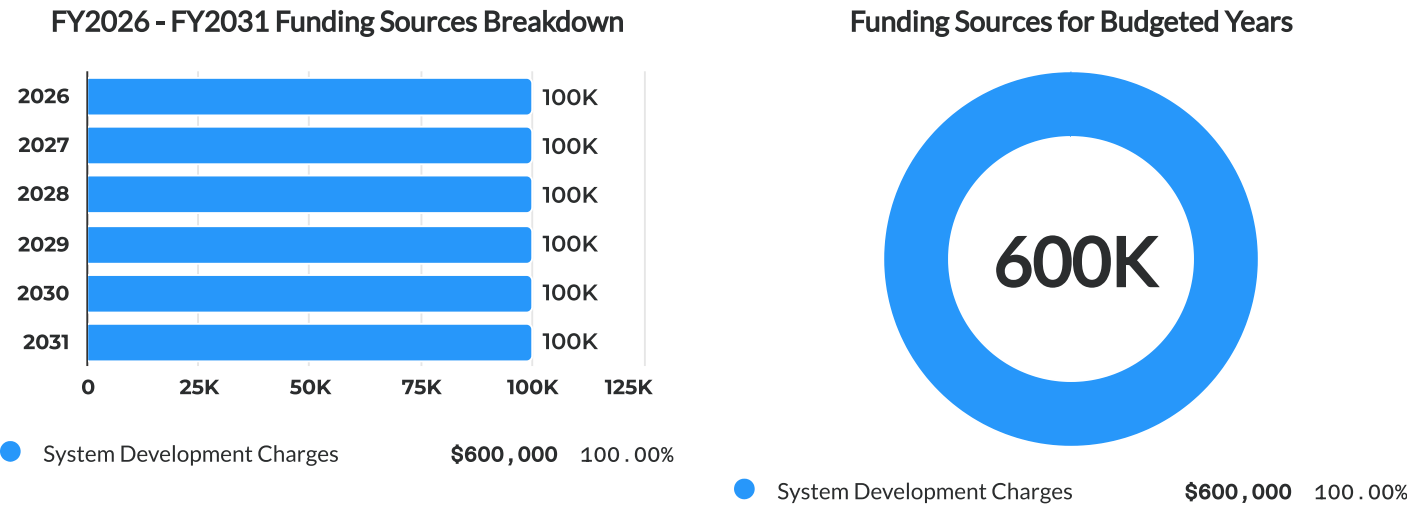


Funding Sources

FY2026 Budget
\$100K

Total Budget (all years)
\$600K

Project Total
\$600K



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

West 11th Avenue and Crow Road Wastewater Extension

Overview

Project Program Area Wastewater

Project Location

W 11th Avenue and Crow Road, Eugene, OR



Description

This project will construct new wastewater pipe and manholes to extend the wastewater system and waterlines to provide EWEB water service. The result will be new wastewater and water service along West 11th Avenue and Crow Road between Green Hill Road and Terry Street and along La Porte Drive. This project is specifically identified in the Major System Expansion section of the 2020 Wastewater Master Plan and is based on the Housing Implementation Pipeline goal to include a wastewater extension project that supports new housing. This project was selected based on the number of potential new housing units for the estimated cost. This project supports the Housing Implementation Pipeline by meeting the goal to incorporate a priority wastewater extension project into the Capital Improvement Program. The City received a \$6 million grant through Oregon Business Development Department as part of Senate Bill 1530 that will support wastewater and water service design and construction.

Images



Details

Project Status: In Progress

Additional Project Status Details: This project was partially funded in the 2023-2029 CIP and is currently in the design phase, with construction planned in 2025.

Ward: Ward 8

Neighborhood: West Eugene

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 532 - Wastewater Utility - Capital

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 920

Plan Policy Documents: 2020 Wastewater Master Plan, Housing Implementation Pipeline (HIP)

Council Goals: Sustainable and Accountable Development

GHG Emissions Comments

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Capital Cost

FY2026 Budget

\$500K

Total Budget (all years)

\$500K

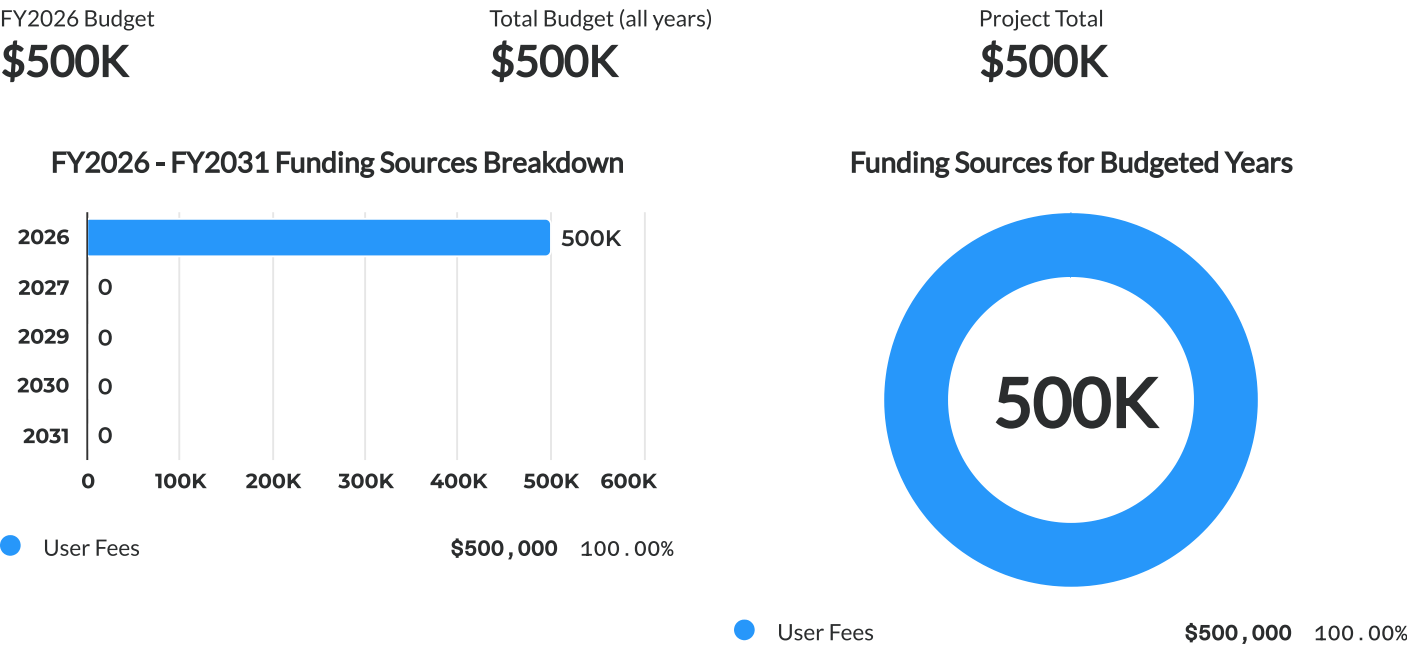
Project Total

\$500K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

Funding Sources



Detailed Breakdown

Category	FY2026	FY2027	FY2029	FY2030	FY2031	Total
User Fees	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Total	\$500,000	\$0	\$0	\$0	\$0	\$500,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



West Bank Park

Overview

Project Program Area Parks and Open Space

Project Location



Description

Development of this new neighborhood park site near River Road will expand parks and recreation opportunities in the area. Improvements will be informed by a community engagement process and may include walkways, a children's play area, habitat enhancement, informal river access, and site furniture. Previous project funding came from the 2018 Parks and Recreation Bond.

Images



Details

Project Status: Not Started

Additional Project Status Details: Community Engagement expected to begin in 2026, with construction in 2029.

Ward: Ward 7

Neighborhood: River Road

Funding Status: Funding Identified

Operational Costs Comments: Additional operational costs anticipated from this project have been included in this request.

System Development Charges (SDCs): Improvement

Fund(s): 336 - Parks SDC, 112 - Parks and Recreation Operating Levy

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Project Details Not Available

GHG Emissions Comments: GHG estimates have not been calculated for this project as it is too early in the project lifecycle to determine a reliable estimate.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Parks and Recreation System Plan (Picture. Plan. Play.)

Council Goals: Accessible and Thriving Culture, Parks, and Recreation

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$2.8M

Project Total

\$2.8M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$0	\$0	\$1,000,000	\$1,800,000	\$0	\$0	\$2,800,000
Total	\$0	\$0	\$1,000,000	\$1,800,000	\$0	\$0	\$2,800,000

Funding Sources

FY2026 Budget

\$0

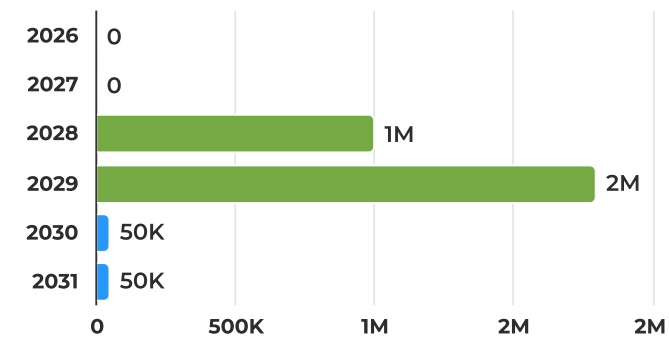
Total Budget (all years)

\$2.9M

Project Total

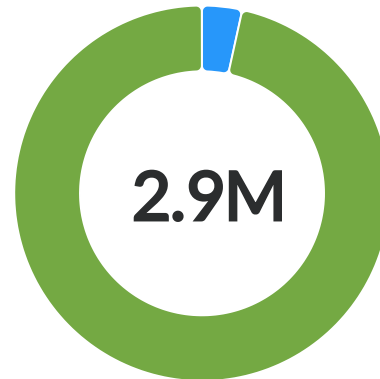
\$2.9M

FY2026 - FY2031 Funding Sources Breakdown



Operating Levy	\$100,000	3.45%
System Development Charges	\$2,800,000	96.55%

Funding Sources for Budgeted Years



Operating Levy	\$100,000	3.45%
System Development Charges	\$2,800,000	96.55%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$0	\$0	\$1,000,000	\$1,800,000	\$0	\$0	\$2,800,000
Operating Levy	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$100,000
Total	\$0	\$0	\$1,000,000	\$1,800,000	\$50,000	\$50,000	\$2,900,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$100K	\$100K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Operating Costs	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$100,000
Total	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$100,000



West Enid Road Wastewater Capacity Enhancements

Overview

Project Program Area Wastewater

Project Location



Description

This project will upsize a section of the wastewater system along West Enid Road to address high flows and related maintenance challenges. This project is identified in the 2020 Wastewater Master Plan as part of the Clear Lake Road Expansion project. This project supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Ward: Ward 6

Neighborhood: Industrial Corridor

Funding Status: Funding Partially Secured/Partially Identified

Operational Costs Comments: Project reduces maintenance needs at the project location, allowing Operations to respond to other system needs.

System Development Charges (SDCs): Improvement

Fund(s): 532 - Wastewater Utility - Capital, 334 - Wastewater SDC

Climate Recovery Ordinance Applies: True

GHG Emissions Comments

No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific pipes, operational efforts will transfer to other maintenance activities.

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 40

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, 2020 Wastewater Master Plan

Council Goals: Sustainable and Accountable Development

Capital Cost

FY2026 Budget
\$210K

Total Budget (all years)
\$510K

Project Total
\$510K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$50,000	\$300,000	\$0	\$0	\$0	\$0	\$350,000
Funding Identified	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000
Total	\$210,000	\$300,000	\$0	\$0	\$0	\$0	\$510,000

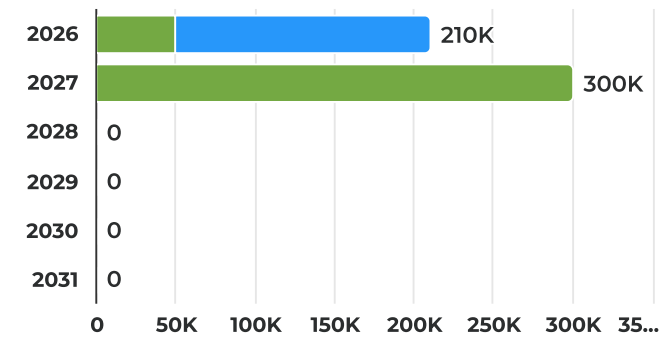
Funding Sources

FY2026 Budget
\$210K

Total Budget (all years)
\$510K

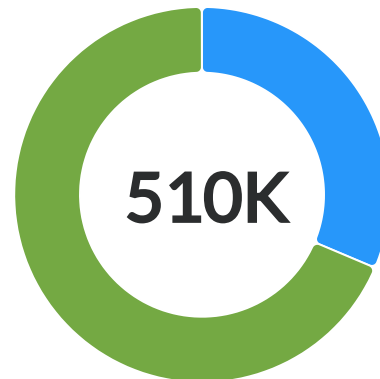
Project Total
\$510K

FY2026 - FY2031 Funding Sources Breakdown



● System Development Charges **\$160,000** 31.37%
● User Fees **\$350,000** 68.63%

Funding Sources for Budgeted Years



● System Development Charges **\$160,000** 31.37%
● User Fees **\$350,000** 68.63%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$50,000	\$300,000	\$0	\$0	\$0	\$0	\$350,000
System Development Charges	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000
Total	\$210,000	\$300,000	\$0	\$0	\$0	\$0	\$510,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0



Willamette River at I-5 Diversion Structure Removal Feasibility Study

Overview

Project Program Area Stormwater

Project Location



Description

This study will investigate the feasibility of removing the diversion structure located in the Willamette River near the I-5 crossing to create a safer condition for recreational river users. This project supports the Comprehensive Stormwater Management Plan. The total cost of the feasibility study is estimated at \$150,000-\$200,000, and the City intends to apply for a grant through the Department of State Lands to fund the remaining study costs. Grant funding has not yet been awarded and is not reflected in the project costs in this CIP.

