

FEDERAL Priorities 2022





The Eugene, Cascades & Coast region is a slice of western Oregon that stretches from the coast to the Cascades, encompassing Lane County. The regional boundaries are Florence on the Oregon Coast (Hwy 101) through Eugene-Springfield (Interstate 5) at the south end of the Willamette Valley to the Cascade Mountains, McKenzie River (Hwy126) and Oakridge/Westfir (Hwy 58).

Lowest Elevation: Sea Level, Florence

Highest Elevation: South Sister, Cascade Mountains 10,385 feet (3,157m)

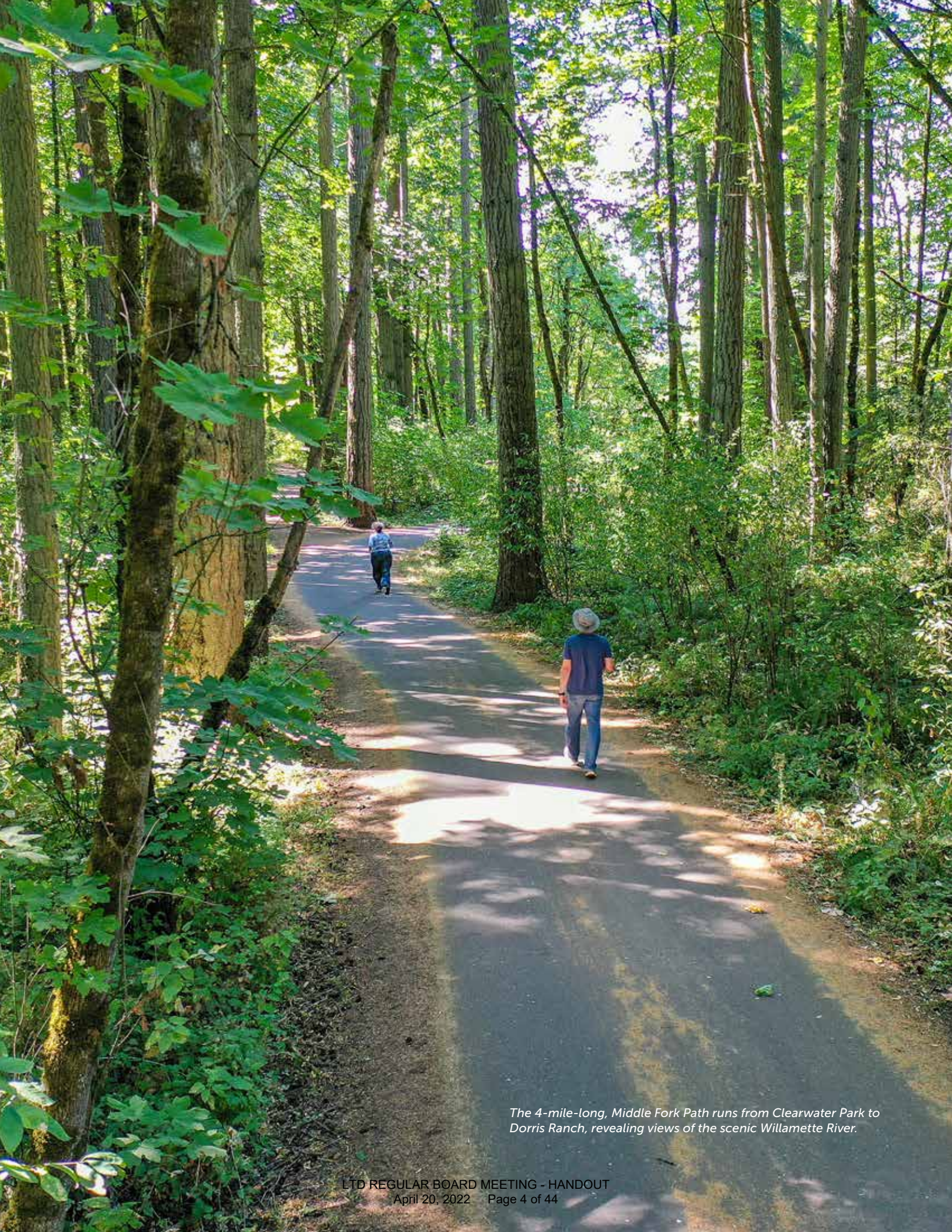
Lane County

UNITED FRONT Federal Agenda 2022

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UNITED FRONT 2022 | LANE COUNTY, OREGON





The 4-mile-long, Middle Fork Path runs from Clearwater Park to Dorris Ranch, revealing views of the scenic Willamette River.

TO THE OREGON CONGRESSIONAL DELEGATION:

The United Front partners of Lane County are pleased to present our federal priorities for 2022.

The 2022 United Front priorities represent our ongoing response to community, health, and fiscal challenges as well as our gratitude for significant federal support and assistance. As always, we are grateful for your leadership and service to Oregon and especially to the United Front Partners of Lane County.

While the Coronavirus pandemic continues to infiltrate our daily lives, our community continues to show its resilience. We are grateful for the federal support over the past year, including the Coronavirus Aid, Relief, and Economic Security Act; American Rescue Plan Act; Infrastructure Investment and Jobs Act; and more. The support through these laws have directly benefited the region and will continue to do so for years to come. Our shared theme this year is resiliency and gratitude.

Our priorities reflect our shared priorities in transportation investments, stronger public health programs, affordable housing and combating homelessness, inclusive public safety, robust education and career training, and a more equitable community.

Our commitment to these goals can be seen in our work to expand mental and behavioral health community-based treatment, establish new affordable housing and lodging projects to reduce homelessness, strengthen the 42nd Street Levee, develop infrastructure improvements – including through Territorial Highway and along Interstate 5, promote economic competitiveness, and safely support our students. Our stream of innovative projects that evolve from community collaborations ensures we best utilize federal, state, and local resources.

We are grateful for the \$19 million RAISE award to transform Franklin Boulevard. This multi-partner effort will have an undeniable positive impact on the movement of people, services, and goods.

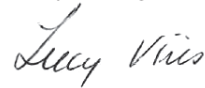
We have divided our federal priorities into eight key sections ranging from education to fiscal priorities that underscore our region's needs. We have also included summaries of how we have spent and plan to spend our federal coronavirus relief funds to show the impact these investments will have.

You and your local offices continue to reach out to us and tirelessly represent our interests. We appreciate the delegation's thorough responsiveness to our local needs, and we remain your partners by providing information and recommendations valuable to federal efforts. Please reach out if we can assist you or if we can answer any questions you may have about our federal priorities.

Joe Berney,
Immediate Past Chair,
Board of Lane County
Commissioners



Lucy Vinis, Mayor,
City of Eugene



Sean VanGordon, Mayor,
City of Springfield



Caitlin Vargas, President
Lane Transit District Board
of Directors



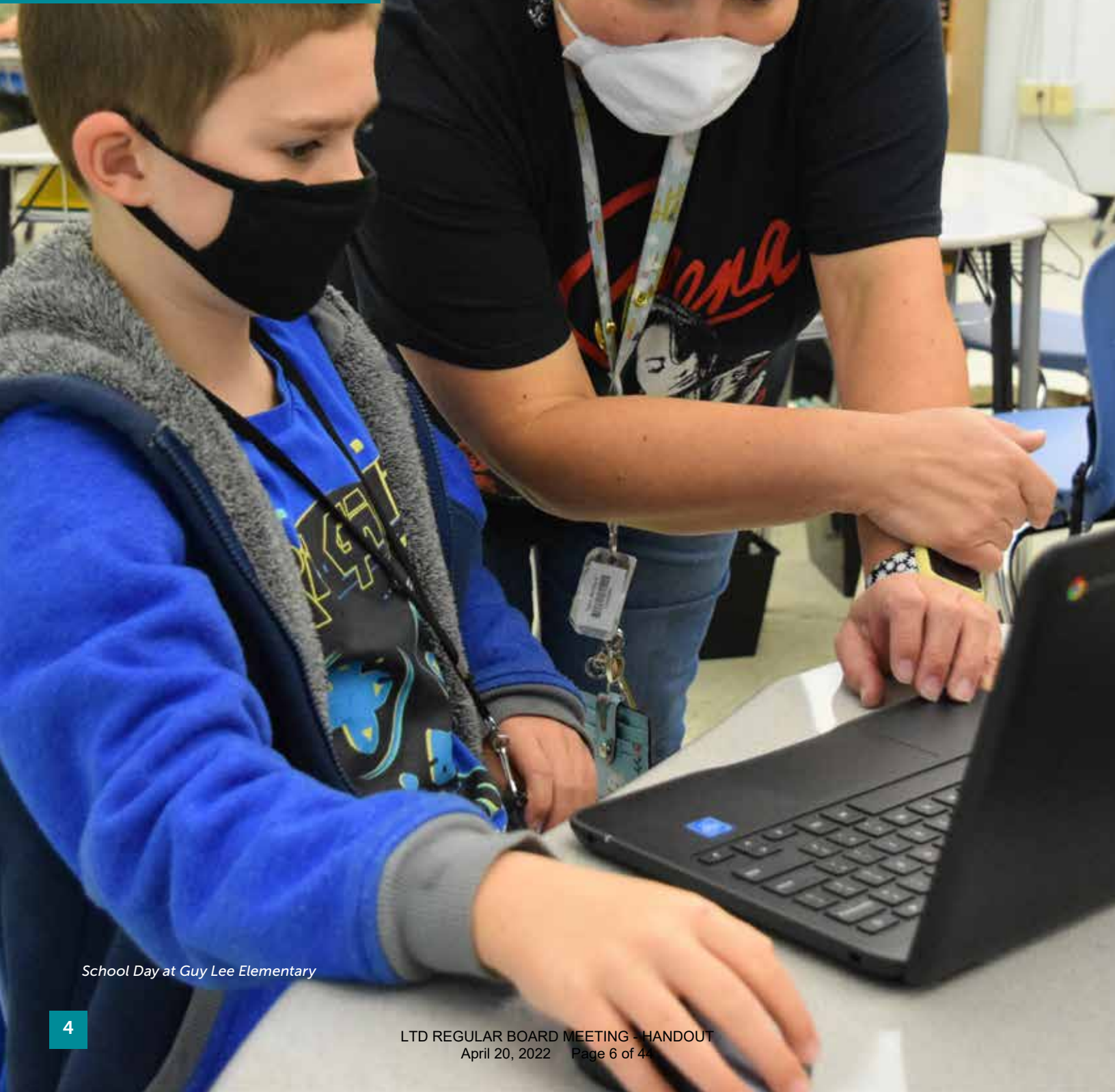
Naomi Raven, Chair,
Springfield School Board



Denise Bean, President,
Willamalane Park and
Recreation District Board
of Directors



SUPPORTING A
**Better
Educated,
Tech-Savvy
Future**



School Day at Guy Lee Elementary

The landscape of pre-kindergarten through college

(P-20) education has changed significantly in response to the coronavirus pandemic. Our commitment to comprehensive education investments have remained a constant to continue to support high-quality, generalized public education. While the demands of the American workforce have evolved in response to the pandemic, we continue to adapt to how to best prepare students for the workforce. Vocational training and apprenticeship opportunities have been the cornerstone of our education priorities.

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

School-focused infrastructure funding to improve, renovate and enhance school buildings including adding air filtration and modernizing HVAC systems.

An increase to Title funding across the board, especially Title II Part A to support professional development, which will be incredibly helpful in a post Coronavirus environment to assist the U.S. teaching profession to become more resilient as many teachers could utilize additional training resources to help with engaging students online.

Maintaining the purpose of and increasing funding for Title I funds to support low-income students.

Swift passage of a reconciliation bill that includes the Rebuild America's Schools Grant; increased funding for Grow Your Own programs; and expanded apprenticeship programs.

SPS is looking to hire additional staff to improve child nutrition, so plans to target federal resources that can assist the school system with salaries.

Fully funding the authorized level of \$1.6 billion per year for the Title IV, Part A, Student Support and Academic Enhancement Grants. Guidance to states for this program should suggest that safe and healthy activities could include those offered after school or offered in partnership with a special service district or park and recreation district. School districts will have to spend at

least 20 percent of their Title IV funding on at least one activity that helps students become well-rounded, and another 20 percent on at least one activity that helps kids be safe and healthy. This program was only funded at \$1.32 billion for FY22. SPS usually receives around \$400,000 in these funds, but with nearly 10,000 students enrolled in the district, investments are very targeted and limited to a narrow reach.

Robust funding for separate line items, including the 21st Century Community Learning Centers program (now Title IV, Part B), which pays for after-school programs, arts in education, gifted education, Promise Neighborhoods, and a full-service community schools program.

The \$1.6 billion block grant to states consolidates several programs, including physical education, Advanced Placement, school counseling, and education technology. We support funding these programs, some of which haven't received federal funding in years, but hope that there will be some discretionary funding available to support these programs going forward.

Continued funding for the FCC E-Rate Program and other federal agency programs that provide technology infrastructure for schools in communities.

Springfield Public Schools seeks supplemental funding for technology infrastructure.

Fully funding programs within the Carl D. Perkins Career and Technical Education Act focused on increasing availability to school districts to create innovative, model career, and technical education programs.

Passage of the National Apprenticeship Act (H.R. 447) in the 117th Congress, which would authorize an investment of nearly \$4 billion over five years, would be incredibly helpful to growing national apprenticeship programs and would have a real impact in areas such as Lane County. The bill passed the House in February 2021.

Allowing for grant funds to be utilized in coordination with partner agencies. For example, in the summer of 2021, SPS and Willamalane Park and Recreation District collaborated to offer free summer camps and student recreation passes to SPS students using education grant dollars. This flexibility allowed Willamalane and SPS to collaboratively serve 4,228 students in that summer.

Two Rivers/Dos Rios student checks in on the first day of School



PRIORITY PROJECTS

Springfield Public Schools (SPS) continues to maximize state and private resource investments in Career and Technical Education (CTE) programs. Work to align relevant pathways with programs and workforce opportunities is expanding in SPS.

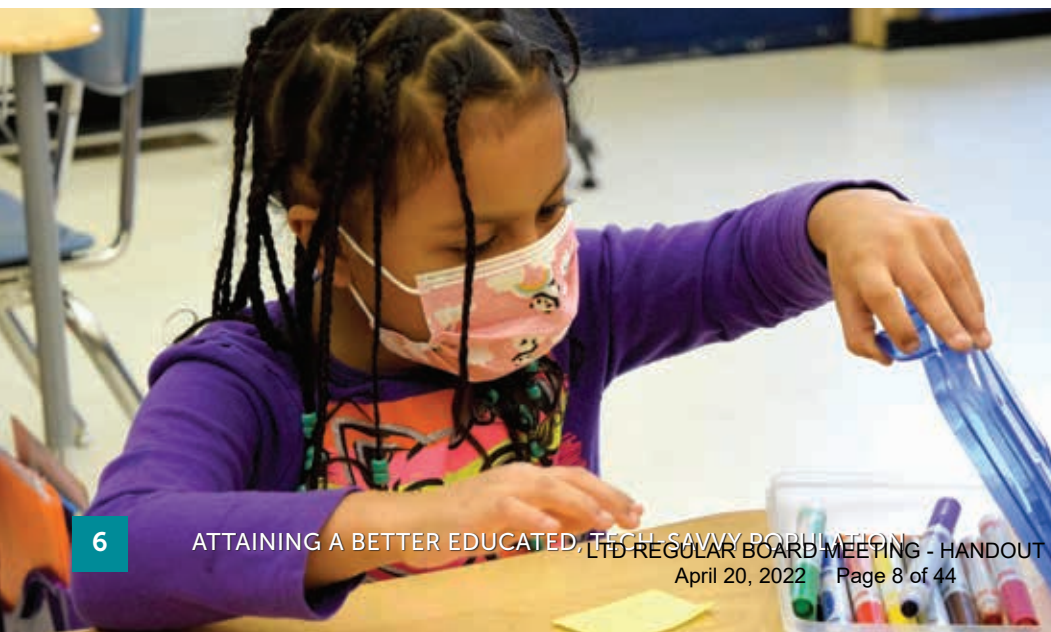
In consultation with the local medical professional industry, during the 2019-2020 academic year SPS expanded the robust health occupations career pathway to launch the first medical assistance certification program in the state of Oregon at the High School level. This program provides immediate opportunities to exiting graduates to support the need for additional health care professionals.

SPS continues to invest in sustainable and clean transportation through the purchase of 13 additional

propane school buses. SPS is supportive of the \$5 billion in funding to EPA for the clean school bus program, but restrictions in purchasing buses has made accessing these dollars not possible.

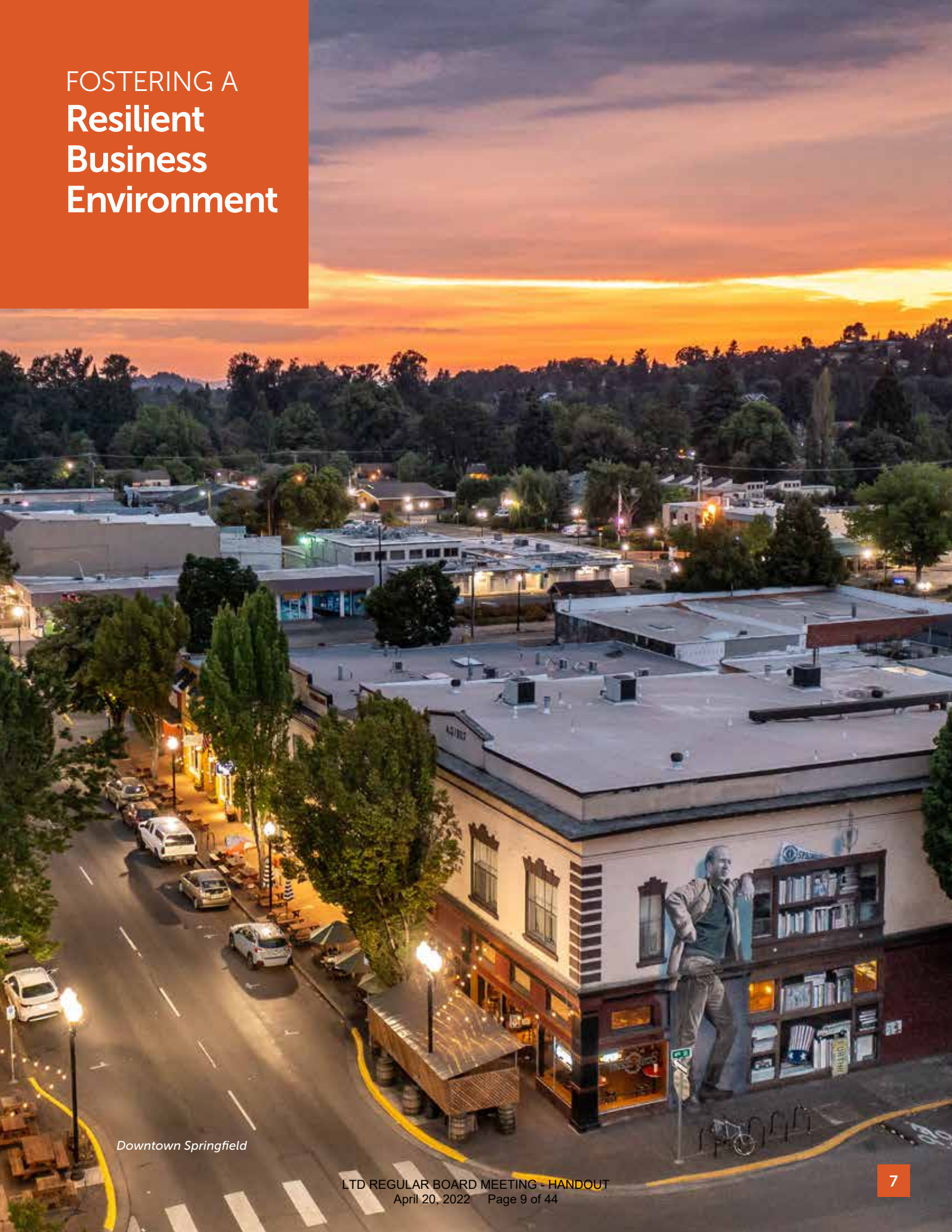
As technology continues to play an ever-expanding role in 21st century education, SPS invested in additional devices to support equitable access to all students and is now supporting a one-to-one device to student ratio.

SPS will be working on capital improvements such as communications and video technology to enhance school safety and violence prevention. SPS will look to grow its school safety staff in the next couple years as staffing in this department has been stretched thin by lack of resources and staff availability.



Riverbend kindergartener selects the perfect color

FOSTERING A **Resilient Business Environment**



Downtown Springfield

The Lane County region's economic security, stability and resilience is centered on our ability to attract, retain and grow world-class diverse businesses and investments. These businesses are a critical driving force in stabilizing and growing local job creation, regional growth, and diversification. Our region is home to over 1,100 diverse traded-sector companies, including globally critical manufacturing, agriculture and natural resource and technology industries. The cities of Eugene and Springfield and Lane County continue to work diligently to grow opportunities to assist our businesses, something reflected in the vibrant local entrepreneurial ecosystem. Despite the vast opportunities for economic prosperity, local businesses across Lane County continue to experience impacts of the Coronavirus pandemic and global market volatility. With continued set-backs from new virus variants, unpredictable consumer behavior, and significant global supply chain disruptions, the unstable economic environment that began in 2020 continues to cause hardship and uncertainty for Lane County companies. And while federal support including the CARES Act, American Rescue Plan Act (ARPA), Infrastructure Investment and Jobs Act (IIJA), and more have provided these industries and communities with critical support to ease some of the impacts from the past two years, more tactics are still needed. The United Front Partners support a reconciliation bill that includes many of the provisions that were part of the Build Back Better Act (BBBA) and urge Congress to pass a reconciliation bill quickly.



Farmer's Market in Eugene

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

The expedited allocation and implementation of broadband policies, programs, and dollars outlined in ARPA and IIJA funding programs. These funds are critical to the United Front partners, as fast and reliable internet access impacts every member of our community's way of life and is especially important for the local education and business communities.