Images



Details

Project Status: Not Started

Ward: Ward 3, Ward 4

Neighborhood: Harlow

Funding Status: Funding Secured

Operational Costs Comments: No additional operating costs are anticipated from this project.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 0

Reason GHG Emissions Not Calculated: Other - Planning or Land Acquisition Project

Plan Policy Documents: Comprehensive Stormwater Management Plan

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

This project is a feasibility study and will not impact GHG emissions. Future work determined as a result of this study may result in GHG emissions from project completion and will be calculated at that time.

Capital Cost

FY2026 Budget

\$50K

Total Budget (all years)

\$100K

Project Total

\$100K**Detailed Breakdown**

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$100,000
Total	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$100,000

Funding Sources

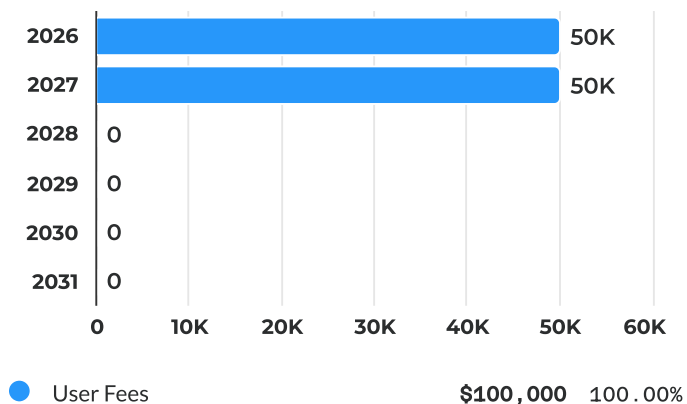
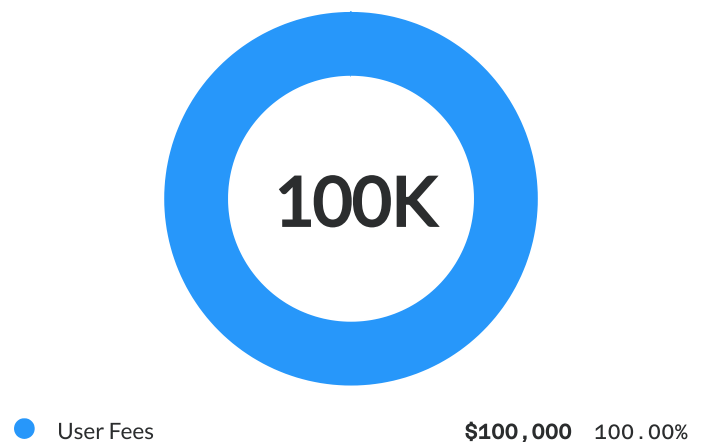
FY2026 Budget

\$50K

Total Budget (all years)

\$100K

Project Total

\$100K**FY2026 - FY2031 Funding Sources Breakdown****Funding Sources for Budgeted Years****Detailed Breakdown**

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$100,000
Total	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$100,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0

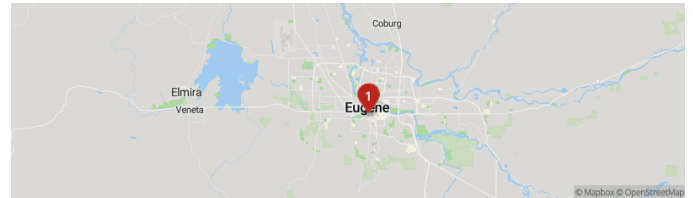


Willamette Street 13th Avenue to 14th Avenue Stormwater Rehabilitation

Overview

Project Program Area Stormwater

Project Location



Description

This project will replace stormwater pipe and catch basins that are damaged and in need of repair. This project will be done in conjunction with a future pavement preservation project. This project supports the City of Eugene NPDES Municipal Stormwater Permit and Comprehensive Stormwater Management Plan by rehabilitating a portion of the municipal separate storm sewer system (MS4). This project also supports the Climate Recovery Ordinance by implementing Action R32 of the Climate Action Plan 2.0.

Images



Details

Project Status: Not Started

Additional Project Status Details: This project was programmed in the 2023-2029 CIP.

Ward: Ward 1

Neighborhood: Downtown, West University

Funding Status: Funding Secured

Operational Costs Comments: Other

Operational Costs Comments - Other: Operations and maintenance costs are expected to be reduced in the short-term for this project, but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 531 - Stormwater Utility - Capital

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 25

GHG Emissions Comments: No changes to operational GHG emissions are expected for this project. While repairs and rehabilitation may reduce short-term operational or maintenance needs for these specific facilities, any reduced operational efforts will transfer to other maintenance activities.

Plan Policy Documents: Climate Action Plan 2.0, Climate Recovery Ordinance, Comprehensive Stormwater Management Plan, NPDES Municipal Stormwater Permit and Stormwater Mgmt Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$250K

Project Total

\$250K

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$50,000	\$200,000	\$0	\$0	\$250,000
Total	\$0	\$0	\$50,000	\$200,000	\$0	\$0	\$250,000

Funding Sources

FY2026 Budget

\$0

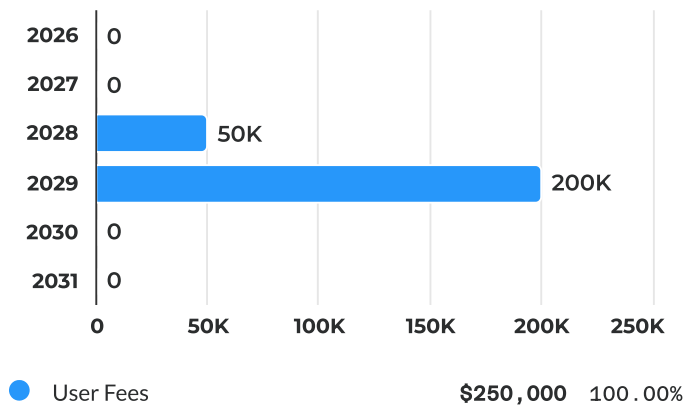
Total Budget (all years)

\$250K

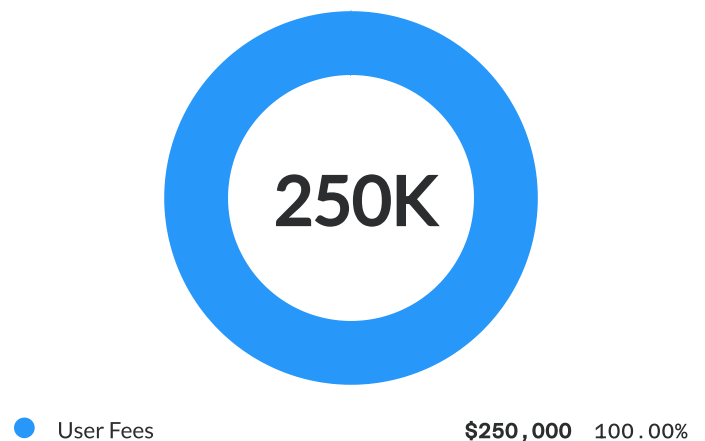
Project Total

\$250K

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
User Fees	\$0	\$0	\$50,000	\$200,000	\$0	\$0	\$250,000
Total	\$0	\$0	\$50,000	\$200,000	\$0	\$0	\$250,000

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$0	\$0

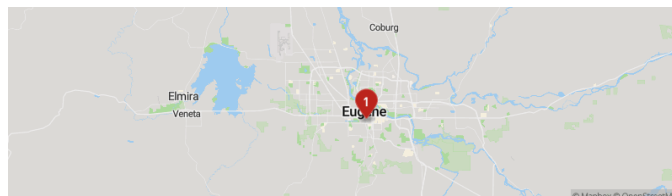


Willamette Street Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Willamette Street from 13th Avenue to 18th Avenue. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development.

Images



Details

Project Status: Not Started

Ward: Ward 1

Neighborhood: Downtown, Jefferson Westside, West University

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 766

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Vision Zero Action Plan, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.14M

Project Total

\$1.14M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$0	\$0	\$300,000	\$840,000	\$0	\$0	\$1,140,000
Total	\$0	\$0	\$300,000	\$840,000	\$0	\$0	\$1,140,000

Funding Sources

FY2026 Budget

\$0

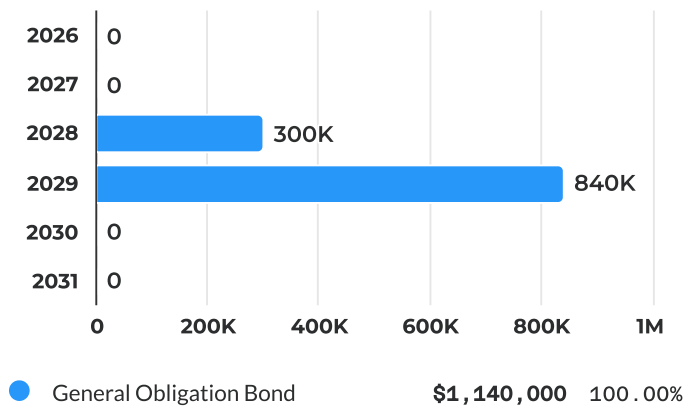
Total Budget (all years)

\$1.14M

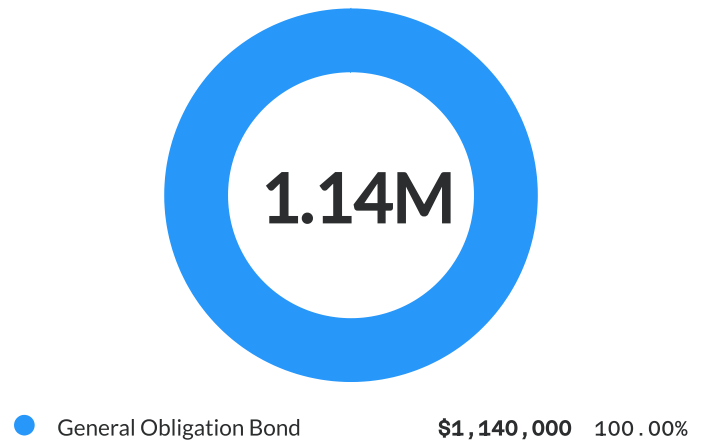
Project Total

\$1.14M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$0	\$0	\$300,000	\$840,000	\$0	\$0	\$1,140,000
Total	\$0	\$0	\$300,000	\$840,000	\$0	\$0	\$1,140,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Willow Creek and West 18th Wastewater Extension

Overview

Project Program Area Wastewater

Project Location



Description

This project will construct new wastewater pipe and manholes to extend the wastewater system. The result will be new wastewater service on Willow Creek Road. This project is specifically identified in the Major System Expansion section of the 2020 Wastewater Master Plan. This project supports the Housing Implementation Pipeline by providing a wastewater extension project to support housing development, and was selected based on the number of potential new housing units for the estimated cost. Work will be coordinated with the Willow Creek Road Paving project.

Images



Details

Project Status: Not Started

Ward: Ward 8

Neighborhood: Churchill

Funding Status: Funding Identified

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

System Development Charges (SDCs): Reimbursement, Improvement

Fund(s): 334 - Wastewater SDC

Climate Recovery Ordinance Applies: False

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 530

Plan Policy Documents: 2020 Wastewater Master Plan, Housing Implementation Pipeline (HIP)

Council Goals: Sustainable and Accountable Development

Capital Cost

FY2026 Budget

\$500K

Total Budget (all years)

\$2.74M

Project Total

\$2.74M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Identified	\$500,000	\$0	\$500,000	\$580,000	\$580,000	\$580,000	\$2,740,000
Total	\$500,000	\$0	\$500,000	\$580,000	\$580,000	\$580,000	\$2,740,000

Funding Sources

FY2026 Budget

\$500K

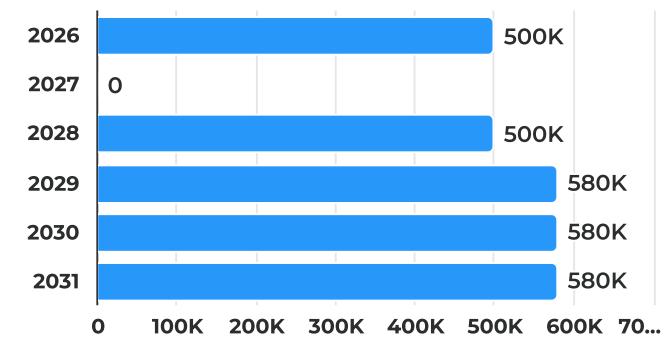
Total Budget (all years)

\$2.74M

Project Total

\$2.74M

FY2026 - FY2031 Funding Sources Breakdown



● System Development Charges **\$2,740,000** 100.00%

Funding Sources for Budgeted Years



● System Development Charges **\$2,740,000** 100.00%

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
System Development Charges	\$500,000	\$0	\$500,000	\$580,000	\$580,000	\$580,000	\$2,740,000
Total	\$500,000	\$0	\$500,000	\$580,000	\$580,000	\$580,000	\$2,740,000

Operational Costs

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$0

Willow Creek Road Paving

Overview

Project Program Area Transportation

Project Location



Description

This project will rehabilitate Willow Creek Road from 352 feet south of West 11th Avenue to 18th Avenue. The work will include evaluation of the existing roadway structures and may include a variety of rehabilitation or reconstruction techniques. Sidewalk access ramps will be upgraded within the project limits. The full scope of the project has yet to be determined and will be further refined during project plan development. This project may be completed in coordination with the Willow Creek and West 18th Wastewater Extension project.