Swift passage of a reconciliation bill that includes many of the provisions included in the Build Back Better Act (BBBA).

Programs and goals of the American Innovation and Competitiveness Act, a bipartisan successor to the America COMPETES Acts of 2007 and 2010, which supports STEM education, research, technology, and collaboration between community colleges, universities, and technical schools.

Continued funding through, and support of, the EPA Brownfields Grant program. The United Front partners were heartened that the IIJA included an additional \$1.5 billion for the Brownfields Grant program. It will be critical that new rules for eligibility continue to support local municipal access.

Maintaining and expanding availability and promotion of incentive programs and resources, encouraging investment choices that encourage community partnerships and public-private investments in meaningful and community defined projects focused on job growth, equitable access, and sustainable building types for distressed communities.

Sustainable funding for the U.S. Department of Education, the National Institutes of Health, the National Science Foundation, the National Institute of Standards and Technology, and the Department of Energy's Office of Science. This research funding brings millions of dollars into the local economy and functions as a long-term economic engine within the community.

Federal partnerships and support for higher education research facilities like the University of Oregon, Oregon State University, and the TallWood Design Institute.

Increased top line authorized levels and expanded access opportunities within the Workforce Investment and Opportunity Act (WIOA) reauthorization including continued funding for the workforce investment programs.

Programs increasing access to infrastructure resources supporting the build-out of broadband infrastructure across communities, both rural and urban, which will help bring resiliency to our economy and ensure that all Americans can operate in a more virtual environment.

Continued emphasis on federal timber policies with special emphasis on improving federal timberland management, coordination with state agencies in fighting active wildfires, and expansion of preventative and recovery fire resiliency programs like Firewise.

PRIORITY PROJECTS

Eugene-Springfield Brownfield Coalition's continued eligibility and access to this program is critical to the communities, as is federal resourcing of federal staff to implement. Increasing the resourcing of this program will better assist local communities in meeting critical deadlines for expending funds.

Enhance and make more resilient the telecommunications infrastructure in the McKenzie River canyon that was impacted by the 2020 Wildfires.

Investments in telecommunications infrastructure region-wide to support affordable and accessible expansion into business and residential neighborhoods.

United Front partners continue to evaluate and invest in several infrastructure projects using mass timber products, including cross-laminated timbers (CLT). Many of these projects have private partners dedicated to making significant personal investments.

Lane County's Goshen Region Employment and Transition (GREAT) Plan now includes a wastewater pipeline that has advanced into the design and engineering phase and is seeking federal resources to begin construction phasing. There may also be potential for a renewable natural gas (RNG) project from the County's regional Short Mountain



Main Street in Springfield

Landfill tied into the Goshen wastewater pipeline that would help the County implement its climate action plan and provide more clean energy workforce opportunities.

The Glenwood riverfront area showcases a rare riverfront opportunity in the Lane County region and broader state. For this opportunity to come to fruition, the construction of infrastructure will be critical, including local and backbone multi-mode transportation systems, sustainable on-site stormwater management facilities, and valuable parks and open space. Strategic infrastructure investments will be both necessary and cost prohibitive to the viability and success of the available land redevelopment.

Major transformation of Eugene's Downtown Riverfront is underway, fulfilling the community's visions of transforming vacant, inaccessible riverfront property into a vibrant, active, and accessible district and community destination. The \$230 million dollar public and private redevelopment of this 16-acre site is becoming Eugene's riverfront neighborhood – directly connecting our downtown and UO campus areas to the Willamette River. Investments include building up to 800 units of housing, a new world class park/plaza, new roads and infrastructure, and the redevelopment of the historic Steam Plant.

CONTINUING the Growth of a Resilient Transportation System



LTD electric bus in service driving through Eugene

The United Front partners are grateful that Congress

and the White House passed the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA). These generational federal investments in infrastructure and social programs will leave a lasting legacy on the region. While the Coronavirus pandemic remains a near-term issue that impacts the community's way of life, the United Front partners are taking a long-term approach to infrastructure investments and will be strategic when applying for federal dollars as these two major pieces of legislation are implemented.

Eugene, Springfield, and Lane Transit District were thrilled to receive \$19 million in federal funding from the RAISE program to pay for a major part of the Franklin Boulevard project and will look to secure additional federal resources within both old and new infrastructure programs to complete the Franklin Corridor.

Lane Transit District (LTD) and the Eugene Airport continue to maintain operations and look to the future as a result of the federal resources made available through Coronavirus pandemic legislation even though revenue was greatly impacted.

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Highway Trust Fund Solvency: Continued participation in road usage charge (RUC) pilots both on the state and federal level. The RUC pilots are meant to help address the solvency of the Highway Trust Fund (HTF) by transitioning to a stable funding source through examination of the current user fee structure and incorporating future user fee sources such as vehicle miles traveled (VMT).

Buy America Flexibility to Allow Sustainable

Transportation Purchase: Assistance in dealing with Buy America funding constraints, which continues to be an issue for the City of Springfield and Springfield Public Schools. The City and school need to find alternative funds to purchase cleaner fuel school buses—that were originally targeting CMAQ funds for procurement—as a result of the stringency of Buy America requirements. The school bus manufacturers in the United States cannot comply with the current requirements, resulting in the inability to use the air quality funds for such a purchase. The Buy America

requirements have also limited procurement for Safe Routes to Schools bike safety education fleets and community bike share programs. Especially given supply chain issues caused by Covid-19, the ability to support local bicycle and other clean transportation manufacturing should be increased and not constrained.

Holistic Approach to Federal Transportation Spending:

Implementation of IIJA should take holistic approaches to federal transportation spending decisions that seek to address affordable housing issues, homelessness, and rapidly changing technology needs and uses while focusing on how communities should think about greenhouse gas emissions and the impact of extreme events such as pandemics and wildfires. Further, as we look at a potential reconciliation bill, the proposed affordable housing and public transportation programs within the BBBA framework fits well with this important priority and should be included in this legislation.

ADA Funding: Finding resources or flexibilities in existing federal surface transportation programs to help local governments bring their street projects up to Americans with Disabilities Act (ADA) standards.

Transit Spare-Ratio Requirements: Require FTA to issue a new rule with input from the public transportation industry to create more flexibility in spare-ratio requirements. Under current regulations, the number of spare buses in the active fleet for recipients operating 50 or more fixed-route revenue vehicles cannot exceed 20 percent of the number of vehicles operated in maximum fixed-route service. We would propose that, at the end of 49 U.S.C. § 5339, a new section be added as follows: (d): "The Federal Transit Administration shall amend the Grant Management Requirements Circular 5010.1 (a) to not consider vehicles operating beyond the minimum useful life in the spare ratio calculation; and (b) to not consider low- or no emission vehicles in the spare ratio calculation."

Modern Mobility Innovation: Support U.S. DOT discretionary programs, like Mobility on Demand Sandbox, that allow transit operators to develop unique strategies to assist with delivering services to their users, which is important because of the rapidly changing environment of transportation options coupled with the shifts in travel modes resulting from the pandemic.

FLAP Program: Targeted deployment of the Federal Lands Access Program (FLAP) that received significant funding in IJJA. This program is a viable source of funding that provides transportation improvements like multi-use paths and bike lanes that connect local lands to federal lands. For Willamalane Park and Recreation District, this is a critical source of funding that can be used to develop a much needed additional trailhead at Thurston Hills Natural Area in conjunction with the eventual development of a trail system on the adjacent federal Bureau of Land Management land.

TAP Program Funding Trail Connectivity: Targeting Transportation Alternatives Program (TAP) funding for many of the critical trail connectivity projects in the region. UF partners were heartened to see a significant increase in funding for the TAP program included in IJJA. The UF may also look into the IJJA's new Active Transportation Infrastructure Investment Program to assist with connecting different communities within the region.

Increase Passenger Facility Charge: Increase in the passenger facility charge (PFC), which directly benefits maintenance and upkeep of airports. As Congress begins preparing for the FAA reauthorization bill, aviation funding and financing should get a close examination. The Eugene Airport Master Plan includes \$227 million in Capital Improvement Projects (CIP) over 20 years. More than half of the program's funding is anticipated through the FAA Airport Improvement Program.



Secretary Buttigieg plugging in an electric bus at LTD

PRIORITY PROJECTS

Our region is actively seeking funding for critical regional projects that include the expansion of enhanced transit, critical seismic retrofits to area bridges, and improvements to active transportation connectivity including shared use paths, separated bikeways, and regional active transportation bridges.

WE URGE YOU TO SUPPORT THE FOLLOWING FEDERAL TRANSPORTATION INVESTMENTS:

Territorial Highway: Territorial Highway widening and bridge raising, roundabout additions where the Highway passes through Veneta, and a bike ped path to connect Veneta to Elmira. Each of these projects are separate, but all would serve to improve safety along this important north-south highway at the eastern base of the Coast Range.

Franklin Boulevard (OR 225): Building Franklin Blvd (OR 225) to support economic development and improve multimodal safety. City of Springfield has funding to start design in 2021.

Main Street Safety (OR 126): Construct multimodal safety improvements to make Main Street safer for people walking, biking, driving, and taking transit. This corridor is consistently ranked as one of the most unsafe city streets in Oregon based on the severity and frequency of traffic crashes.

42nd Street McKenzie Levee: Direct the US Army Corps of Engineers to fund the expedited Feasibility Study authorized by the 2020 WRDA for improving the 1-mile-long levee to protect over a third of Springfield residents, federal offices, National Guard buildings, primary fueling stations, and over \$4 billion in infrastructure from a 100-year flood event.

Randy Papé Beltline (OR 569): Projects to reduce congestion and delays while improving safety along Oregon Route 569, the Randy Papé Beltline. The interchange at Delta Highway is a key transportation route and has an outdated interchange design that creates merging safety and congestion issues. This area has been identified as a high crash location by ODOT's Safety Priority Index System (SPIS). This project was identified through the 2014 Beltline Facility Plan and will be designed to work with

improvements outlined in the plan. This project is a prerequisite for the local arterial bridge that will serve walking, biking, and transit trips between Green Acres and River Road neighborhoods.

Frequent Transit Network: Completing build-out of LTD's frequent transit network including recommendations from Moving Ahead in Eugene and Main Street transit enhancements in Springfield. This is also a River Districts Priority. These projects will likely recommend either EmX or Enhanced Corridor bus service and investments on six corridors in Springfield and Eugene.

Transit Fleet Replacement: LTD received a roughly \$4.9 million FY21 Bus and Bus Facilities grant for buses and charging equipment in 2022 and a \$950,000 directed spending request to fund a bus purchase in the FY2022 omnibus spending bill. LTD's goal is to have 20-30% of its fleet electric buses by 2024 in order to implement an environmentally and financially sustainable Fleet Replacement Program that will transition away from fossil fuels through the purchase of electric vehicles and other alternative fueled vehicles. In 2020, LTD was awarded a roughly \$4 million Bus & Bus Facilities grant to purchase 5 new electric buses. LTD was awarded funding for electric bus purchases in the FY 2022 appropriations bill.

Eugene-Portland Passenger Rail Upgrade: Upgrades and increased frequency on the existing Union Pacific (UP) rail corridor between Eugene and Portland, which was recommended under the Draft EIS for the Oregon Passenger Rail Study. Amtrak received historic funding amounts in the IJJA and the United Front partners plan to discuss new regional Amtrak investments with the congressional delegation and U.S. DOT.

Eugene Train Depot: Dedicated federal project funding to build the Eugene Train Depot Siding project in support of increased passenger rail in the region. Federal funding should be part of the solution. We have been working with ODOT and Amtrak on a project to enhance the Eugene Depot with two new sidings and a passenger platform. This is an expansive project of around \$30 million and minimum first phase of \$15 million but it would significantly improve passenger rail service out of Eugene. Currently, the Cascades Amtrak trains have to be brought to the UP yard between runs which adds costs and time.

There is currently a final design and environmental documentation for this project.

Coos Bay Rail Link Siding: Engineering study to examine site location, design, and environmental issues for a new siding at the western end of the Coos Bay Rail Link, with appropriate linkages to the privately operated Greenhill Reload facility.

Glenwood Linear Park, Path and Bike Ped Bridge: Building Glenwood Riverfront Linear Park and Path and designing and constructing a pedestrian and bicycle bridge between Glenwood and Downtown Springfield, both of which are River Districts priorities.

Middle Fork Bridge: Constructing a bicycle/pedestrian bridge across the Middle Fork of the Willamette River to connect the Middle Fork Path with the 2300-acre Howard Buford Recreation Area (Mt. Pisgah), which is a priority for the Willamalane, City of Springfield, and Lane County. This project still requires resources to complete the initial feasibility study which is a priority for Willamalane.

Willamette River Bridge: Constructing a bicycle/pedestrian bridge across the Willamette River to connect the Eugene's eastern edge of the Ridgeline Trail at Coryell Ridge to Springfield, potentially at Dorris Ranch. A connection between Eugene and Springfield is a key concept in the Rivers to Ridges Regional Parks and Open Space Plan.

I-5 at Dillard Road Interchange Plan: The Interstate 5 interchange at Dillard Road (and the Short Mountain landfill) is inadequate to serve direct access to the landfill and the planned for industrial development in Goshen. Lane County seeks funding for an interchange management plan to begin the planning process to improve the interchange.

River Road-Santa Clara Pedestrian & Bicycle Bridge: This project will connect the River Road and Santa Clara neighborhoods with a pedestrian and bicycle bridge that will enable more people to use active transportation for school, work, shopping and other trips. Along with other planned improvements, it will also connect residents to shopping, services, transit and the broader active transportation network.

CONNECTING Communities through Natural Resources



Tree planting at Island Park, in the heart of Downtown Springfield

The United Front partners are fortunate to have natural resources that make the region an incredible place to live and visit and will be showcased on the national stage in July 2022 during the World Athletics Championships Oregon22. The vital nature of the outdoors has become even clearer as families continue to seek refuge at parks and other outside experiences during the Coronavirus pandemic. The Lane County region has many incredible natural assets, which have unfortunately been vulnerable to extreme weather events such as wildfires including the 2020 Holiday Farm Fire. While no structures burned, the 2021 fire season resulted in approximately the same acreage lost. The public health impacts of wildfire smoke continue to generate local government response to stand up clean air and cooling centers for those most vulnerable.

The UF congressional delegation has been attuned to the region's natural resource challenges and has made a concerted effort to pass laws, **such as the American Rescue Plan Act (ARPA), and the Infrastructure Investment and Jobs Act (IIJA)**, that fund programs to assist our communities, especially related to disaster relief, wildfires, outdoor recreation, and many other areas.

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Targeting funding out of the IIJA's Wildfire Risk Reduction and Ecosystem Restoration programs for the UF region as we continue to face wildfire threats. The \$3.369 billion Wildfire Risk Reduction program and \$2.13 billion Ecosystem Restoration program could bring badly needed dollars to our communities. It would also be helpful if forestland management and funding under the U.S. Forest Service is reformed to bring additional resources dedicated to suppressing wildfires and adding resilience to the hardest hit regions.

Continued support for the Land and Water Conservation Fund which has supported conservation projects throughout the region.

Continued support for the Recreational Trails Program which has directly benefited expansion and preservation of the Thurston Hills Natural Area property managed by Willamalane Park and Recreation and the City of Eugene's Ridgeline Trail System

Continued funding through FEMA for federal reimbursement for emergency response and community grants to improve community recovery.

Ensure that special districts, including Park and Recreation Districts, are eligible for IIJA funding to help stabilize these governmental entities that were hit hard by the coronavirus pandemic, so their workforce rebounds, and their facilities stay in good condition. Federal funding for parks and trails remains a top priority for the UF partners.

Strategic implementation of funding in a reconciliation bill to fund Civilian Climate Corps (CCC) programs that get deployed to the United Front region.

Bureau of Land Management Community Assistance Funding, which supports important fuels reduction work in the Ridgeline trail system. This is a component of the City of Eugene's emergency management plan for wildfire risk reduction.

Grant opportunities including: U.S. Department of Agriculture programs for Rural Development, Forest Legacy, and Community Forests; U.S. National Park Service funding for Land and Water Conservation Fund (LWCF); U.S. Army Corps of Engineers funding for environmental infrastructure and inland waterway restoration; Federal Emergency Management Agency (FEMA) grants for recycled water opportunities, and U.S. Environmental Protection Agency programs, such as Brownfields, to protect our natural water supplies. Many of these programs received significant infusions of federal funding in the IIJA and the UF partners plan to pursue those dollars through both formula and discretionary opportunities. Regional projects such as the Alton Baker Park, Canoe Canal, and other Rivers to Ridges projects remain priorities for our communities.

Continuing the Outdoor Recreation Legacy Partnership (ORLP) urban competitive grant program that is funded through the LWCF State and Local Assistance Program, and which delivers funding to urban areas with a priority given to projects located in economically disadvantaged areas and lacking in outdoor recreation opportunities.

Continued passage of a Water Resources Development Act (WRDA) every two years. The United Front partners were thrilled that the 2020 WRDA bill included legislative language to transfer the Leaburg Fish Hatchery from the USACE to the ODFW and authorization assistance to modernize the 42nd Street McKenzie Levee in the City of Springfield. While the critical Levee project authorization did not receive funding in 2021, the City of Springfield will continue to pursue funding for a Levee study and will advocate for increased funding in the FY2023 Army Corps' Investigations budget for this program. Lane County supports having the next WRDA include a Section 219 Environmental Infrastructure, authorization for Lane County water and wastewater projects.

Construct necessary improvements to the 42nd Street McKenzie Levee in the City of Springfield. The 1-mile-long levee needs to be raised by 3 feet to protect over a third of residents, federal offices, national guard buildings, primary fueling stations, and over \$4 billion in infrastructure from a 100-year flood event. While the Army Corps still needs to complete the study on the Levee authorized by the 2020 WRDA, time is of the essence to fund the construction of the project. The Labor Day 2020 wildfire in the McKenzie River watershed, aka Holiday Farm Fire, has significantly increased the risk of a major flood event which would become a disaster for the City and region.

The reauthorization of the National Flood Insurance Program is important, but one specific area remains a concern – striking a balance between mitigating flood risk in Oregon and economic recovery. An on-going Endangered Species Act consultation of the National Flood Insurance Program in Oregon, along with changes to the rules for federal investments within regulated flood plains, has added significant agency process and financial uncertainty to public and private interests attempting to invest in areas associated with flood plains. Local jurisdictions need acknowledgement that differing locations, waterways, and community needs are not served by a one-size fits all regulatory scheme.

Improving access for small ports – like the Port of Siuslaw – is critical. Funds from the Harbor Maintenance Tax Trust Fund should support maintenance of ports as designed. The United Front Partners were heartened to see the CARES Act included language to allow for the full utilization of the Harbor Maintenance Trust Fund.

Keeping GOMESA funds as an addition to state assistance allocation. The Gulf of Mexico Energy Security Act (GOMESA) funds have helped increase local funding through the State Assistance Program, which has been vital in light of the historical underfunding of LWCF's state assistance allocation. The United Front partners support maintaining GOMESA funds as an addition to a fully funded state assistance allocation and opposes using these funds as a replacement for the state assistance allocation.

UF partners are committed to working hand-in-hand with the congressional delegation and federal agencies to include several BBBA programs in a reconciliation bill, such as the \$100 million Community Forest and Open Space Program, \$1 billion Wildfire Protection and Forest Planning, Coordinating, and Monitoring Grants program, \$250 million Grants to Aid Recovery and Rehabilitation of Burned Areas, and \$2 billion Forest Restoration and Resilience Grants program, are implemented in 2022 and beyond. These programs have strong alignment with the region's policy goals and UF partners will be ready to potentially utilize these funding sources when they are deployed.

PRIORITY PROJECTS

Continued support for wildfire suppression efforts in wooded areas and open spaces. Willamalane, Lane County, and the City of Eugene are all seeking proactive measures to mitigate wildfires in properties they manage in this region. This is essential for the preservation of the region and also the greater safety of the communities served.



Arbor Day tree planting at Island Park

INVESTING IN Healthy People



Urban Forestry Staff Climb

As we continue to move further into COVID-19 response, we support additional federal assistance to expand our ability to provide PPE, testing and resources to protect our communities, but emphasize our top priority is to see adequate and timely delivery of vaccines to our community.

The federal government should focus relief to help address these issues, which will undoubtedly be present in many parts of the U.S., because of the economic and emotional strains resulting from the pandemic. Addressing both the short-term and long-term mental health impacts of the pandemic will help our country and region become more resilient. Resources for community based mental health and substance use abuse treatment continue to be a need. The Partners support continued funding for on-going programs that provide resources for community based mental health and substance use abuse treatment.

The United Front partners are thankful to the Oregon delegation and Biden Administration for the monumental level of federal support through the CARES Act and ARPA. These large-scale investments were foundational in the ability for United Front partners to care for our communities. CARES and ARPA funding supported the response and recovery to the Coronavirus pandemic and provided the ability to move into a more proactive approach to address the needs of our communities. The Coronavirus pandemic has exacerbated the mental health and substance use issues challenging our communities. Critical investments in childcare, education, mental health and substance abuse treatments, and new innovative approaches to helping people in crisis on our streets, all were implemented this past year. Addressing both the short-term and long-term mental health impacts of the pandemic will help our country and region become more resilient. Resources for community based mental health and substance use abuse treatment continue to be a need. The Partners support continued funding for on-going programs that provide resources for community based mental health and substance use abuse treatment.

Cyclist enjoying the trail



FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Increased and renewed funding and longer authorization periods for federally qualified health centers (FQHCs), the Community Health Clinic fund, and programs that waive student loans for healthcare professionals serving under-represented regions, and the inclusion of public K-12 education systems.

Additional federal resources that complement the SUPPORT for Patients and Communities Act of 2018.

Continued efforts to limit the e-cigarette crisis. Supporting legislation in the 117th Congress that reduces tobacco use like S.1314/H.R. 2786, The Tobacco Tax Equity Act of 2021 which establishes the first ever e-cigarette tax and S.2445/H. R 4629, The Resources to Prevent Youth Vaping Act requiring e-cigarettes manufacturers to pay user fees to the FDA to conduct stronger oversight of the industry.