Images



Details

Project Status: Not Started

Ward: Ward 8

Neighborhood: Churchill, West Eugene

Funding Status: Funding Secured

Operational Costs Comments: Some additional operating costs are expected but it is too early in the project lifecycle to determine a reliable estimate.

Fund(s): 346 - 2022 Street Bond

Climate Recovery Ordinance Applies: True

Baseline Annual Operational GHGs (in Metric Tons): 0

Estimated Annual Operational GHG emissions upon project completion (in Metric Tons): 0

Estimated Annual Net Change in GHGs from Operations (in Metric Tons): 0

Estimated GHGs from Project Construction (in Metric Tons): 1300

Plan Policy Documents: Climate Recovery Ordinance, Eugene 2035 Transportation System Plan, Pavement Management Program, Climate Action Plan 2.0, Americans with Disabilities Act (ADA) Transition Plan

Council Goals: Safe Community for Community Wellbeing

GHG Emissions Comments

Street paving projects require asphalt and concrete, which are greenhouse gas intensive materials. As a result, building and maintaining the City's transportation system is the largest source of GHG emissions from construction. However, the City has taken steps to significantly reduce GHG emissions from street paving projects over the years by integrating innovative construction and recycling processes.

Capital Cost

FY2026 Budget
\$300K

Total Budget (all years)
\$1.87M

Project Total
\$1.87M

Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
Funding Secured	\$300,000	\$1,570,000	\$0	\$0	\$0	\$0	\$1,870,000
Total	\$300,000	\$1,570,000	\$0	\$0	\$0	\$0	\$1,870,000

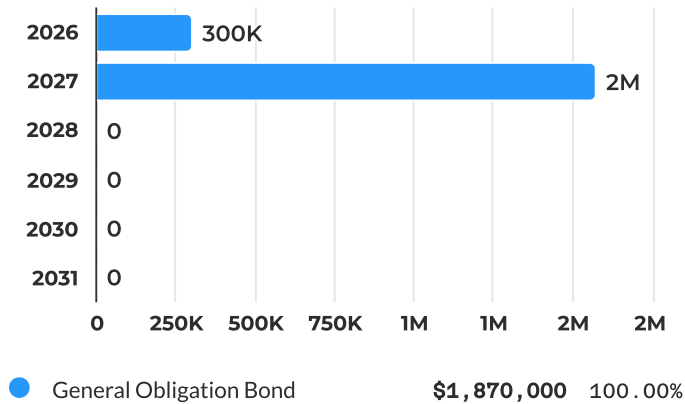
Funding Sources

FY2026 Budget
\$300K

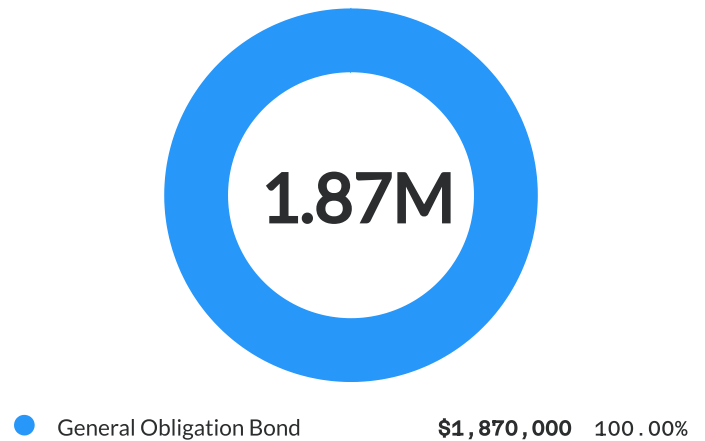
Total Budget (all years)
\$1.87M

Project Total
\$1.87M

FY2026 - FY2031 Funding Sources Breakdown



Funding Sources for Budgeted Years



Detailed Breakdown

Category	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total
General Obligation Bond	\$300,000	\$1,570,000	\$0	\$0	\$0	\$0	\$1,870,000
Total	\$300,000	\$1,570,000	\$0	\$0	\$0	\$0	\$1,870,000

Operational Costs

FY2026 Budget
\$0

Total Budget (all years)
\$0

Project Total
\$0

Glossary

ADOPTED BUDGET

Financial plan that forms the basis for fiscal year appropriations, as adopted by the appropriating governing body (City Council). Contains the operating and capital budgets for the City of Eugene and the Urban Renewal Agency.

ASSESSMENT

Any fee, charge or assessment that does not exceed the actual cost incurred by a unit of government for design, construction and financing of a local improvement such as streets and alley paving, sidewalks and sewers.

ASSETS

Resources having a monetary value and that are owned or held by an entity.

BEGINNING WORKING CAPITAL

The accumulated unspent resources carried forward from the prior year into the next fiscal year that become a resource to support the appropriations for the next fiscal year.

BOND or BOND ISSUE

A certificate of debt guaranteeing payment of the original investment plus interest on specific dates. Bonds are typically used by governments to pay for large public projects like fire stations.

BORROWING

Funds for major capital improvement projects can be acquired through borrowing, which is repaid either through property taxes or project revenues. Borrowing is a way to match the benefits of a capital project with the users of that project over time. The City of Eugene uses short-term and long-term borrowing to create, acquire or renovate capital assets. The City does not borrow on a short-term basis to support on-going operations.

BUDGET COMMITTEE

Fiscal planning board of a local government consisting of the governing body plus an equal number of electors appointed by the governing body. (ORS 294.336)

BUDGET DOCUMENT

Written report showing a government's comprehensive financial plan for a specified period (usually one or two fiscal years), including both the capital and operating budgets. In Eugene, the budget document is prepared by the City Manager and submitted to the public and the Budget Committee for review.

CAPITAL BUDGET

A plan of proposed capital projects and the means for financing them. The City's Capital budget includes funding for assets that have a useful life of one or more years such as buildings, public infrastructure, and land acquisitions.

CAPITAL IMPROVEMENT

A term defined in ORS 310.410(19) to include land, structures, facilities, machinery, equipment or furnishings having a useful life longer than one year. See *Capital Project*.

CAPITAL IMPROVEMENT PROGRAM (CIP)

A major budgeting and planning tool through which needed capital projects are identified, evaluated, priced and discussed with the general public and the Budget Committee.

CAPITAL OUTLAY

A departmental expenditure. Includes items that generally have a useful life of one or more years, such as machinery, land, furniture, equipment, or buildings (ORS 294.352(6)). For the City, an operating budget expenditure for items like furniture, equipment, portable

machinery, and vehicles that have a useful life of one or more years. Capital outlay expenditures are reviewed at each fiscal year end for purposes of classifying expenditures as “fixed assets”.

CAPITAL PROJECT

The acquisition, creation or extension of the useful life of a fixed asset that has a life expectancy greater than one year and a monetary value greater than a pre-defined threshold (\$5,000 for Eugene), such as a public building. Repair or renovation of an existing fixed asset, acquisition of equipment or general planning and design activities can also be considered a capital project under certain circumstances. See *Capital Improvement*.

CAPITAL PROJECT FUND

A fund created to account for financial resources to be used for the acquisition or construction of major capital facilities other than those accounted for in specific funds.

CATEGORY

Capital projects in the CIP are grouped into specific program categories by program. Categories in the CIP are: Airport, Parks and Open Space, Public Buildings and Facilities, Stormwater, Transportation, or Wastewater.

CHARGES FOR SERVICE

Charges or fees established to recover part or all of the costs incurred in the provision of services by a government; based on the philosophy that the recipient of the benefits should pay for the services. See also *User Fees*.

DEBT

An obligation resulting from the borrowing of money or from the purchase of goods and services. Debt of governmental units can include such items as general obligation bonds, revenue bonds, short-term notes, lines of credit and leases.

DEBT SERVICE

The amount of money needed to make periodic payments on the principal and interest on an outstanding debt. Debt service is usually expressed as an annual amount.

ENTERPRISE FUND

A fund established to account for operations that are financed and operated in a manner similar to private business enterprises. They are usually self-supporting. In Eugene, the airport operations are accounted for as an Enterprise Fund, for example.

EXPENDITURES

Expenditures include current departmental expenditures (personnel services, services and materials, capital outlay) and non-departmental expenses (interfund transfers, loans, debt service, contingency, reserves, balance available and unappropriated ending fund balance).

FISCAL YEAR

A 12-month period that determines the time frame for financial reporting, budgeting and accounting. At the end of the fiscal year, the financial position and results of operations are determined. For the City of Eugene, the fiscal year is July 1 to June 30.

FUND

A fiscal and accounting entity to record cash and other financial resources, related liabilities, balances and changes, all segregated for specific, regulated activities and objectives. Each fund is established for the purpose of carrying out specific activities or to attain certain objectives in accordance with legal restrictions or agreements.

FUND TYPE

There are seven generic governmental fund types: General, Special Revenue, Debt Service, Capital Projects, Enterprise, and Internal Service Funds.

FUNDING IDENTIFIED

This funding status represents projects with a high likelihood of having available funding such as state monies or ongoing grants.

FUNDING SECURED

This funding status represents projects with secured/dedicated funding such as SDCs and voter-approved bonds.

FUNDING STATUS

Capital projects in the CIP are assigned one of two funding status levels: Funding Secured or Funding Identified. See individual project listings.

GENERAL CAPITAL PROJECTS FUND

Capital fund used to account for all financial resources for capital activities, except those required to be accounted for in another fund. Source of revenue is the General (operating) Fund of the City. Only expenditures related to capital activities are made from this fund.

GENERAL FUND

General operating fund of the City. The General Fund is used to account for all financial resources except those required to be accounted for in another fund. Principal sources of revenue are property taxes, charges for services and intergovernmental revenues. Primary expenditures of the General Fund are made for public safety, parks, recreation and cultural services and general administration.

GENERAL OBLIGATION (G.O.) BOND

A bond that is secured by the pledge of a government's "full faith and credit". General obligation bonds issued by a local government are secured by the government's ad valorem taxing power, which is typically not subject to a constitutional limitation on the tax rate. In Oregon, Measure 5 and Measure 50 define those general obligation bonds that are excluded from the M5 tax rate limits.

GOVERNING BODY

County court, board of commissioners, city council, school board, board of trustees, board of directors, or other governing board of a local government unit. (ORS 294.311(20))

GREENHOUSE GAS (GHG)

Refers to gases that contribute to global warming by trapping heat within the earth's atmosphere. GHGs in the CIP are reported as metric tons of carbon dioxide equivalent (CO₂e) or the amount of CO₂ that would have an equivalent global warming impact.

INFRASTRUCTURE

Public domain fixed assets such as roads, bridges, streets and sidewalks and similar assets that are immovable and of value only to the government unit.

INTERFUND LOANS

Loans made by one fund to another; a non-departmental expenditure. (ORS 294.468)

INTERFUND TRANSFER

Amount distributed from one fund to finance activities in another fund. Shown as a non-departmental expenditure in the originating fund and as revenue in the receiving fund. (ORS 294.463)

INTERGOVERNMENTAL REVENUE

The City receives grants from federal, state and local governments, as well as a share of the state's cigarette and liquor taxes.

LEVY

Gross amount of property taxes imposed on taxable property. The net amount received by a government will be less than the gross levy as a result of delinquent or uncollectible payments or early payment discounts. Budgets are developed on the basis of the projected amount of property taxes receivable.

LIMITED TAX GENERAL OBLIGATION BOND

A bond that is secured by the pledge of a government's taxing authority that is limited as to the rate or amount.

LOCAL GOVERNMENT

Any city, county, port, school district, public or quasi-public corporation (including a municipal utility or dock commission). ORS 294.311(19))

LOCAL IMPROVEMENT

Capital construction project, or part thereof, undertaken by a governmental unit, which provides a special benefit only to specific properties or rectifies a problem caused by specific properties. The costs of the local improvement are assessed against those specific properties upon the completion of the project. The property owner may elect to pay for the assessment plus interest over a period of ten years.

LOCAL OPTION LEVY

Under Measure 50, local governments and special districts were given the ability to ask voters for temporary authority to increase taxes through approval of a local option levy. The maximum length of time for a local option levy is 10 years, depending on the purpose of the levy.

MARGINAL BEGINNING WORKING CAPITAL

The difference between the Beginning Working Capital estimate in the budget and the actual audited Beginning Working Capital. The adjustment is made on the Supplemental Budget in December of each year.

NON-GENERAL FUNDS

All funds other than the General (operating) Fund. These include: Special Revenue, Debt Service, Capital Project, Enterprise, and Internal Service Funds.

OPERATING BUDGET

Financial plan for paying general operating expenditures. The operating budget includes funding for the City's daily operations, such as labor, materials, services and equipment acquisition, as well as debt service, miscellaneous fiscal transactions and reserve funds needed to provide services to the public.

OPERATIONS AND MAINTENANCE

Includes operating expenses, such as labor, materials, supplies and equipment, plus maintenance expenses for capital infrastructure. Does not include capital improvements, debt service on outstanding borrowing, reserve funds and other miscellaneous financial transactions.

PROGRAM

A group of related activities to accomplish a major service or function.

PROPERTY TAX

A tax assessed equally against the assessed value of all taxable property within a government's boundaries.

RESOURCE

Estimated beginning funds on hand plus anticipated receipts. (ORS 294.316)

RESOLUTION

A decision, opinion, policy or directive of a municipality expressed in a formally drafted document and voted upon.

REVENUE BOND

A bond that is payable from the revenue generated from the operation of the facility being financed by the bond, such as a parking facility. A revenue bond can also be secured by any other revenues a jurisdiction decides to pledge.

REVENUES

Monies received or anticipated by the City from either tax or nontax sources.

SPECIAL ASSESSMENT

Charges imposed against property in a particular locality because that property receives a special benefit by virtue of some public improvement, separate and apart from the general benefit accruing to the public at large. Special assessments must be apportioned according to the value of the benefit received, rather than the cost of the improvement and may not exceed the value of such benefit.

SPECIAL REVENUE FUNDS

A fund used to account for the proceeds of certain revenue sources that are legally restricted to expenditure for specific purposes. In Eugene,

the Road Fund is a Special Revenue Fund that accounts for maintenance and construction of the City's roads with resources provided by the City's share of the State Highway Trust Fund and utility fund payments for use of right-of-way.

SUBCATEGORY

Projects in the CIP are assigned to a specific subcategory. Subcategory represents a distinct area of capital improvement such as a preservation and maintenance activity or construction of a new capital facility. See the Reader's Guide for a full listing of subcategories.

SUPPLEMENTAL BUDGET

A financial plan that is presented to the City Council subsequent to the passage of the fiscal year appropriation act (adopted budget) to recognize unexpected needs or to spend revenues not anticipated at the time the annual budget was adopted. A supplemental budget cannot be used to authorize a property tax levy. See (ORS 294.480).

SYSTEM DEVELOPMENT CHARGE (SDC)

Designed to finance the construction, extension or enlargement of a park, street, storm sewer or sewerage or disposal system. SDCs are imposed by a governmental unit as a condition to issuance of any occupancy permit or imposed by a governmental unit at such other time as, by ordinance, it may determine. See (ORS 223.299).

TAX

Compulsory charges levied by a government for the purpose of raising revenue. Taxes are used to pay for services or improvements provided for the general public benefit.

TAX LEVY

Total amount of property taxes imposed by a local government unit.

TAX RATE

The tax rate is applied to the assessed value of each property in order to determine a property's total tax bill. Tax rates are stated in dollars per \$1,000 of assessed value.

URBAN RENEWAL AGENCY

The Urban Renewal Agency of the City of Eugene was established in 1958 as a separate corporate public body charged with the responsibility to implement adopted renewal plans. The Urban Renewal Agency administers the Downtown and Riverfront Districts. The Mayor and City Council act as the governing board of the Agency.

URBAN RENEWAL DISTRICT

Urban renewal districts attempt to prevent the erosion of property values, as well as increase those values, by stimulating private investment in an urban renewal area. Urban renewal districts are authorized by the Oregon Constitution and state statutes. About 50 urban renewal districts exist in Oregon. They were created to economically improve areas that are blighted, under-developed or depressed. Urban renewal projects include land purchases, development of utilities and public infrastructure (for example, streets, water, sewer, lighting, public spaces, parks, etc.).

USER FEES

Fees established to recover part or all of the costs incurred in the provision of services by a government; based on the philosophy that the recipient of the benefits should pay for the services. Also called charges for service. In Eugene, for example, Wastewater user fees are charged based in part on the amount of water used through a flow-based fee.

MEETING MINUTES
EUGENE BUDGET COMMITTEE
5:30 p.m., Wednesday, February 12, 2025



Committee Member Attendance:

- | | |
|-------------------------------|--------------------------------------|
| ✓ Councilor Clark (virtual) | ✓ Tai Pruce-Zimmerman, Chair |
| ✓ Councilor Evans (virtual) | ✓ Ryan Kounovsky, Vice-Chair |
| ✓ Councilor Groves (virtual) | ✓ Siobhan Cancel |
| ✓ Councilor Keating (virtual) | ☐ Morgan Mann |
| ✓ Councilor Kashinsky | ✓ Jesse Maldonado |
| ✓ Councilor Leech | ✓ Ryan Moore |
| ✓ Councilor Yeh (virtual) | ✓ Zach Mulholland |
| ✓ Councilor Zelenka (virtual) | ✓ Wendy Simmons |

Guests:

Mayor Kaarin Knudson, City Manager Sarah Medary, Chief Financial Officer Twylla Miller

CALL TO ORDER

Chair Tai Pruce-Zimmerman called the meeting to order at 5:32 p.m. in hybrid in-person and virtual format at 500 E. 4th Avenue, Eugene, OR 97401, North Building.

I. Welcome

Chair Pruce-Zimmerman welcomed all participants to the meeting, outlined the agenda, and acknowledged the privilege of being able to attend these meetings. Asked new Budget Committee member Wendy Simmons to introduce herself.

II. [5:37 p.m.] Minutes Approval

Chair Pruce-Zimmerman indicated that the Budget Committee meeting minutes from May 22, 2024 need to be approved; he asked for any recommended changes or comments, followed by a motion to approve and a second.

Zach Mulholland, seconded by Councilor Kashinsky, moved to approve the meeting minutes.
VOTE PASSED 9:0

III. [5:39 p.m.] Public Comment

Eric Dziura, Ward 6, provided comment in support of the Eugene Budget Committee's public involvement and in support of the Airport Advisory Committee, of which he is a member.

IV. [5:42 p.m.] Staff Presentation of Proposed Capital Improvement Program

Kacia Edison, Sr. Financial Analyst, Jeff Perry, Public Building and Facilities Director, and Jenifer Willer, City Engineer, presented an overview of the 2025-2031 Capital Improvement Program. Kacia gave an overview of the CIP Program development including the purpose of the CIP, capital planning process, total capital requested, and greenhouse gas emission reporting. Jeff Perry presented the Public Buildings and Facilities projects overview. Jenifer Willer presented Public Works projects and programs overview. Presentation topics also included funding sources, climate action work, recent projects completed, and the process for adopting the capital budget.

[5:55 p.m.] Councilor Zelenka joined the meeting.

[6:00 p.m.] Councilor Evans joined the meeting.

[6:10 p.m.] Ryan Kounovsky joined the meeting.

V. [6:22 p.m.] Budget Committee Discussion

Chair Pruce-Zimmerman invited each Budget Committee member to provide comments or questions in response to the presentation in a round-robin format, followed by additional rounds of questions/comments by each member as needed.

Wendy Simmons – Asked about funding for bonds and levies and whether those projects are set.

Councilor Kashinsky – Expressed appreciation about plans that have been updated recently. Asked about previous Facilities projects that are no longer on the CIP, CIP operating costs, and about whether small maintenance and repair projects will save money in the long-run.

Siobhan Cancel – Expressed appreciation for the new online CIP mapping tool. Asked about Airport funding sources and about how public can be involved in providing comment or input during the capital planning process.

Councilor Clark – Asked about plans to build out the currently unbuildable land supply, and whether it is known what will be needed to build on all of the City's available land supply.

Councilor Keating – No questions; expressed appreciation to serve with Councilor Kashinsky and Budget Committee member Wendy Simmons.

Councilor Groves – Expressed appreciation for the ease of understanding the CIP document, and eagerness to see Airport capacity grow to serve the community and region.

Councilor Zelenka – Concurs with Councilor Groves about the Airport project and expressed gratitude to City staff for how the Climate Recovery Ordinance is integrated into the CIP.

Councilor Evans – Expressed appreciation for the CIP report and asked about private airport hangars, which are not impacted by, nor impact the current CIP.

Councilor Leech – Asked when the future Airport Bond will appear in front of Council, clarified the funding mechanism for the Airport Bond, and asked about funding for micro grid solar work at the Airport.

Jesse Maldonado – Asked about Street Bond project list and timeline.

Ryan Moore – Asked about Airport revenue funding sources and expressed concern about greenhouse gas emissions due to air travel.

Zach Mulholland – Asked about cost of future Fire capital improvements, progress toward increasing biking and walking rates, cost of sidewalk repair, cost of dedicated bike paths and alternative transportation infrastructure. Asked when to make motions and expressed desire to do so.

Vice-Chair Kounovsky – Expressed gratitude for the new online mapping tool increasing the CIP's accessibility for the community.

Chair Pruce-Zimmerman – Asked for clarification about project start dates, which often represent the start of planning for a construction project, and noted that community members do not always understand when projects will start.

Mayor Knudson – Asked about costs of Airport relative to the rest of the CIP budget, and expressed the importance of street trees and their ability to encourage walking and biking behavior.

Councilor Kashinsky – Asked about housing development goals and how goals are incorporated into the CIP.

Siobhan Cancel – Asked about property owner responsibility to repair sidewalks and process for notifying them.

Councilor Clark – Asked if the City has identified funding for projects that would make undeveloped lands developable, expressed that the ability to build necessary housing should be in the CIP, and inquired about timing for making motions to adjust CIP.

[7:18 p.m.] Councilor Yeh joined the meeting.

Chair Pruce-Zimmerman – Opened the floor for motions to approve CIP and other motions.

Vice-Chair Kounovsky, seconded by Jesse Maldonado, moved to recommend the CIP as presented to City Council.

VOTE PASSED: 15:0

Zach Mulholland, seconded by Councilor Yeh, moved to recommend the Eugene City Council hold a work session on the long-term funding needs for expanded firefighting services in Eugene, including new fire stations and additional firefighters, and options to fund this need including bonds, levies, or a Fire District.

Chair Pruce-Zimmerman – Opened the floor for discussion on the motion.

Councilor Evans – Noted that there is a plan to discuss this topic at an upcoming City Council retreat.

Councilor Clark – Indicated that this subject matter fits into other conversations, including the City budget and the Fire governance model, which has a subcommittee currently in process.

Councilor Kashinsky – Agreed the conversations about fire services need to continue, and may need to continue the governance conversations before it can move forward.

Councilor Groves – Notes that he is in support of the motion after many years in fire service, and that the governance conversation continues to stall.

Zach Mulholland – Expressed the need to expand fire services in the community commensurate with its growth, and the need to have a meeting to find a solution.

Councilor Yeh – Expressed concern about having sufficient time at upcoming budget retreat to discuss all budget issues, and indicated support for dedicating time to discuss the Fire Department.

Chair Pruce-Zimmerman – Described support for the motion due to call volume increasing without staffing increasing.

Councilor Leech – Asked for clarification about when Council will be presented with the motion, and expressed support for additional information and showing the community that Council is dedicating time and attention to this topic.

Councilor Groves – Said that Fire staffing has not increased since 1981.

VOTE PASSED: 14:0

[7:35 p.m.] BREAK

VI. [7:51 p.m.] City Manager Update

City Manager Sarah Medary provided an update from the City Council's discussion and action on the Fire Services Fee, and that the next staff presentation will provide context for the problem. Explained that the Fire Service Fee will provide \$8 million in stabilization for Fire services by moving those services to a protected account, and will allow Fire services to grow at the same rate as the community. Assuming the Fire Services Fee is enacted, there is still a \$3.5 million gap, and City staff are working to develop a plan to address the gap.

VII. [7:55 p.m.] Staff Presentation on Oregon Property Tax Structure

Maurizio Bottalico, Sr. Financial Analyst, presented an overview of Oregon's property tax system.

Presentation topics included:

- Property Tax Basics
- Pre-Measures 5 and 50
- Measure 5 (1990)
- Measure 50 (1997)
- Eugene Property Tax Data and Trends
- Compression
- Changed Property Ratio
- Increasing Costs of Providing Local Government Services

VIII. [8:22 p.m.] Budget Committee Discussion

Councilor Clark – Asked about the impact of Hynix value decreasing, and about the impact to the City when Lane County stopped receiving timber shared revenues.

Councilor Kashinsky – Expressed appreciation for the presentation and noted that the public does not realize how the property tax system impacts services.

Zach Mulholland – Asked about the impact and timing of compression. Asked clarifying questions about assessment limits and changed property ratio.

[8:31 p.m.] Vice-Chair Kounovsky, seconded by Councilor Kashinsky, moved to extend the meeting by 10 minutes.

VOTE PASSED: 11:3

IX. [8:32 p.m.] Wrap up and Next Steps

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

- The next meeting of the Budget Committee will be Wednesday, April 30, 2025, 5:30 p.m.
- Following that meeting, there are three additional meetings, including May 14, 21, and 28.

Adjourn

Chair Pruce-Zimmerman adjourned the meeting at 8:33 p.m.

Respectfully submitted,
Kerry Willhite, Financial Analyst

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Action: An Ordinance Concerning Stormwater Management Facilities; Amending Sections 7.010 and 7.143 of the Eugene Code, 1971; and Providing an Effective Date.