Patient access to critical ground ambulance transport services through ambulance relief. Medicare ambulance relief is essential for our citizens, and we request a long-term solution like the Medicare Ambulance Access Preservation Act of 2011 (MAPPA).

Opportunities to increase our local food exports through partnerships with the U.S. Department of Agriculture and the U.S. Economic Development Administration within the U.S. Department of Commerce.

On-going opportunities to increase funds for parks, trails, and open spaces to support public health. The pandemic has driven more people to utilize parks and open spaces for mental health respites, but this increased utilization has also increased vandalism, wildfire risk, and other public safety concerns. Funding for public safety programs, increased security technologies and dedicated staff like Park Rangers is more important than ever.

Ensure risk mitigation models and tools exist for public and private providers as behavioral and mental health programming moves further and further into the criminal justice system.

Continued funding for programs that increase regional service providers and support a hospital-based physician residency program like the Teaching Health Center Graduate Medical Education Program (THCGME). Lane County is also supportive of legislation that seeks to permanently authorize the THCGME program like S.1958/ H.R. 3671, the Doctors of Community (DOC) Act.

The total amount of Community Development Block Grant (CDBG) funds expended statewide for public services activities must not exceed 15 percent of the state's yearly allocation of funds. Lane County is supportive of the removal or expansion of this cap to increase the flow of funding for human service programs to ensure recipients can access the funding without burdening local budgets.

Lane County supports the following 117th Congress Legislation, each of which will provide beneficial outcomes through Lane County's Federally Qualified Health Center: the Protect 340B Act (H.R. 4390), the CONNECT for Health Acts (H.R. 2903 / S 1512) and the Dental Care for Veterans Act (H.R. 914).

The Partners are supportive of the establishment of a permanent funding source for programs that provide mental health or substance use disorder treatment provider licensing and certification, expands existing mental health/ substance abuse program capacities, and utilizes local non-profit providers for permanent postings.

We are dedicated to working with the congressional delegation to support passage of a reconciliation bill, including maintaining provisions such as Funding to Grow and Diversify the Maternal Health and Substance Use Disorder Treatment Workforce and Funding to Support Peer Recovery Specialists programs in 2023 and beyond.

Funding for a multidisciplinary response team, like CAHOOTS, made up of qualified mental health and police professionals. This community-based public safety system prioritizes mental health services for individuals experiencing mental health challenges, homelessness or substance abuse disorders. An estimated 20% of emergency calls have been redirected to the CAHOOTS team.



Youth enjoying new playground equipment funded by the 2018 Eugene Parks Bond

PRIORITY PROJECTS

Lane County, as well as a plethora of regional partners, has identified the need for a Behavioral Health Crisis Center to provide a non-jail option for local police agencies and the mobile crisis response system when they respond to dispatched emergencies. A formal stakeholder-involved planning committee is in place, and has received a report from a professional consultant identifying space and operational needs based on the target population which exists in Lane County. The Board of County Commissioner's has dedicated \$7.2M in funding towards a total project cost estimated to be \$19M. Property acquisition efforts are underway, as are additional project funding strategies. The project is Lane County's highest priority when it comes to Congressionally directed spending, and we seek \$1.5M to be considered as the fiscal year 2023 budget is evolved.

Our region continues to deliver innovative and coordinated responses to the crisis of homelessness across the metropolitan area, including new car camping and tent camping emergency shelters, new affordable housing, a new navigation center, and ongoing programmatic support. We seek rule revisions by HUD to allow federal funding to better support these successes.

Springfield Public Schools is working with partners to expand the existing health center to include dental services for underserved and students navigating poverty.

PROVIDING Housing and Reducing Homelessness



Everyone Village in Eugene

Affordable housing continues to be an important issue

for communities across Lane County and the nation. The United Front Partners understand the significance of creating cross-jurisdictional solutions to address homelessness. It is critical to consider a multifaceted approach to address the long-term factors that contribute to homelessness such as behavioral services, substance abuse treatment, social services, and affordable housing.

The coronavirus pandemic has exacerbated these housing issues as the economic and health impacts of the pandemic have hit our community's most vulnerable populations, the same populations that often have affordable housing and homelessness issues. Federal support from the CARES Act and American Rescue Plan Act have provided tremendous economic relief to individuals. We are eager to work with the congressional delegation and federal agencies to continue implementation of these impactful housing programs. The United Front partners are pushing for an historic investment in affordable housing as part of a reconciliation bill.

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Increased Federal investment in housing affordable to extremely low-income households, including full funding of the National Housing Trust Fund, the HOME program, the Community Development Block Grant (CDBG), and a doubling of the per capita allocation of Low-Income Housing Tax Credits to the states.

Promote inclusivity and incentivize sustainable building practices by revising the standard for physical condition that applies to acquisition of older properties.

Advance the Fair Housing Act through race-based equal opportunity lending for property ownership and supportive housing.

Comprehensive Federal assistance for the nearly 600 homes in Lane County that were damaged as a result of the Holiday Farm Fire.

Increased funding for the McKinney Vento homelessness program, and increased VASH funding and \$500M for Supportive Services for Veteran Families (SSVF) program. Full funding of the Grant Per Diem program, to serve homeless veterans in our cities.

Increased funding for the supply of permanent, supportive housing for chronically homeless people, and increased rapid re-housing resources for homeless families and youth. Increased funding to support transitional housing options for youth and people in recovery.

Legislation in the 117th Congress that align with homelessness and affordable housing priorities. Specifically, the Housing is Infrastructure Act of 2021 (H.R. 4497), the Affordable Housing Credit Improvement Act of 2021 (S. 1136/H.R. 2573) and the American Housing and Economic Mobility Act of 2021 (S. 1368/H.R. 2768).

Tax credits or other incentives for communities that convert vacant or foreclosed properties into sustainable housing for veterans.

Services targeted towards homeless people through federal departments other than HUD – including the SAMHSA, DOL, HHS, and the VA.

Implementation of IIJA should take a full approach to federal housing spending decisions that seek to address affordable housing issues, homelessness, and rapidly changing technology needs and uses while focusing on how communities should think about greenhouse gas emissions and the impact of extreme events such as pandemics and wildfires.

Regulatory flexibility and equitable allocation of resources for communities to utilize private market housing, which would make the use of federal and local resources more effective, and reduce local inefficiencies created by incompatible federal practices.

Expanding support for local communities in: seeking waivers to increase flexible use of ending homelessness funding, expanding access to Moving to Work authority for our local housing authorities, and amending program rules to allow effective integration of local and federal transitional and rapid re-housing programs with long-term voucher programs.

Support the capacity of federal agencies to complete required consultations for environmental reviews (particularly related to Endangered Species and Historic Preservation) to help us to expedite projects and meet CDBG and HOME expenditure deadlines.

Remove locally generated CDBG program income from HUD's calculation of CDBG timeliness for entitlement jurisdictions (which was only added 5 years ago). This will remove a barrier to local use of CDBG funds as loans and increase the impact of federal investments over time.

Lane County seeks a waiver from the Internal Revenue Service such that tax credit-financed housing (i.e. Low-Income Housing Tax Credit) may be used to provide housing for those working for, or affiliated with, a designated national special security event.

Lane County seeks clarity on the issue of gaining FEMA reimbursement for COVID-19 related non-congregate care in the absence of a state declaration of emergency. The

potential of elimination of FEMA supports for sheltering could result in hundreds of individuals being forced back onto the streets of our communities.

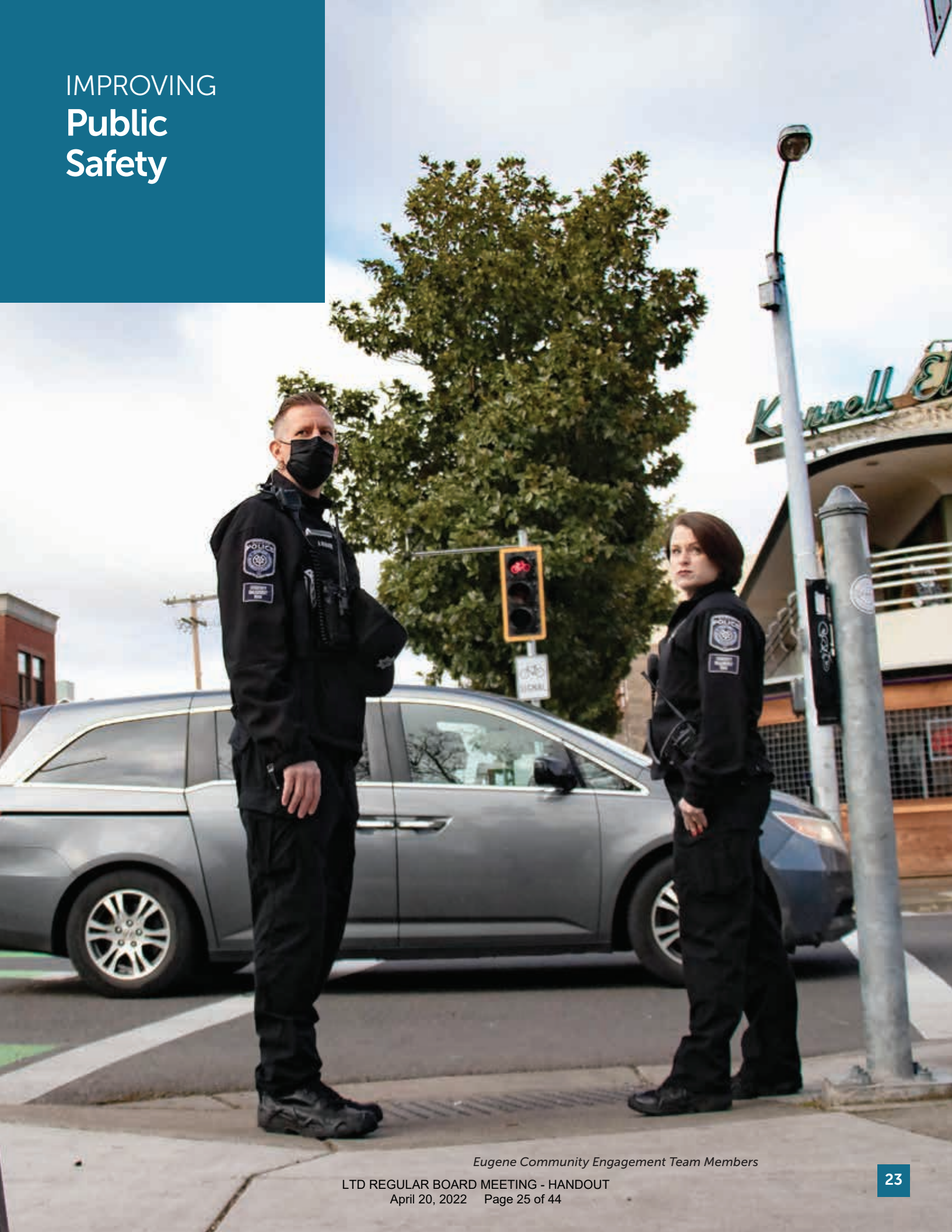
Increase the 5% cap on direct administrative costs allowed for use of federal funds by local service providers. Lane County passes federal funds on to non-profit agencies without taking a cut of any of those funds, but the 5% available to the non-profits for administration does not cover their costs, and ignores the reality of how organizations budget for indirect cost supports.