Meeting Date: March 10, 2025

Department: Public Works

www.eugene-or.gov

Agenda Item Number: 5

Staff Contact: Doug Singer

Contact Telephone Number: 541-682-8460

ISSUE STATEMENT

This item is a recommendation to the City Council to adopt an ordinance amending sections 7.010 and 7.143 per requirements set forth in the City's 2021 National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Discharge Permit.

BACKGROUND

At the January 27, 2025, City Council work session, staff presented the history of Eugene's Stormwater Development Standards (stormwater standards), why the amendments are being proposed, and the proposed code amendments. The public improvement code amendments to the stormwater standards are being made to comply with the City's 2021 NPDES Permit and the federal Clean Water Act by prioritizing low impact development and green infrastructure approaches to stormwater management. Eugene's stormwater standards implement the NPDES permit requirements and regulate when and to what extent stormwater runoff shall be managed for flood control, flow control and water quality. Eugene's stormwater standards have been in place since 2006, were updated in 2014 and are now proposed to be updated in 2025. The stormwater standards are an important element of the City's multi-faceted stormwater program aimed at protecting and improving the water quality of Eugene's streams and rivers, including Amazon Creek and the Willamette River. The City Council is being presented with an ordinance to amend the Eugene Code (EC) Chapter 7 stormwater standards, which apply to public improvement construction as included in Attachment A to this AIS. These Chapter 7 amendments are to provide consistent application of stormwater standards for public improvements with the land use code amendments under consideration for EC Chapter 9.

While these requirements are set out in the Eugene Stormwater Code standards for public improvements, the City of Eugene Stormwater Management Manual adopted by the City Manager sets out the design guidelines and implementation requirements for the various types of stormwater facilities. Staff are updating the Stormwater Management Manual so it will align with the proposed code amendments and the NPDES permit.

On February 18, 2025, City Council held a public hearing at which there were no public comments, and no City Council questions or comments. The ordinance that was attached to the AIS for the City Council's public hearing included an effective date of May 1, 2025. The ordinance attached to

March 10, 2025 Meeting – Item 5

this AIS, for your proposed adoption, includes a July 1, 2025 effective date to provide more time to complete the administrative process for adopting corresponding updates to the companion document, the City's Stormwater Management Manual.

RELATED CITY POLICIES

The [Comprehensive Stormwater Management Plan](#) (CSWMP), adopted in 1993, provides policy guidance for the City's stormwater program.

The [Climate Action Plan 2.0](#) (CAP 2.0), adopted in 2020, is the policy guidance for climate action and mitigation. Stormwater Development Standards are listed as a Resiliency component of the CAP 2.0.

- Action R5 calls for implementing CSWMP
- Action R29 calls for rain and stormwater gardens in public areas and stakeholders lands

The [Eugene Springfield Hazard Mitigation Plan](#), most recently updated in June 2020, is the policy guidance for mitigating natural hazards and disasters. The Hazard Mitigation Plan lists stormwater standards review and system plan update as part of mitigation planning.

The City of Eugene [2023 – 2026 Strategic Plan](#): Related to the goal of Urgent Community Needs, stormwater management helps advance climate action and community resilience to natural and human-caused disasters.

PREVIOUS COUNCIL DIRECTION

[February 18, 2024 Public Hearing](#)

City Council held a public hearing on the proposed chapter 7 amendments. There was no public testimony.

COUNCIL OPTIONS

1. Approve the ordinance as proposed at Attachment A to this AIS, Amending Sections 7.010 and 7.143 of the Eugene Code, 1971; and Providing an Effective Date.
2. Approve the ordinance at Attachment A this AIS with specific modifications as determined by the City Council.
3. Take no action.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends adoption of the ordinance at Attachment A to this AIS, amending Sections 7.010 and 7.143 of the Eugene Code, 1971; and providing an Effective Date.

SUGGESTED MOTION

Move to adopt the ordinance at Attachment A to this AIS entitled "An Ordinance Concerning Stormwater Management Facilities; Amending Sections 7.010 and 7.143 of the Eugene Code, 1971; and Providing an Effective Date. "

ATTACHMENTS

- A. An Ordinance Concerning Stormwater Management Facilities; Amending Sections 7.010 and 7.143 of the Eugene Code, 1971; and Providing an Effective Date.

FOR MORE INFORMATION

Staff Contact: Doug Singer, Development Services Manager
Telephone: 541-682-8460
Staff E-Mail: dsinger@eugene-or.gov

ORDINANCE NO. _____

**AN ORDINANCE CONCERNING STORMWATER MANAGEMENT FACILITIES;
AMENDING SECTIONS 7.010 AND 7.143 OF THE EUGENE CODE, 1971; AND
PROVIDING AN EFFECTIVE DATE.**

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Section 7.010 of the Eugene Code, 1971, is amended by revising the definitions of “Flood control design storm” and “Water quality design storm” to provide as follows:

7.010 Definitions.

Flood control design storm. A theoretical storm for evaluating the capacity of the storm drainage system and designing improvements for the required level of protection, in accordance with the ~~Design Standards for Stormwater Facilities in Public Improvement Projects~~ **Stormwater Management Manual.**

Water quality design storm. A theoretical storm for estimating the amount of stormwater runoff to be treated. Facilities designed to store and treat a volume of stormwater shall be sized in accordance with the ~~Design Standards for Stormwater Facilities in Public Improvement Projects~~ **Stormwater Management Manual.**

Section 2. Section 7.143 of the Eugene Code, 1971, is amended by amending subsections (1) and (2) and adding subsections (3), (4) and (5) to provide as follows:

7.143 Public Improvement Construction – Wastewater Sewer Systems and Stormwater Management Facilities *for Public Ways.*

(1) ~~Unless physical constraints prevent construction or unless adjoining properties are outside the service basin, a~~ All public improvements to unimproved public ways not already containing a wastewater sewer system ~~must~~ **shall** include a wastewater sewer system constructed in accordance with section 7.085 of this code: ***unless:***

(a) Physical constraints prevent construction;

(b) All adjoining properties are outside the service basin; or

(c) All adjoining properties are either served by a city wastewater system, or are located within 160 feet of the city wastewater system or of a public right-of-way containing the city wastewater system per EC 6.471.

(2) ***Except as provided in (4), All public improvements to public ways must ~~shall~~ include stormwater management facilities that are ~~selected, sited, designed and~~ constructed in accordance with the Design Standards for Stormwater Facilities in Public Improvement Projects Stormwater Management Manual. If there is a conflict between the Stormwater Management Manual and the Public Improvement Design Standards Manual, the Stormwater Management Manual shall control.***

(3) ***Flood control stormwater management shall be included in all public improvements to public ways unless the public improvements will be served by a flood control facility that is a manmade drainage system designed to accommodate stormwater runoff generated by the stormwater basin area.*** Capacity of the ***flood control*** stormwater management facilities shall be sized in accordance with the ***applicable*** flood control design storm. ~~The pollution reduction facilities must treat all stormwater runoff from all new or replaced impervious surface exceeding 1000 square feet, or an equivalent on-site area, that will result from the water quality design storm.~~

(4) ***Stormwater quality and flow control stormwater management shall be included in all public improvements to public ways with the following exemptions:***

(a) ***Construction of less than 1,000 square feet of new or replaced impervious surface within a 12-month period;***

(b) ***Replacement of impervious surface area that does not expose more than 1,000 square feet of soil (for the purposes of this subsection, "soil" means: the unconsolidated mineral or organic material on the immediate surface of the Earth that serves as a natural medium for the growth of land plants);***

(c) ***Maintenance, repair and/or replacement activities on an existing impervious surface to prevent its decline, lapse or cessation in use;***

(d) ***Replacement of impervious surfaces for utility trenching;***

(e) ***Construction of new or replacement access ramps including wings, landings and sidewalk sections, and construction of new curbside sidewalks along an existing street; or***

(f) ***Construction of new or replacement impervious surface that will be served by an existing City-approved stormwater quality and/or flow control facility that was designed and sized to manage the stormwater runoff from the proposed impervious surface.***

(5) ***Consistent with the Stormwater Management Manual, the City Engineer may authorize construction of stormwater facilities to serve the public way at a location outside of the public way.***

Section 3. The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Section 4. Notwithstanding Section 32 of the Eugene Charter 2002, this Ordinance shall take effect on May 1, 2025.

Section 5. The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Passed by the City Council this

___ day of _____, 2025

City Recorder

Approved by the Mayor this

___ day of _____, 2025

Mayor

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Action: An Ordinance Concerning Stormwater Management; Amending Sections 9.6791, 9.6792, 9.6793, and 9.8030 of the Eugene Code, 1971; and Providing an Effective Date.

Meeting Date: March 10, 2025

Department: Public Works

www.eugene-or.gov

Agenda Item Number: 6

Staff Contact: Doug Singer

Contact Telephone Number: 541-682-8460

ISSUE STATEMENT

This item is a recommendation to the City Council to adopt an ordinance amending sections 9.6791, 9.6792, 9.6793, and 9.8030 per requirements set forth in the City's 2021 National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Discharge Permit.

The ordinance included as Attachment A has been revised to address concerns raised in the February 18, 2025 Public Hearing.

BACKGROUND

At the January 27, 2025, City Council work session, staff presented the history of Eugene's Stormwater Development Standards (stormwater standards), why the amendments are being proposed, and the proposed code amendments. The proposed land use code amendments to the stormwater standards are being made to comply with the [City's 2021 NPDES Permit](#) and the federal Clean Water Act. Eugene's stormwater standards implement the NPDES permit requirements and regulate when and to what extent stormwater runoff from development shall be managed for flood control, flow control, and water quality prior to the stormwater runoff entering Eugene's streams and rivers.

Eugene's stormwater standards have been in place since 2006, were updated in 2014, and are now proposed to be updated in 2025. The stormwater standards are an important element of the City's multi-faceted stormwater program aimed at protecting and improving the water quality of Eugene's streams and rivers, including Amazon Creek and the Willamette River. The City Council is being presented with an ordinance to amend the Eugene Code (EC) Chapter 9 stormwater development standards, which apply to land use applications and development (building) permits.

At the February 18, 2025, City Council public hearing, Dane Butler, representing the Western Oregon Builders Association (WOBA) and Butler Homes, provided public testimony. Mr. Butler stated that WOBA's main focus is to make sure that prior city approvals can be relied upon. In summary, Mr. Butler's testimony on this ordinance asserts that, when the City's approval of a land division or PUD specifically includes approval of a stormwater facility, that approval should be

March 10, 2025 Meeting – Item 6

honored by making it the only stormwater facility required for the subject land.

Councilor Clark requested that staff provide a response to Mr. Butler's testimony and asked if the City's NPDES permit would prohibit the City from honoring previous land use approvals as Mr. Butler suggests.

Staff concur that the NPDES permit would not override a previous land use approval where the approved development plans (which are attached to a performance agreement signed by the City and the applicant after every approval of a land division or PUD) included approval of a stormwater facility to serve the development site. The Eugene Code gives the applicant for a partition, subdivision, or PUD the option to explicitly include in its proposed plans a development feature that it is not required to be addressed at that initial stage of development (EC 9.8215(1)(k), 9.8220(1)(k), EC 9.8515(10)(i), 9.8520(7), 9.8320(10)(k), and 9.8325(5)(k)). When an applicant does so, and successfully addresses the applicable development standards in place at that time, the feature is approved and that approval is honored by the City. This means that the future development on the site does not have to re-address the development standards for that feature, even if the City has changed the development standards since the approval.

Councilor Clark asked about shifting stormwater quality conditions over time. Staff responded that stormwater quality standards have changed over time. As a requirement of NPDES permit renewals, the City's first stormwater quality requirements first took effect in 2006, were updated in 2014, and are being proposed for update in 2025.

Councilor Groves expressed concern about frequently hearing from builders and developers over confusion and perception of shifting standards, and asked about outreach to our building community. The staff response is that staff met with WOBA representatives and private engineers several times before and during the Planning Commission stormwater code update process. The proposed code amendments were revised in several ways to respond to concerns raised by WOBA and other public comments while keeping the proposed amendment in alignment with the NPDES Permit. Staff recognize that the current code is complicated and can be difficult to understand, and staff have attempted to draft the proposed amendments to be clear and easier to understand. Upon adoption of the amended Code, staff will update information on the City website as needed, provide outreach through notifications and newsletters to our local building and engineering community, and provide training to City staff performing plan reviews.

In response to the public testimony, City staff have had additional discussions with Mr. Butler to get a better understanding of his concerns. In the interest of addressing those concerns and the shared concerns about the costs of developing housing, **staff are now presenting the City Council with a revised ordinance proposed for adoption.** The ordinance attached to this AIS, as Attachment A, would retain an exemption that is included in the current code, but with a limitation.

The ordinance considered at the City Council's public hearing showed a total deletion of the current code's stormwater quality exemption for single-unit dwellings or duplexes on lots created prior to March 1, 2014. In the ordinance attached to this AIS, the exemption is retained with a revision to add a date limitation. The addition of the July 14, 2006, start date reflects the date on

which the City began to impose stormwater quality (pollution reduction) standards on partitions, subdivisions and PUDs. Staff believes that this exemption, as revised, addresses concerns raised by Mr. Butler and also moves the City's code in the direction required by the current NPDES requirements. This exemption, as revised, is included in the ordinance at "Ordinance -- Page 3 of 10" as follows:

54. For the eConstruction of a single-unit dwelling or duplex on a lot or parcel that was created by a land division application submitted and approved by the City prior to *between July 14, 2006 and* March 1, 2014, that is consistent with the approved land use application and the City's stormwater quality (pollution reduction) standards in place at the time of the land division application; or

In addition to the correction of one typographical error, the ordinance attached to this AIS, for your proposed adoption, includes a different effective date (July 1, 2025) than the May, 2025, date that was included in the ordinance presented for the City Council's public hearing. This change in the ordinances effective date will provide more time for the City to complete the administrative process for adopting corresponding updates to the companion document, the City's Stormwater Management Manual.