UF partners support the BBBA including several provisions, such as \$230 million for Housing Choice Vouchers, Project-Based Rental Assistance, and the Community Restoration and Revitalization Fund are implemented in 2023 and beyond. These programs help to address the regions increasing homeless population and offer permanent affordable housing options for these individuals, and those still impacted by the COVID-19 pandemic economic impacts.



The Commons on MLK

IMPROVING Public Safety



Eugene Community Engagement Team Members



CAHOOTS team

Eugene Community Engagement Team Member



Comprehensive public safety is critical for an equitable, thriving, and resilient community. As the role of public safety and policing continues to evolve, it is necessary that communities have the resources to best tailor approaches that enhance equity and best serve their populations.

There has been a steady rise in the number of mental health and opioid-related cases which has challenged our public safety operations. An overall lack of adequate funding to support mental health programs, exacerbated by the Coronavirus pandemic, has directly impacted the work of our local law enforcement officers, who now need to spend more time responding to mental health crises, instead of addressing personal or property crimes. The region has also seen increased public safety issues in

parks and other public spaces during the pandemic including vandalism and other acts of aggression and violence. United Front partners have created several community-based intervention programs that are adequately serving the individuals of Lane County. The creation of these programs has positioned us to target vulnerable populations and reduce the burden on our public safety infrastructure. These methods need to be adapted on a larger scale to create widespread impacts. The United Front partners are committed to working with the Congressional delegation to continue to ensure adequate community resources are available to individuals when they transition out of these relatively short term programs.

Eugene Community Engagement Team Members



Halloween Trick-or-Treat with Eugene Police



Bicycle Registration Event



FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Full funding for the Department of Justice's COPS program. Resident Deputies have proven to be popular and effective in Lane County as have the COPS Technology Grants which regularly are used to modernize dispatch centers, radios, body cameras and other equipment.

Sustained or increased funding for the Byrne JAG program. Lane County plans to target funding for offering at-risk youth programs, reducing recidivism, and providing safe neighborhood programs.

Expanding Medicaid dollars to be used for mental health support for inmates. By further incorporating mental health services in response teams and jails, individuals can get the help and services they need to best help themselves.

Lane County asks for clarification that the Federal Tort Claims Act protects Federally Qualified Health Centers from excessive litigation related to any criminal acts a participant of a court ordered jail diversion program may commit against a third party.

Including report language that encourages planning for the Cascadia subduction zone to ensure maximum effectiveness of earthquake early warning.

Changing Medicaid Inmate Exclusion Policy (MIEP) to allow for Medicaid services to pre-trial detainees. Changing MIEP to allow for Medicaid services to pre-trial detainees would help individuals, relieve the strain on the system and reduce the strain on taxpayer funds.

Supporting the Cities of Springfield and Eugene in its pursuit of public safety grant funds through the U.S. Department of Justice.

Passage of S.764/H.R. 1914, the Crisis Assistance Helping Out On The Streets (CAHOOTS) Act in the 117th Congress. We are thankful for Senator Wyden and Senator Merkley's support of this legislation in the Senate as well as Representative DeFazio's support in the House.

Swift roll out of a reconciliation bill that includes provisions related to Reentry Employment Opportunities and Investments to Ensure Continued Access to Health Care for Children and Other Individuals.

Support for special districts to obtain funding for public safety positions like Park Rangers or Park Ambassadors.

Passage of S.764/H.R. 1914, the Crisis Assistance Helping Out On The Streets (CAHOOTS) Act in the 117th Congress, which funds multidisciplinary response teams, like CAHOOTS, made up of qualified mental health and police professionals. We are thankful for Senator Wyden and Senator Merkley's support of this legislation in the Senate as well as Representative DeFazio's support in the House.

City of Eugene asks Congress to provide funding to retain law enforcement personnel for local governments implementing 21st Century Policing.

PRIORITY PROJECTS

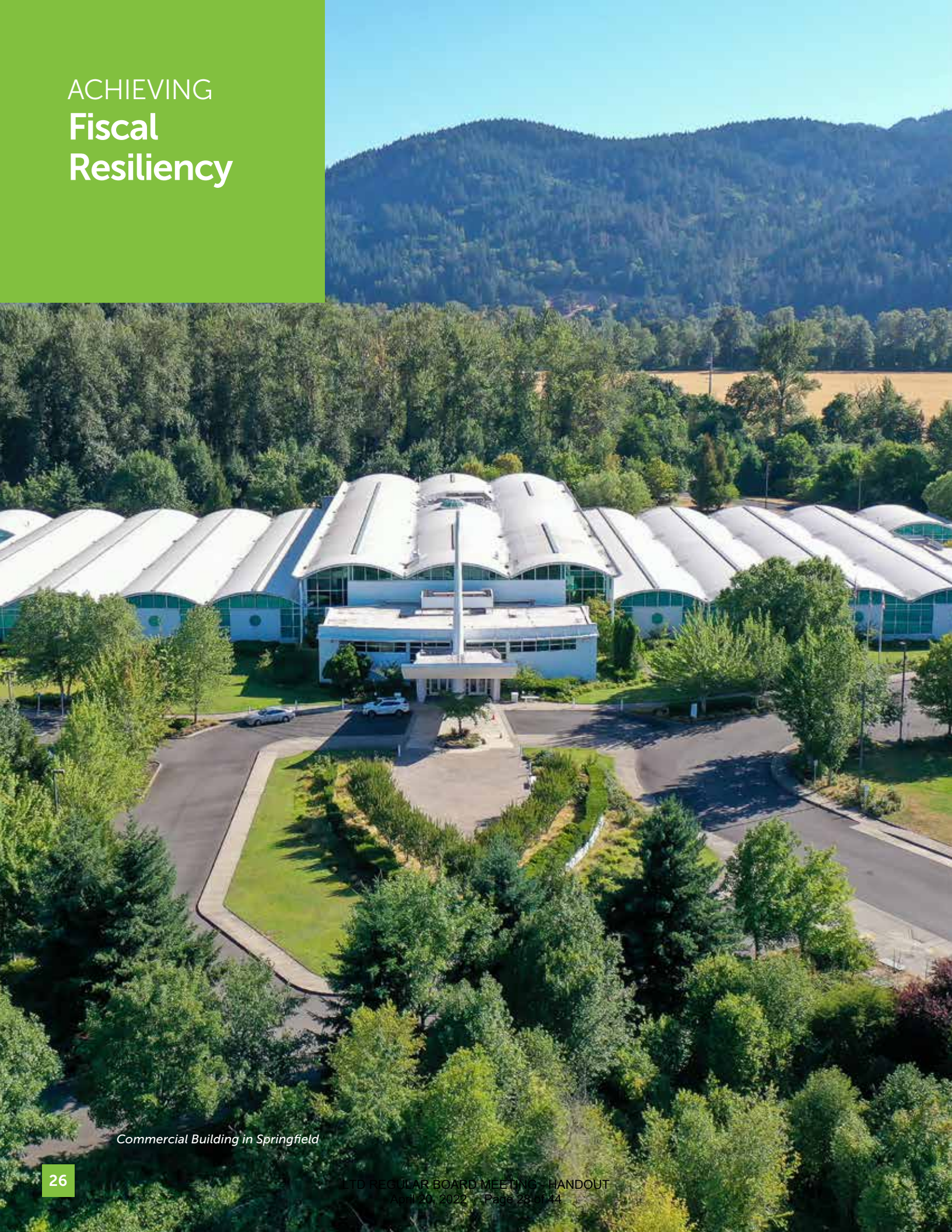
Regional Emergency Operations Center to be shared by Lane County, University of Oregon, Eugene Water and Electric Board and other regional partners. Scoping funding is necessary to begin planning for a comprehensive center.

Lane County Community Preparedness and Resilience project, including local training and exercises, pre-staging of response equipment and back-up power sources for emergency fuel caches located throughout Lane County.



Eugene Police Vehicles

ACHIEVING Fiscal Resiliency



Commercial Building in Springfield

The United Front Partners continued to face financial

and community challenges in 2021. The community continued to rebuild and recover from the 2020 Holiday Farm Fire and respond to the pandemic. These challenges underscored the importance of fiscal resiliency and sustainability throughout the region. The Partners are thankful for the American Rescue Plan Act (ARPA) and Coronavirus Aid, Relief, and Economic Security (CARES) Act, which have undoubtedly helped advance financial resiliency. The Partners are confident that the Investing in Infrastructure and Jobs Act (IIJA) will continue to advance these goals and enhance security and resiliency throughout the region.

The United Front partners recognize that the development of a robust 5G network is crucial for the future economic development and connectivity of our communities. However, the United Front Partners seek support in protecting control of our public rights-of-way and reverse recent federal actions that preempt local control of managing telecommunications, including use and franchise fees, as well as, deployment of 5G small cell units..

We further note that global trade was almost brought to a standstill by challenges at existing port facilities in the US. The continued investment in the Port of Coos Bay, and their short line railroad which connects the Port to the Willamette Valley, should be considered as the causes of those supply chain disruptions are examined. Recent property acquisitions adjacent to the Port bode well for their ability to accept containers, and concurrent investments into the rail line will ensure the most efficient mode is utilized for those containers as they move inland.

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Increased levels and year-to-year stability in federal programs that support local transportation, housing, health and human services, education and workforce development and the criminal justice system.

Allowing special districts to have direct access to request future federal funds in light of the financial challenges they experienced due to pandemics, natural disasters and a force majeure. For example, ARPA did not include direct access for special tax districts in Oregon to apply for those funds, exacerbating the economic impact of the communities that rely on their service.

Ensuring federal appropriations are passed on time, without government shutdowns, which negatively impact our ability to provide services, put stress on our operational systems, and create anxiety and uncertainty to the public.

A balanced approach to federal deficit reduction solutions taking into account the historic impacts of the coronavirus pandemic on local governments. Federal assistance to state and local governments can mitigate job losses and local budget shortfalls, so our local governments were grateful that Congress included direct funding to state and local governments in ARPA. Federal investments in state and local infrastructure projects help produce private sector jobs and improve our competitiveness.

Opposing deficit reduction actions that shift costs to localities, impose unfunded mandates, or pre-empt local programs and taxing authority.

As the region rebuilds from the Holiday Farm Fire, we need land management policies that both manage timber harvest levels and promote responsible Wildland Urban Interface Fuel Reductions. The UF partners commend our delegation for securing resources to fight and prevent wildfires in the IIJA.

Federal resources to establish uniform emergency communication channels and equipment for the region. Lane County seeks resources to bring more resiliency, through telecommunication investments, specifically along Highways 126 and 58, as it was made clear that a lack of communication infrastructure and other critical needs made the Holiday Farm Fire more difficult to manage.