RELATED CITY POLICIES

The City Council adopted the [Comprehensive Stormwater Management Plan](#) (CSWMP) in 1993, which was a refinement to the Metro Plan. The CSWMP is the policy guidance for the City's stormwater program. Stormwater Development Standards are a component of the CSWMP.

- Goal 1, Policy 1.2 calls to implement and enforce water quality standards for new development

The [Climate Action Plan 2.0](#) (CAP 2.0), adopted in 2020, is the policy guidance for climate action and mitigation. Stormwater Development Standards are listed as a Resiliency component of the CAP 2.0.

- Action R5 calls for implementing CSWMP
- Action R29 calls for rain and stormwater gardens in public areas and stakeholders lands

The [Eugene Springfield Hazard Mitigation Plan](#), most recently updated in June 2020, is the policy guidance for mitigating natural hazards and disasters. The Hazard Mitigation Plan lists stormwater standards review and system plan update as part of mitigation planning.

The City of Eugene [2023 – 2026 Strategic Plan](#): Related to the goal of Urgent Community Needs, stormwater management helps advance climate action and community resilience to natural and human-caused disasters.

PREVIOUS COUNCIL DIRECTION

[July 22, 2024 Meeting](#)

Council approved initiation of Land Use Code Amendment for Stormwater Development Standards on Consent Calendar 1 on July 22, 2024.

March 10, 2025 Meeting – Item 6

Councilor Keating, seconded by Councilor Groves, moved to initiate code amendments for Stormwater Development Standards.

Passed 8:0

February 18, 2025 Public Hearing

City Council held a public hearing on the proposed chapter 9 amendments. One person provided testimony on the proposed ordinance.

COUNCIL OPTIONS

1. Approve the ordinance as proposed at Attachment A to this AIS, Amending Sections 9.6791, 9.6792, 9.6793, and 9.8030 of the Eugene Code, 1971; and Providing an Effective Date.
2. Approve the ordinance at Attachment A to this AIS with specific modifications as determined by the City Council.
3. Take no action.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends adoption of the ordinance at Attachment A to this AIS, amending Sections 9.6791, 9.6792, 9.6793, and 9.8030 of the Eugene Code, 1971; and Providing an Effective Date.

SUGGESTED MOTION

Move to adopt the ordinance at Attachment A to this AIS entitled "An Ordinance Concerning Stormwater Management; Amending Sections 9.6791, 9.6792, 9.6793, and 9.8030 of the Eugene Code, 1971; and Providing an Effective Date."

ATTACHMENTS

- A. An Ordinance Concerning Stormwater Management; Amending Sections 9.6791, 9.6792, 9.6793, and 9.8030 of the Eugene Code, 1971; and Providing an Effective Date.

FOR MORE INFORMATION

Staff Contact: Doug Singer, Development Services Manager
Telephone: 541-682-8460
Staff E-Mail: dsinger@eugene-or.gov

ORDINANCE NO. _____

AN ORDINANCE CONCERNING STORMWATER MANAGEMENT; AMENDING SECTIONS 9.6791, 9.6792, 9.6793, AND 9.8030 OF THE EUGENE CODE, 1971; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Section 9.6791 of the Eugene Code, 1971, is amended to provide as follows:

9.6791 Stormwater – Flood Control.

(1) *Purpose.* The purpose of EC 9.6791 is to protect life and property from flood and drainage hazards by maintaining the capacity of the city's stormwater conveyance system through the establishment of flood control regulations for stormwater runoff. These standards are also intended to ensure that urban stormwater discharged into Junction City Water Control District's flood control system meets the assigned downstream capacity of the District's system.

(2) *Applicability and Exemptions.*

(a) Except as provided in EC 9.6791(2)(b), flood control standards **in EC 9.6791(3)** apply to all development permit applications and land use applications.

(b) The standards in EC 9.6791(3) do not apply to development permit applications where the proposed development will be served by a flood control facility that is a manmade drainage system designed to accommodate stormwater run-off generated by the stormwater basin area.

(3) *Standards.*

(a) Stormwater flood control facilities shall be **selected, sited**, designed, and constructed according to adopted plans and policies, and in accordance with standards in EC Chapters 6 and 7, and the ~~stormwater flood control provisions and the facility design requirements set forth in the Stormwater Management Manual.~~

(b) ~~Based on the Rational Method flow calculation,~~ Stormwater runoff from the development site for the **applicable** flood control design storm shall be:

1. Discharged into existing stormwater flood control facilities that, considering all developments that have received tentative or final plan approval as of the date the applicant submits a complete application, have the capacity to handle the stormwater runoff; or

2. Retained or detained onsite; or

3. Discharged into a new stormwater flood control facility constructed by the applicant.

(c) For development proposed within the area shown on Map 9.6791(3)(c) Special Stormwater Flood Control Area Map, the post-development peak flow rate shall not exceed the pre-development peak flow rate for the applicable flood control design storm unless the applicant submits documentation from Junction City Water Control District that the proposed flow rate is acceptable.

~~(4) Underground Injection Control Systems. Stormwater runoff discharged in underground systems is also regulated through the federal Underground Injection Control (UIC) program under Part C of the Safe Drinking Water Act (42 U.S.C. § 300, Chapter 6A, Subchapter XII) and Oregon Administrative Rule Chapter 340, Section 044.~~

Section 2. Section 9.6792 of the Eugene Code, 1971, is amended to provide as follows:

9.6792 Stormwater Quality.

(1) *Purpose.* The purpose of EC 9.6792 is to reduce runoff pollution and mitigate the volume, duration, time of concentration and rate of stormwater runoff from development by implementing ~~stormwater management techniques that promote the use of natural and built systems for infiltration, evapotranspiration and reuse of rainwater and that use or mimic natural hydrologic processes while capturing and treating approximately 80% of the average annual rainfall~~ **impervious surface areas.**

(2) *Applicability and Exemptions.*

(a) ***Except as exempt in EC 9.6792(2)(b) or (c), the standards in EC 9.6792(3)(a) apply to all land use applications submitted after March 1, 2014, that do not propose construction of a public street, private street or a shared driveway and development permit applications that propose new or replaced impervious surfaces.***

~~(b) The standards in EC 9.6792(3)(b), (e)-(g) apply to all land use applications submitted after March 1, 2014, that propose construction of a public street.~~

~~(c) The standards in EC 9.6792(3)(c), (e)-(g) apply to all land use applications submitted after March 1, 2014, that propose construction of a private street or shared driveway.~~

~~(d) Except as exempt under EC 9.6792(3)(e), the standards in EC 9.6792(3)(d)-(g) apply to applications for all development permits submitted after March 1, 2014.~~

~~(e)~~ (b) The standards in EC 9.6792(3)(d)-(g) do not apply to ***land use applications or development permit applications proposing:***

1. ~~For the e~~ Construction of less than 1,000 square feet of new or replaced impervious surface within a 12-month period;

2. For interior alterations of an existing structure ***Replacement of impervious surface area that does not expose more than 1,000 square feet of soil (for purposes of this subsection, "soil" means: the unconsolidated mineral or organic material on the immediate surface of the Earth that serves as a natural medium for the growth of land plants);***

3. For the construction of more than 1,000 square feet of impervious surface that replaces existing impervious surface for purposes of maintenance or repair for the continuance of the current function, providing that as part of such m ***Maintenance and/or repair the applicant is replacing less than 50% of the length of the stormwater drainage system (including pipes, drainageway catch basins and drywells) on the development site activities on an existing structures, or facilitiesy or other impervious surface to prevent its decline, lapse or cessation in the use of the existing structures, facilities, or impervious surface, as long as no additional hydrologic impacts result from the repair or maintenance activity;***

4. For the construction of new or replaced impervious surface where all of the stormwater runoff from the impervious surface will discharge into an on-site, privately maintained underground injection control system that is registered and approved by the Oregon Department of Environmental Quality;

54. For the e***Construction of a single-unit dwelling or duplex on a lot or parcel that was created by a land division application submitted and approved by the City prior to between July 14, 2006, and March 1, 2014, that is consistent with the approved land use application and the City's stormwater quality (pollution reduction) standards in place at the time of the land division application; or***

6. For the construction of a single-unit dwelling or duplex on a lot or parcel that was created by a land division application that included the construction of a public or private street or shared driveway submitted and approved by the City after March 1, 2014, if the lot or parcel adjoins the public or private street or shared driveway and the facility within the public or private street or shared driveway is an infiltration or filtration facility designed and sized to accommodate stormwater runoff from the adjoining lots or parcels at full buildout of the lots or parcels.

5. Construction of new or replaced impervious surface that will be served by an existing City approved stormwater quality facility that was designed and sized to treat the stormwater runoff from the proposed impervious surface.

(fc) The standards in EC 9.6792(3) do not apply to land use applications or development permit applications within the S-DR Downtown Riverfront Special Area Zone. Instead, the standards at EC 9.3155(17) apply.

(3) *Standards.*

~~(a) For land use applications not proposing the construction of a public or private street or shared driveway, the applicant shall submit a site development plan that delineates the following conditions existing on the development site~~

(a) Stormwater quality facilities for water quality treatment shall be selected from and sited, designed, and constructed according to the Stormwater Management Manual. The selected stormwater quality facilities shall treat all stormwater runoff from all new or replaced impervious surface areas, or an equivalent on-site area, that will result from the water quality design storm.

(b) Stormwater quality facilities shall be selected based on the following priority order.

1. Infiltration shall be utilized for treatment of the water quality design storm runoff unless one of the following site conditions exists:

1a. Infiltration rates **are** less than 2 inches per hour;

2b. Bedrock **is** less than 5 feet below the ground surface;

3c. Groundwater elevations **are** less than 6 feet **below the ground surface**; or;

4d. Ground surface slopes **are** greater than 10%.

2. If any of the site conditions listed in subsection (3)(b)1 exist, extended filtration (filtration through natural or engineered media) shall be utilized to treat the water quality design storm runoff from the impervious surface areas unless:

a. The applicant submits a report that includes a site plan of the proposed development and the required sizing of the stormwater quality facility based upon the water quality design storm requirement showing that the development site has insufficient land area to construct an infiltration or extended filtration facility to treat the water quality design storm runoff without reducing the size of the proposed development; and

b. The proposed development is otherwise consistent with all other applicable lot and development standards.

(c) An applicant that is not required to use an infiltration or filtration system for any of the reasons stated in (b) or (d) of this section will be subject to the Low Impact Development component of the City's system development charge improvement fee due to the reliance on an off-site system. In that case, the City's system development charge methodologies may include a stormwater system development charge credit for an approved on-site mechanical treatment facility.

~~(b) For land use applications proposing the construction of a public street, stormwater quality facilities to treat the stormwater runoff from the proposed public street shall be selected from the Stormwater Management Manual and shall be based on the following priority order: infiltration, filtration, mechanical treatment.~~

~~1. If selecting an infiltration or filtration facility to treat the stormwater runoff from the public street, the facility can be sized to also treat the stormwater runoff from the single-unit dwelling and duplex lots or parcels adjoining the public street based on full buildout of those lots or parcels.~~

~~2. If using a mechanical facility to treat the stormwater runoff from the public street or if the infiltration or filtration facility is not sized to also treat the stormwater runoff from the adjoining lots or parcels at full buildout, all lots or parcels created by the land division application shall comply with EC 9.6792(3)(d)-(g) at the time of development permit application.~~

~~(c) For land use applications proposing construction of a private street or shared driveway, stormwater quality facilities to treat the runoff from the proposed private street or shared driveway shall be selected from the Stormwater Management Manual and shall be based on the following priority order: infiltration, filtration.~~

~~1. An infiltration or filtration treatment facility to treat the stormwater runoff from the shared driveway or private street can be sized to treat the stormwater runoff from the proposed single-unit and duplex dwelling lots or parcels that adjoin the shared driveway or private street based on full buildout of those lots or parcels.~~

~~2. If the infiltration or filtration facility is not sized to treat the stormwater runoff from the adjoining lots or parcels at full build out, all lots or parcels created by the land division application must comply with EC 9.6792(3)(d)-(g) at the time of development permit application.~~

~~(d) For development permit applications, stormwater quality facilities shall be selected from the Stormwater Management Manual and shall be based on the following priority order: infiltration, filtration, off-site stormwater quality management.~~

~~1. If selecting a filtration treatment facility, the applicant shall submit a report that demonstrates at least one of the following development site conditions exist: a. Infiltration rates are less than 2 inches per hour; b. Bedrock is less than 5 feet below the ground surface; c. Groundwater elevations are less than 6 feet; or, d. Ground surface slopes are greater than 10%.~~

~~2. If selecting off-site stormwater quality management by contributing to the public off-site stormwater quality facilities, through payment of a higher stormwater system development charge adopted as part of the City's system development charge methodology, the applicant shall submit a report that demonstrates there is insufficient land area to construct an approved infiltration or filtration facility by setting forth the required size of the smallest infiltration or filtration facility needed for the development's~~

~~impervious surface area and a site plan demonstrating that an approved infiltration or filtration facility cannot be located on the development site without reducing the size of the proposed development which is otherwise consistent with all other applicable lot and development standards.~~

~~(e) The selected stormwater quality facilities shall treat all stormwater runoff from all new or replaced impervious surface areas, or an equivalent on-site area, that will result from the water quality design storm except that the selected the stormwater quality facility does not need to treat the stormwater runoff from new or replaced impervious surface that is 500 sq. feet or less and does not gravity feed into the selected treatment facility.~~

~~(f) All stormwater quality facilities shall be sited, designed and constructed according to the water quality provisions and the facility design requirements set forth in the Stormwater Management Manual.~~

~~(g)~~ The standards in EC 9.6792(3)(a) **and EC 9.6792(3)(b)2.** may be adjusted pursuant to EC 9.8030(24).