Long-term extension of Secure Rural Schools (SRS). Lane County was pleased to see SRS reauthorized for three more years within the IIJA and hope the program continues to last. Assurances that these funds should not be subject to mandatory sequestration is a Lane County priority.

Legislation repealing the FCC's January 2019 ruling limiting local autonomy. We support the reintroduction of legislation like S.2012 and H.R.530 from the 116th Congress.

Undoing actions performed by the Federal Communications Commission (FCC) that hinder local government's ability to provide broadband services to constituents. The FCC's orders in its *Implementation of Section 621(a)(1) of the Cable Communications Policy Act of 1984 as Amended by the Cable Television Consumer Protection and Competition Act of 1992* proceeding and its *Accelerating Wireless and Wireline Broadband Deployment by removing Barriers to Infrastructure Investment* proceeding, will cost local governments millions of dollars in reduced franchise and other right-of-way fees as well as place new burdensome obligations on local governments and further constrain their ability to review applications to enlarge or modify wireless facilities. Overturning these orders would preserve the respect for municipal authority found in the Telecommunications Act of 1996 and the United Front partners support legislative action in this direction.

Significant federal investment in telecommunication (broadband) infrastructure to assist the neediest families that lack internet access at home which has a specifically detrimental impact on school aged children, and the most rural parts of the region that learned how poor the telecommunication coverage was during the Holiday Farm wildfire. While it will be key to focus on the broadband infrastructure gap first, it is also important that federal resources are available for catalytic investments in the urban centers as well to assist with economic growth following the pandemic which will help bring more resilience to the United Front partners' communities. The Partners will look to the ARPA and IIJA for broadband opportunities as this is a top priority area for the region and hope the congressional delegation will bring strong support to these local efforts.

Continuing to fund and preserve as Private Activity Bonds, New Market Tax Credit, Electric Vehicle Credit, and key parts of the Affordable Care Act. We believe these tax programs make the United States and our local communities more resilient and would support legislative or executive changes to make these programs more robust.

The repeal of the 10-percent credit of the Historic Tax Credit Program eliminates a critical tool, which has helped governmental entities, and local non-profits preserve historic landmarks while creating jobs.

The termination of preferential tax treatment of advanced refunding bonds interest is harmful as it is a financing tool, which allows local governments to finance their debt at lower costs and increase investment in municipal capital projects and other local programs.

The Partners appreciate direct assistance through formula fund programs like CDBG and new funding for the EECBG program. We ask our delegation to continue to support the authorization and appropriation of funds for these critical and efficient programs.

PRIORITY PROJECTS

Lane County seeks assistance to ensure that emergency communications towers that are located on, or planned to be located on, federal lands, are transferred to county ownership, or at least enter into long term lease arrangements.

Lane County seeks a path to ensure that any energy facilities located on federal land in Oregon is subject to similar revenue sharing agreements that currently exist for the harvest of timber from federal lands.



Chairman DeFazio, Secretary Buttigieg with LTD's union representatives

Federal CARES and ARPA Allocation SUMMARIES



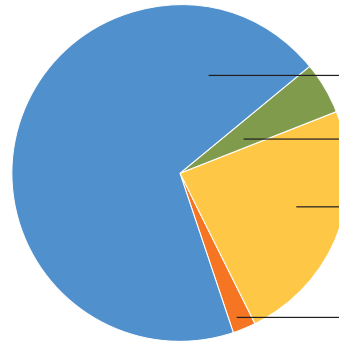


CARES

Coronavirus Aid Relief and
Economic Security Act

\$38.2
million
TOTAL

The **City of Eugene** received \$36.2M of CARES funding in response to the pandemic, with direct funding to support our regional airport and CDBG related activities and pass through funding from the State of Oregon to support initial response efforts.



FAA – Airport \$26.5 M

CDBG \$ 1.85 M

State of Oregon \$9.11 M

**Federal Direct
Response \$743 K**

OUTCOMES

Airport

Funding from FAA was used in FY20, FY21 and FY22 to Eugene Airport for **operating and maintenance expenses** so the airport remained operational for commercial aviation, general aviation, air cargo, charter activity, air ambulance, fire-fighting, emergency response, and resiliency preparedness.

In FY23, \$10M of CARES funding will be used to create additional heavy pads for remain over-night aircraft (RON).

CDBG

In partnership with Lane County, CDBG funding supported:

- **Unhoused response** including expanded shelter options, homeless support efforts (showers, laundry, food, mental health, benefits, etc), and outreach/navigation services.
- Food for Lane County, supporting **food access** to low income families.
- **Rental assistance** to keep people housed who may be facing eviction.

State of Oregon

Emergency Operations Center for initial response to the pandemic.

Purchase of **PPE**, cleaning and sanitation supplies, and disinfecting of public facilities.

Unhoused response efforts (emergency shelter, PPE, outreach, support services).

City operational response: telework infrastructure and capabilities, quarantining employees, public safety measures.

Funding for **community and business support efforts**

Business Oregon provided \$1.5M of in-kind PPE and cleaning materials that was distributed to community partners'

Federal Direct Response

DOJ funding supported **Law Enforcement PPE** and sanitation.

Federal Arts and Culture funding was utilized to support **Hult Center** due to loss of revenue from live shows.

HHS funding was for initial PPE purchases for the **City first responders** (Fire/Police/EMS/Homeless Outreach).

For more information on Eugene Community Recovery efforts visit eugene-or.gov/4361



ARPA

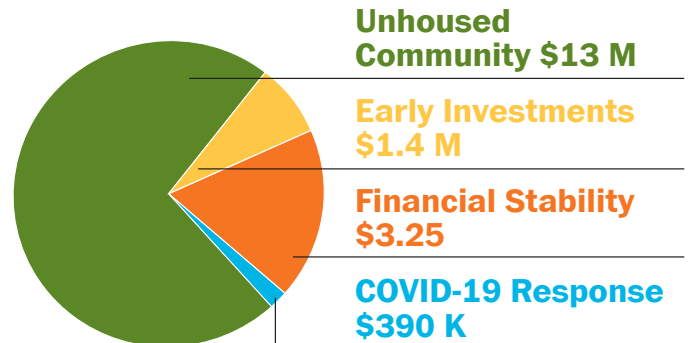
American Rescue Plan Act

\$35.9
million
TOTAL

The **City of Eugene** received an allocation of **\$35,908,036** in State and Local Recovery Funds under the American Rescue Plan Act, and will be received in two tranches of \$17,954,018, with the first half received on June 1, 2021 and the second half to be provided on June 1, 2022.

In Phase 1, the City is focusing on early investments to stabilize the organization to best position itself to support community recovery. While ARPA funding is being used to contribute to some revenue loss, the full economic impact of the pandemic cannot be solved with these dollars alone. The City will also continue to identify opportunities for organizational and community investments to be included in a future ARPA spending. **The following is a summary of projects supported by the first round of ARPA appropriations.**

Phase 1 Projects



Early Investments

Childcare Assistance \$300,000: Working with Lane Community College and United Way to support childcare needs of Eugene residents.

Financial Resilience \$300,000: Develop a new strategic planning and community engagement process for annual budget development.

Cybersecurity \$250,000: Strengthen network security and modernize our infrastructure.

Fire Services Stabilization \$200,000: Determine feasibility of next phase of Fire/EMS merger with City of Springfield.

Alternative Response Study \$150,000: Develop recommendations on options for alternative response to mental health crises, homelessness-related issues, and certain types of calls for service.

ARPA Coordination \$120,000: Temporary employee to provide project management of direct ARPA funds and coordinate grant applications for state and federal ARPA funding.

COVID-19 Response

\$390,000: Funding for unbudgeted FY22 operating expenditures associated with COVID-19 pandemic.

Contributions to Financial Stability

Accessibility and Safety Improvements \$1 million: improvements to oldest parking garages.

Public Works Facility Improvements \$600,000: improvements to Roosevelt Yard, a 39,000 square foot facility that houses Public Works Maintenance, Fleet, and Parks and Open Space.

Fund Stabilization \$600,000: Ambulance Transport Fund and Advanced Life Support service.

Urban Forestry \$50,000: invests in the tree planting program.

Fire Station 2 Budget Reduction Replacement \$1 million to restore the station's second engine to fully operational.

Unhoused Community Response

In partnership with Lane County we are providing needed resources and shelter for **Camping Response** which improves coordination, transparency, and responsiveness to urban camping to address the needs of people who lack housing and support the health and safety of our entire community.

Safe Sleep Sites provide safe, legal places for people experiencing homelessness to sleep and connect to services, as well as reduce the impacts of unsanctioned camping across the city.

Other Services supports operations for the new low-barrier Shelter and Navigation Center, costs to operate a mobile shower trailer and administrative costs for supporting businesses and homelessness services programming.



COVID-19 Response

\$16 million

Oregon Coronavirus Relief Funds

- Childcare Service Grants
- Foreclosure prevention
- 79 Small Business Economic Support Grants
- 239 Community Business Grants
- Caring for people experiencing homelessness
- Medical expenses, including hospitals, COVID testing, and emergency response
- Public Health response, including contact tracing communication, PPE
- Payroll for employees dedicated to COVID response



\$5 million

State General Fund

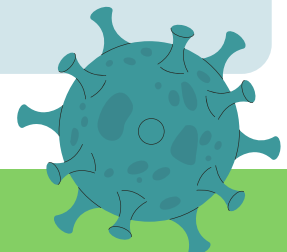
- Purchased and renovated a building to serve as a COVID-19 recovery center for homeless and post-prison release people
- The building is currently being converted into a low-barrier shelter and “navigation center”



\$17 million

CARES Funds

- Homelessness response
- Energy assistance (LIHEAP) for 2,947 people in 2021
- Weatherization assistance
- +2,000 households received Rent Assistance



American Rescue Plan



\$20.5 million

Helping people *find and keep housing*, including: rent assistance, utility and weatherization assistance, permanent supportive housing, veteran's housing, and more.



\$13.8 million

Support for *unhoused community members*, including: establishing a shelter and navigation center, investing in supported camping locations, street outreach, pallet shelters, mobile crisis response, and landlord engagement.



\$15.5 million

McKenzie River Valley *Water System Replacement*



\$17.5 million

Adult *Corrections Facility & Technology Upgrade*



\$5.4 million

Nonprofit aid, including: homelessness services, FOOD for Lane County, relief nursery, at-risk youth services, and support for schools, community centers and a local theater.



\$8.3 million

Public health initiatives, including: Behavioral Health Crisis Center development; community health clinic development; public health equity; dental clinic support; and clinic renovation.



\$19.3 million

Stabilization of government services and COVID-19 response efforts, including: workforce stabilization, financial stabilization, courtroom digital modernization, emergency morgue capacity trailer, expansion of medical death investigator to support increased need in light of the pandemic, Youth Services equity efforts, ARPA funds management structure, disinfecting equipment for law enforcement.



CARES

Coronavirus Aid Relief and Economic Security Act

The Coronavirus Aid, Relief, and Economic Security Act, CARES, established the Coronavirus Relief Fund, CRF, which disbursed **\$2.4 million** to the City of Springfield. The first two portions of money were reimbursement for eligible expenses between March 1, 2020 and June 30, 2020, totaling \$1.1 million. The final \$1.3 million were dispersed to the City in November of 2020 and had to be expended by June 30, 2021.