Section 3. Section 9.6793 of the Eugene Code, 1971, is amended to provide as follows:

9.6793 Stormwater – Flow Control (Headwaters).

(1) *Purpose.* The purpose of EC 9.6793 is to protect waterways in the headwaters area from the erosive ~~ea~~ffects of increases in stormwater runoff peak flow rates and volumes resulting from development.

(2) *Applicability and Exemptions.*

(a) Except as exempt under EC 9.6793(2)(~~eb~~), the standards in EC 9.6793(3) apply to all land use applications for development **and development permit applications that propose new or replaced impervious surfaces on** sites in the headwaters area that drain directly into a headwater stream or drain into a pipe that discharges into a headwater stream. ~~that are submitted after July 14, 2006 requesting approval of one or more of the following:~~

- ~~1. A cluster subdivision — tentative plan (EC 9.8055);~~
- ~~2. A conditional use (EC 9.8090 or 9.8100);~~
- ~~3. A partition — tentative plan (EC 9.8215 or 9.8220);~~
- ~~4. A planned unit development — tentative plan (EC 9.8320 or 9.8325);~~
- ~~5. Site review (EC 9.8440 or 9.8445);~~
- ~~6. A subdivision tentative plan (EC 9.8515 or 9.8520).~~

~~(b) Except as exempt under EC 9.6793(2)(c), the standards in EC 9.6793(3) apply to all applications for development permits for development sites in a headwaters area that drain directly into a headwater stream or drain into a pipe that discharges into a headwater stream that are submitted after July 14, 2006.~~

~~(eb)~~ The standards in EC 9.6793(3) do not apply to:

1. ~~A land use application that will result in the construction or creation of less than 1,000 square feet of new or replaced impervious surface at full buildout of the development.~~
Construction of less than 1,000 square feet of new or replaced impervious surface within a 12-month period;

2. **Replacement of impervious surface area that does not expose more than 1,000 square feet of soil (for purposes of this subsection, "soil" means: the unconsolidated mineral or organic material on the immediate surface of the Earth that serves as a natural medium for the growth of land plants);** ~~A development permit application for any of the following:~~

~~a. Development of a lot or parcel included in a land use application that was determined by the city to comply with the standards in EC 9.6793(3). For such a development permit, the approved land use plan shall control.~~

~~b. Development of a lot or parcel that was not included in a land use application that was determined by the city to comply with the standards in EC 9.6793(3) and:~~

~~(1) Will result in less than 1,000 square feet of new or replaced impervious surface within a 12 month period; or~~

~~(2) Is to construct or alter a single-unit dwelling or duplex; or~~

~~(3) Is for the replacement of more than 1,000 square feet of impervious surface for purposes of maintenance or repair for the continuance of the current function, providing that as part of such maintenance and repair the applicant is replacing less than 50% of the length of the stormwater drainage system (including pipes, drainageway catch basins and drywells) on the development site.~~

3. Maintenance and/or repair activities taken on an existing structure, facility or other impervious surface to prevent its decline, lapse or cessation in use; or

4. Construction of a new or replaced impervious surface that will be served by an existing City approved stormwater flow control facility that was designed and sized to manage stormwater runoff from the proposed impervious surface.

~~3-5.~~ Development sites within a drainage basin for which the city has constructed or approved a project to restore the receiving waterway, and the entire downstream system has been designed to accommodate full build-out conditions within the drainage basin.

(3) *Standards.*

- (a) Applications shall demonstrate, using methodology in the Stormwater Management Manual, that peak rates of flow delivered to an existing open waterway at a point above 500 feet in elevation will not increase during storms larger than the water quality design storm and smaller than the flood control design storm as a result of the development that is the subject of the application;
- (b) For purposes of designing the system as required by the standards in this section, the amount of impervious surface per lot is assumed to be the maximum lot coverage allowed for the use in the zone in which it is located, unless the applicant demonstrates otherwise.
- (c) All facilities to control the rate of stormwater runoff shall be sited, designed and constructed according to the flow control provisions and the facility design requirements set forth in the Stormwater Management Manual. Flow control facilities must be designed using one of the methodologies outlined in the Stormwater Management Manual.
- (d) The standards in EC 9.6793(3) may be adjusted pursuant to EC 9.8030(24).

Section 4. Subsections (24)(a) and (24)(b) of Section 9.8030 of the Eugene Code, 1971, are amended to provide as follows:

9.8030 Adjustment Review – Approval Criteria.

The planning director shall approve, conditionally approve, or deny an adjustment review application. Approval or conditional approval shall be based on compliance with the following applicable criteria.

* * *

(24) Stormwater Quality, Flow Control, Oil Control and Source Control Standards Adjustment. (Adjustments under this subsection are not permitted within the /CL Clear Lake Overlay Zone.)

- (a) The requirement in EC 9.6792(3)(e)(3)(a) and EC 9.3155(17)(c)4 that selected stormwater quality facilities shall treat all the stormwater runoff that will result from the water quality design storm may be adjusted upon a finding that the stormwater quality facility will treat as much of the runoff as possible; and
- (b) The requirement in EC 9.6792(3)(f)(3)(a) and EC 9.3155(17)(c)5 that all stormwater quality facilities be selected from and sited, designed, and constructed according to the stormwater quality provisions and the facility design requirements set forth in the Stormwater Management Manual and that stormwater quality facilities must be designed using one of the methodologies outlined in the Stormwater Management Manual may be adjusted upon finding that all of the following requirements are met:

1. The proposed alternative design will achieve equal, or superior, results for function (reducing pollution), maintainability and safety, and the proposed siting does not adversely affect structures or other properties.
2. The applicant's written description of the proposed alternative design has been reviewed and approved by the City Engineer. The description of the proposed design submitted for review must include all of the following information for each component of the proposed alternative design:
 - a. Size, technical description, capacity, capital cost, design life, construction process and costs, consequences of improper construction, operation and maintenance requirements and costs;
 - b. Data on the effectiveness of proposed alternative technologies, if available, including data from laboratory testing and pilot/full-scale operations, and information regarding the operations of any full-scale installations;
 - c. Any other available information about the proposed design, including peer review articles, scientific or engineering journals, and approvals from other jurisdictions.
3. The applicant has submitted a method and schedule for monitoring the effectiveness of the proposed design once constructed, and a schedule for its maintenance.
4. The applicant has submitted a signed statement that the applicant will replace the alternative stormwater quality facility if the facility does not function as proposed.

(c) The requirement in EC 9.6792(3)(b)2 that extended filtration (filtration through natural or engineered media) shall be utilized to treat the water quality design storm runoff from the impervious surface areas may be adjusted upon a finding that:

- 1. An engineering report shows that, due to unique topography, a filtration system would be unreliable or would be likely to have an adverse impact on surrounding properties; or***
- 2. Soil contamination would negatively impact surface water or groundwater quality if a filtration system was used.***

Section 5. Subsections (24)(c), (d), (e), and (f) of Section 9.8030 of the Eugene Code, 1971, are re-lettered to subsections (24)(d), (e), (f) and (g), respectively.

Section 6. The findings set forth in Exhibit A to this Ordinance are adopted as findings in support of this Ordinance.

Section 7. Notwithstanding Section 32 of the Eugene Charter 2002, this Ordinance shall take effect on July 1, 2025.

Section 8. The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Passed by the City Council this

_____ day of _____, 2025

City Recorder

Approved by the Mayor this

_____ day of _____, 2025

Mayor

Exhibit A

Adoption of Code Amendments: Eugene Code Section 9.8065 requires that the following criteria be applied to a code amendment:

- (1) The amendments are consistent with applicable statewide planning goals adopted by the Land Conservation and Development Commission.***

Goal 1 - Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The City has acknowledged procedures for adoption of legislative land use decisions, located in Eugene Code (EC) 9.7050 and 9.7500 through 9.7560, that ensure the opportunity for citizens to be involved in all phases of the legislative land use decision process and set out the requirements for such involvement. The stormwater development standards code amendments do not amend the City's adopted citizen involvement program. The process for adoption of the stormwater development standards is consistent with the City's acknowledged procedures for legislative land use decisions.

To ensure that information and status would be available, staff maintained a webpage that holds the proposed amendments, adoption schedule, and instructions on how to provide feedback. A meeting was held with the Western Oregon Builders Association with on August 8, 2024, with a commitment to additional meetings for more discussion.

Notice of the proposed amendments will be published and public hearings held prior to adoption. Specifically, Department of Land Conservation and Development notice, notice to interested parties, and a public notice in the local newspaper will be published prior to the initial public hearing. Consideration of the amendments will begin with a Eugene Planning Commission work session on September 10, 2024, followed by a public hearing before the Planning Commission on September 24, 2024. The Eugene City Council will hold a public hearing on October 21, 2024, to consider approval, modification, or denial of the proposed amendments and Planning Commission recommendation. These processes provide opportunity for citizen involvement consistent with Goal 1.

The process for adopting the stormwater development standards amendments complies with Goal 1 since it is consistent with, and will not change, the City's existing and acknowledged citizen involvement provisions.

Goal 2 - Land Use Planning. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

The Eugene Land Use Code specifies the procedure and criteria that are used in considering amendments to the code. The record shows that there is an adequate factual basis for the stormwater development standards amendments.

Goal 2 requires that plans be coordinated with the plans of affected governmental units and that opportunities be provided for review and comment by affected governmental units. The Goal 2 coordination requirement is met when the City engages in an exchange, or invites such an exchange, between the City and any affected governmental unit and when the City uses the information obtained in the exchange to balance the needs of the citizens. The stormwater development standards amendments apply to properties within the Eugene city limits and do not affect any other governmental units.

There are no Goal 2 exceptions required for the stormwater development standards amendments. Therefore, the amendments are consistent with Goal 2.

Goal 3 - Agricultural Lands. To Preserve Agricultural Lands.

The stormwater development standards amendments are for property located within the urban growth boundary and do not affect any land designated for agricultural use. Therefore, Goal 3 does not apply.

Goal 4 - Forest Lands. To conserve forest lands.

The stormwater development standards amendments are for property located within the urban growth boundary and do not affect any land designated for forest use. Therefore, Goal 4 does not apply.

Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources. To conserve open space and protect natural and scenic resources.

OAR 660-023-0250(3) provides:

Local governments are not required to apply Goal 5 in consideration of a [post-acknowledgement plan amendment] PAPA unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:

- (a) The PAPA creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;*
- (b) The PAPA allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or*
- (c) The PAPA amends an acknowledged UGB and factual information is submitted demonstrating that a resource site, or the impact areas of such a site, is included in the amended UGB area.*

The stormwater development standards amendments do not create or amend the City's list of Goal 5 resources, do not amend a code provision adopted to protect a significant Goal 5 resource or to address specific requirements of Goal 5, do not allow new uses that could be conflicting uses with a significant Goal 5 resource site and do not amend the acknowledged UGB. Therefore, Statewide

Planning Goal 5 does not apply.

Goal 6 - Air, Water and Land Resource Quality. To maintain and improve the quality of the air, water and land resources of the state.

Goal 6 addresses waste and process discharges from development and is aimed at protecting air, water and land from impacts from those discharges. This goal requires that local comprehensive plans and implementing measures be consistent with state and federal regulations on matters such as groundwater pollution.

The proposed amendments to Eugene's Stormwater Development Standards are one component of the larger Stormwater Program initiated following the Oregon Department of Environmental Quality (DEQ)'s issuance of the City's National Pollutant Discharge Elimination System (NPDES) municipal stormwater permit. The City's first-term NPDES Stormwater permit was issued in 1994 and was subsequently re-issued in March 2004, December 2010 and September 2021. The permit includes measures which, in total, fulfill the applicable Clean Water Act requirements for municipalities over 100,000 in population. Each time the permit is reissued, unless receiving streams are meeting water quality standards for their designated beneficial uses, the requirements are modified to further improve water quality.

The City's fourth-term NPDES Stormwater permit requires that the City update its post-construction stormwater pollutant and runoff control program for new development and redevelopment projects that create or replace 1,000 sq. ft. or more of impervious surface to prioritize on-site retention (infiltration, followed by extended filtration) of stormwater runoff for improved stormwater runoff volume reduction and pollutant removal.

The City's current stormwater development standards require locating, designing, constructing, and maintaining stormwater facilities applicable to the development of new and replaced impervious surfaces to reduce pollutants before discharging runoff from the development site to the city's stormwater system. The proposed amendments will further reduce pollutants and mitigate the volume, duration, time of concentration and rate of stormwater runoff to the City's stormwater system.

More specifically, the proposed amendments for stormwater management will implement a hierarchy of on-site stormwater management techniques that emphasize and promote low impact development and green infrastructure approaches which improve volume reduction and pollutant removal. Low impact development and green infrastructure approaches emphasize practices that seek to mimic a development site's pre-development hydrology, thereby reducing negative effects of stormwater runoff on downstream rivers, lakes, streams and wetlands. For the reasons stated above, the amendments are consistent with Goal 6.

Goal 7 - Areas Subject to Natural Disasters and Hazards. To protect life and property from natural disasters and hazards.

Goal 7 requires that local government planning programs include provisions to protect people and

property from natural hazards such as floods, landslides, earthquakes and related hazards, tsunamis and wildfires. The Goal prohibits development in natural hazard areas without appropriate safeguards. The amendments do not affect the City's restrictions on development in areas subject to natural disasters and hazards. The City's existing stormwater development standards include local flood control and conveyance standards for all new and redevelopment sites to reduce the risk of flooding on all properties within the City. The local flood control and conveyance standards are not being modified with the proposed amendments. The amendments are consistent with Goal 7.

Goal 8 - Recreational Needs. To satisfy the recreational needs of the citizens of the state and visitors, and where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Goal 8 ensures the provision of recreational facilities to Oregon citizens and is primarily concerned with the provision of recreational facilities in non-urban areas of the state. The stormwater development standards amendments do not affect the City's provisions for or citizens' access to recreation areas, facilities, or recreational opportunities. Therefore, Goal 8 does not apply.

Goal 9 - Economic Development. To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

The Administrative Rule for Statewide Planning Goal 9 (OAR 660, Division 9) requires cities to evaluate the supply and demand of commercial land relative to community economic objectives. The City's Industrial Lands Inventory is acknowledged for compliance with the requirements of Goal 9 and its Administrative Rule.

The stormwater development standards amendments do not impact the supply of industrial or commercial lands or render any property unusable for commercial or industrial uses. The amendments prioritize the selection of stormwater quality facilities in the following order: infiltration, extended filtration, off-site stormwater quality management. Applicants that do not have sufficient land to install infiltration or filtration facilities can provide off-site stormwater quality management by contributing to public off-site stormwater quality facilities through the payment of a higher stormwater system development charge (SDC) adopted as part of the City's system development charge methodology. Payment of a higher SDC to fund off-site stormwater quality management capital projects in lieu of constructing private on-site infiltration and filtration facilities does not restrict any buildable land area. An applicant demonstrates insufficient land area by submitting a report setting forth the required size of the smallest infiltration or filtration facility needed for the development's impervious surface area and a site plan demonstrating that an approved infiltration or filtration facility cannot be located on the development site without reducing the size of the proposed development which is otherwise consistent with all other applicable lot and development standards.

Considering this provision in the stormwater development standards, the application of the stormwater development standards amendments to a property zoned and designated for commercial or industrial use will not result in a diminution in the area's supply of commercial or industrial land.

Therefore, the amendments are consistent with Goal 9.

Goal 10 - Housing. To provide for the housing needs of citizens of the state.

The stormwater development standards amendments do not impact the supply of residential lands. The stormwater development standards do not render any property unusable for residential uses. As noted in the Goal 9 response above, while the amendments prioritize infiltration and extended filtration stormwater quality facilities over off-site stormwater quality management, applicants demonstrating insufficient land area for use of the infiltration and extended filtration options can pay a higher SDC to fund public off-site facilities in lieu of constructing an on-site treatment facility. An applicant demonstrates insufficient land area by submitting a report setting forth the required size of the smallest infiltration or filtration facility needed for the development's impervious surface area and a site plan demonstrating that an approved infiltration or extended filtration facility cannot be located on the development site without reducing the size of the proposed development which is otherwise consistent with all other applicable lot and development standards.

Considering this provision in the stormwater development standards, the application of these regulations to a property zoned and designated for residential use will not result in a diminution in the area's supply of residential land. Therefore, the amendments are consistent with Goal 10.

Goal 11- Public Facilities and Services. To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

The stormwater development standards code amendments do not make changes to the provision of public facilities and services or to the currently adopted Eugene-Springfield Public Facilities and Services Plan (PFSP). Consistent with the PFSP, the City will continue to plan and develop public facilities to support the land uses designated in the City's acknowledge comprehensive plan, including public facility projects that support the development of middle housing. Therefore, the amendments are consistent with Goal 11.

Goal 12- Transportation. To provide and encourage a safe, convenient and economic transportation system.

Goal 12 is implemented through the Transportation Planning Rule (TPR). The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) provides the regional policy framework through which the TPR is enacted at the local level.

The Transportation Planning Rule (OAR 660-012-0060) states that land use changes that significantly affect a transportation facility shall require mitigation measures to address the anticipated impacts. The rule states that:

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section

(3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Adoption of the stormwater development standards amendments will not change the functional classification of an existing or planned transportation facility, nor will they change standards implementing a functional classification system. Further, the amendments will not allow types or levels of land use which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility or reduce the performance standards of any facility. Therefore, the stormwater development standards amendments do not conflict with Goal 12.

Goal 13 - Energy Conservation. To conserve energy.

The stormwater development standards amendments are not related to energy use or conservation. Therefore, Goal 13 does not apply.

Goal 14 - Urbanization. *To provide for an orderly and efficient transition from rural to urban land use.*

The stormwater development standards amendments do not affect the City's provisions regarding the transition of land from rural to urban uses. Therefore, Goal 14 does not apply.

Goal 15 - Willamette River Greenway. *To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*

The Willamette River Greenway area within the Eugene Urban Growth Boundary is governed by existing local provisions which have been acknowledged as complying with Goal 15. Those provisions are unchanged by the stormwater development standards amendments. Therefore, Goal 15 does not apply.

Goals 16 - 19. *Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean resources.*

There are no coastal, ocean, estuarine, or beach and dune resources related to lands affected by the stormwater development standards code amendments. Therefore, the amendments will not affect compliance with Statewide Planning Goals 16 through 19.

(2) *The amendments are consistent with applicable provisions of the Metro Plan and applicable adopted refinement plans.*

Metro Plan

The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) is the basic guiding land use policy document for regional land use planning. The proposed stormwater development standards amendments are consistent with the following Metro Plan Policies:

C. Environmental Resources Element

The proposed stormwater development standards amendments refine the City's current stormwater management code provisions to further reduce stormwater pollutant loading and runoff volume from new development and re-development sites to the municipal stormwater system and downstream receiving waters. The proposed amendments require development applicants to select stormwater quality facilities from the Stormwater Management Manual based on the following priority order: infiltration, extended filtration, off-site stormwater quality management. Each of these priorities is described below:

1. Infiltration: On-site infiltration facilities (*i.e.* stormwater planters and rain gardens) reduce pollutants through physical and biological processes to mitigate the volume, duration, time of concentration, and rate of stormwater runoff.

2. Extended Filtration: On-site filtration facilities (*i.e.* stormwater planters, rain gardens, vegetative and grassy swales, and filter strips) reduce pollutants through physical and biological processes and

mitigate a portion of the volume, duration, time of concentration, and rate of stormwater runoff.

3. Off-Site Stormwater Quality Management: Public off-site infiltration and filtration treatment facilities designed and constructed utilizing stormwater system development charges collected from development applications that are not able to construct private infiltration or filtration due to site constraints.

Prioritizing the available stormwater quality facilities in a hierarchical order in which infiltration and extended filtration are prioritized over off-site stormwater quality management, while still allowing off-site treatment when site conditions or the desired development of the site renders infiltration and filtration facilities impractical will: (1) facilitate (and encourage) a development's incorporation of site-specific management practices that mimic natural surface or predevelopment hydrological functions as much as practicable, optimizing on-site retention based on site conditions; (2) result in reduced site specific post-development stormwater runoff, volume, duration and rates of discharge to the municipal separate storm sewer system (MS4), thereby minimizing hydrological and water quality impacts from impervious surface; (3) encourage and facilitate the applicable and practical uses of low-impact-development or green infrastructure, while allowing other stormwater quality management techniques when use of these approaches is impractical; (4) further the intent to capture and treat 80% of the annual average rainfall volume; and, (5) encourage design and implementation techniques intended to minimize impervious surfaces and reduce stormwater runoff.

The proposed amendments are consistent with the Mero Plan's Environment Resources Element. The Environmental Resources Element also implements Statewide Planning Goals 3, 4, 5, 6, and 7 addressed above.

F. Transportation Element

This element implements Statewide Planning Goal 12 addressed above.

G. Public Facilities and Services Element

This element implements Statewide Planning Goal 11 addressed above.

Additionally, the topic area of Services to Development Within the Urban Growth Boundary includes policies directly related to implementing the Clean Water Act and the NPDES permit issued by DEQ to the City of Eugene. The stormwater development standards amendments implement this legal framework and are consistent with this element and topic area.

K. Citizen Involvement Element

This element implements Statewide Planning Goal 1 addressed above.

Envision Eugene Comprehensive Plan

The Envision Eugene Comprehensive Plan is the basic guiding policy document for land use planning within the urban growth boundary for the City of Eugene. The Envision Eugene Comprehensive Plan currently defers to the Metro Plan elements most relevant to the proposed

stormwater development standards amendments. Consistency with Metro Plan policies is discussed in the previous section.

Comprehensive Stormwater Management Plan

The Comprehensive Stormwater Management Plan (CSWMP) is the basic guiding document for the City's stormwater program. CSWMP addresses the mandates of the federal Clean Water Act that the City reduce stormwater pollution within its municipal drainage system to the maximum extent practical through adoption of a water quality management plan, establishes policies for dealing with stormwater conveyance and urban runoff in a comprehensive manner, establishes goals for future function of the system, and recommended implementation measures. The following CSWMP policies are directly related to the proposed stormwater development standards amendments:

- 1.1 Incorporate the beneficial functions (flood control, stormwater conveyance, water quality treatment) of natural resources into the city's storm drainage system.*
- 1.2 Maintain flood control, drainage, and water quality treatment capacities along the city's stormwater conveyance corridors while protecting and enhancing the health, diversity and continuity for wildlife habitat, native vegetation, and endangered species.*
- 1.6 Balance the operational needs of managing natural resource and wildlife habitat areas against any associated nuisance conditions that may result.*
- 1.8 Evaluate the effectiveness and appropriateness of a variety of surface water management facilities for meeting the multiple objectives of this plan.*
- 2.1 Meet or exceed federal flood hazard requirements.*
- 2.2 Protect adjoining land uses from flood and drainage hazards.*
- 2.3 Maximize the capacity of existing stormwater facilities especially where deficiencies exist by encouraging the use of techniques that lower and slow the rate of stormwater runoff.*
- 3.1 Meet or exceed federal and state stormwater quality requirements especially where they conform with existing local policy.*
- 3.3 Reduce stormwater pollution associated with new construction and development, soil erosion, improper use of stormwater facilities, and city operations and maintenance practices.*
- 3.4 Evaluate the effectiveness of stormwater quality management measures.*
- 4.1 Maintain the stormwater system through techniques and practices that balance flood control, drainage services, water quality, and natural resource protection needs.*
- 7.3 Establish incentives that encourage individuals to minimize their impact to the municipal stormwater drainage system.*

The proposed stormwater development standards are consistent and directly responsive to CSWMP policies, especially Policy 3.1 (Meet or exceed federal and state stormwater quality requirements especially where they conform with existing policy) and 3.3 (Reduce stormwater pollution associated with new construction and development, soil erosion, improper use of stormwater facilities, and city operations and maintenance practices).

Willakenzie Area Plan

Public Facilities and Services Element – Natural Drainage:

1. *Encourage development practices that reduce the need for construction of an extensive subsurface storm sewer system.*
2. *Encourage growth and development patterns that are compatible with natural features and discourage the alteration of natural features. Relocation of natural drainage features may be considered as an alternative to replacement with a closed pipe system.*
3. *Encourage measures that will improve the quality the storm-water runoff discharge into local waterways.*

The proposed stormwater development standards amendments are consistent with Willakenzie Area Plan policies 1-3.

- (3) *The amendment is consistent with EC 9.3020 Criteria for Establishment of an S Special Area Zone, in the case of establishment of a special area zone.***

The proposed amendments do not establish a special area zone. Therefore, this criterion does not apply to the stormwater development standards amendments.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Public Comment

Meeting Date: March 10, 2025
Department: Central Services
www.eugene-or.gov

Agenda Item Number: 7
Staff Contact: Sara McKinney
Contact Telephone Number: 541-682-5042

ISSUE STATEMENT

This item allows members of the public the opportunity to express opinions and provide information to the council. Comments presented during the public comment period should be on city-related issues and should not address items which have already been heard by a Hearings Official, items on the present agenda as a public hearing item, or items related to a quasi-judicial matter after the official record has been closed.

BACKGROUND

Per City Council's operating agreement, speakers at the public comment period will be limited to two and a half minutes and the total time will be limited to 90 minutes total. Speakers will be randomized, and no persons will be allowed to submit a "Request to Speak" form more than 30 minutes prior to the start of the meeting. Persons wishing to speak must sign up to do so not later than 5 minutes after the meeting has been opened by the Mayor or presiding officer.

At the end of the public comment period each member of the Council has the opportunity to respond to comments made. The time allocated to each member of the Council for such responses shall be up to three minutes.

FOR MORE INFORMATION

Staff Contact: Sara McKinney, Deputy City Recorder
Telephone: 541-682-5042
Staff E-Mail: smckinney@eugene-or.gov