The primary guidance throughout the eligible period was: necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019, COVID-19. These costs must not have been accounted for in the budget approved as of March 27, 2020 and all costs were incurred between March 1, 2020, and December 31, 2021.

With this guidance from the Treasury, the City used CRF funds for the following:



Public Safety

Fire and Life Safety Sanitizing Supplies and Personal Protection Equipment

\$95,000

Community and City Staff Personal Protection Equipment

\$61,000

Springfield Justice Center Disinfection and Cleaning

\$17,000



Accessibility & Infrastructure

Technology Upgrade to City Hall Public Meeting Space to Provide Virtual Meeting Capabilities

\$364,000

Technology to Support Remote Employee Work

\$268,000

Installed AV Equipment in Court Rooms to Allow for Virtual Court Proceedings

\$72,000

Materials to Support Communication & Enforcement of COVID-19 Protocols

\$15,000



Community Benefit

Personnel expenses related to the City's Response to the COVID Pandemic

\$1,250,000

Care For Unhoused Populations

\$252,000

Emergency Operations Center Supplies

\$46,000



For more information contact:

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or Sam Kelly-Quattrocchi at skelly@springfield-or.gov

TO REGULAR BOARD MEETING HANDOUT

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Springfield staff looked to the Government Finance Officers Association's recommended guiding principles for American Rescue Plan Act funds as a guide in recommending ARPA funded projects for consideration by the Council. Springfield's total funding amount is **\$14 million**.

Springfield's guiding values are summarized as follows:

Is it a one-time expenditure as opposed to an on-going expenditure

Does it provide a significant and visible community benefit

Does it help address the City's General Fund financial structural imbalance

Those values framed the conversation over multiple work sessions which resulted in the selection of the following uses:



Public Safety

Replacement of Fire & Life Safety radios

\$600,000

Security upgrades to the Council Chambers and City Municipal Court

\$400,000

Installation of security camera system at City Hall

\$200,000



Accessibility & Infrastructure

Modernize the City's street light infrastructure through replacement of outdated lights with energy saving LED fixtures

\$2,750,000

Justice Center Roof Replacement

\$450,000

Replacement of City Museum elevator

\$150,000

City Hall HVAC Replacement Project Analysis

\$50,000



Community Benefit

Replace lost revenue to maintain staffing levels at the City in support of Public Safety, Library Services, and City Administration

\$2,500,000 over three years

Additional staffing to support project delivery related to State mandated housing and transportation policy

\$1,400,000 over three years

Support for Willamalane Park and Recreation District to add back services lost during the COVID pandemic

\$1,000,000

Library Expansion and Remodel

\$950,000



For more information contact:

Niel Laudati at nlaudati@springfield-or.gov

or Sam Kelly-Quattrocchi at skelly@springfield-or.gov

CARES

Coronavirus Aid Relief and Economic Security Act

Springfield Public Schools will receive **\$2.7 million** in CARES Act funding in 2020.

In the fall of 2019 the Springfield school district completed a comprehensive community engagement exercise to gain community insight on how to target reinvestments in our schools.

Along with immediate emergency response relief, this community input continues to shape our direction for federal relief dollars as students and staff emerge from pandemic learning conditions and re-engage in robust learning opportunities.

Investments are vetted for the following purposes:

Meet students' mental and behavioral health needs

Increase academic achievement and reduce academic disparities for traditionally underserved students – who were often disproportionately impacted by the pandemic

Prioritizing one-time expenditures over ongoing financial commitment

Through those priorities the district has targeted CARES/ESSER I funded projects in the following ways:



Emergency pandemic response

Computer equipment for staff and students during initial remote learning

\$145K

Computer software/Online Instructional Services

\$44K

Telephone and hotspot connectivity

\$47K



Health and Safety

iWave hospital grade air purifiers for all district schools and buildings

\$329K



Well-Rounded Educational Opportunities

Instructional supplies – to allow hands on learning opportunities while remote

\$128K

- Elementary – **\$90K**
- Middle School – **\$22K**
- High School – **\$16K**



Class Size

Temporary staff payroll

\$2M

- Additional staff to support distance learning and keep class cohorts small upon return to in-person
- Temporary staff to support emergency child care operations
- Additional duty for regular staff with expanded responsibilities



SPRINGFIELD
PUBLIC SCHOOLS
Every Student, Every Day

American Rescue Plan Act/Elementary and Secondary School Emergency Relief

Springfield Public Schools will receive **\$12.6 million** in ESSER II funds and **\$28.5 million** in ESSER III funds.

Following a robust community engagement process in the fall of 2019, Springfield Public School District had a sound foundation for the priorities of our community in supporting the students of Springfield.

Using the principles from our community engagement process Springfield approached re-emerging from the pandemic by maximizing emergency relief funds to target investments that support students in returning to safe and healthy school locations, provide robust and engaging learning opportunities that recover and accelerate learning lost in remote instruction environments, and reconnect with historically underserved students who were often disproportionately impacted by the pandemic.

Our guiding principles for investing emergency federal relief support was vetted through the following purposes:

Meet students' mental and behavioral health needs

Increase academic achievement and reduce academic disparities for traditionally underserved students – who were often disproportionately impacted by the pandemic

Prioritizing one-time expenditures over ongoing financial commitment

Through the lens of these priorities the district has utilized ARP ESSER II/III funding in the following key areas:



Well-Rounded Educational Opportunities

Summer learning supports
\$520K

Online learning tools and professional development
\$175K

Additional high school musical instruments
\$5K



Health and Safety

ARC Ultra-violet chemical free hospital grade disinfection devices
\$870K

Summer nutrition program
\$187K

HVAC upgrades
\$152K

Capital improvements to enhance distancing and support health recommendations
\$92K

District Health Services COVID Coordinator
\$61K



Class Size

Temporary Faculty
\$510K

Retention Stipend to retain qualified staff in hard to fill positions
\$347K

Temporary additional staff supports
\$85K

WILLAMALANE PARK AND RECREATION DISTRICT

CARES ACT SPENDING SUMMARY

In 2020, Willamalane utilized \$559,517 from the Coronavirus Aid, Relief, and Economic Security Act to reimburse a portion of the costs incurred during the COVID-19 pandemic. These funds were allocated by the State of Oregon as assistance for state, local, and tribal governments. These funds provided an economic lifeline that Willamalane used to maintain staffing levels, keep essential programs running, and keep all parks and open spaces open for the community.

Economic supports: \$235,743 (42%)

- Unemployment insurance costs that will not be reimbursed by the federal government
- Leave hours specifically for COVID-19

Payroll expenses: \$187,820 (34%)

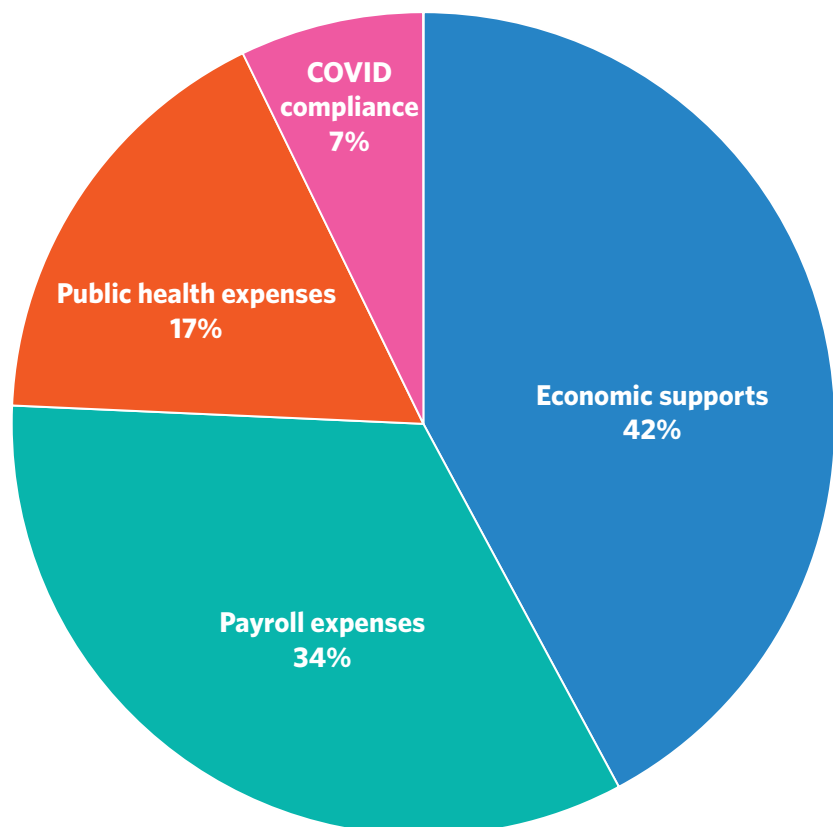
- Employees substantially dedicated to COVID-19

Public health expenses: \$95,593 (17%)

- Communication and enforcement
- Medical and protective supplies
- Disinfecting public areas and other facilities
- Public safety measures

Expenses to facilitate compliance with COVID-19 measures: \$40,361 (7%)

- Telework capabilities
- Paid sick and paid family and medical leave



COVID-19 RELIEF

CARES

Coronavirus Aid, Relief, and Economic Security Act

\$25
million

CRRSAA

Coronavirus Response and Relief Supplemental Appropriations Act

\$17
million

ARPA

American Rescue Plan Act

\$33
million

\$75
million
TOTAL

IMPACTS *of the pandemic*

Ridership

Ridership dropped by **70%** in response to stay-home orders in 2020. LTD promoted essential trips only during this time, when vehicle capacity was reduced by roughly two-thirds. Boardings are now up to **50%** of pre-pandemic levels and LTD vehicles are running at full-capacity.

Revenue

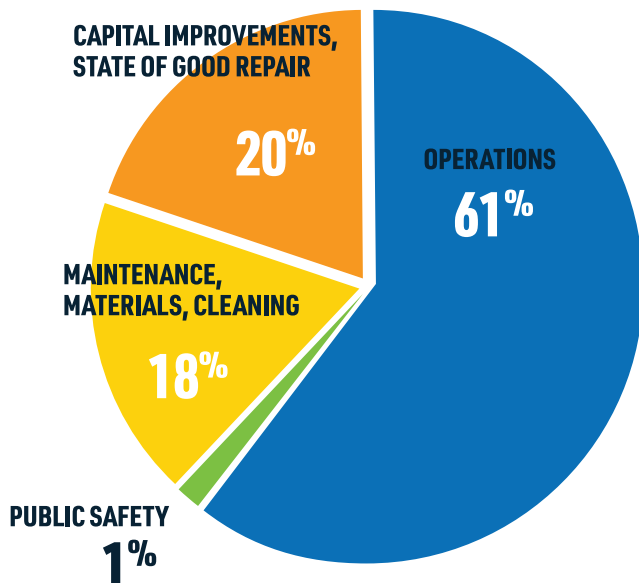
Operating revenues decreased by **46%** in FY21, due to the pandemic. Fares were not being collected and grant-funded programs like *Mobility on Demand* and *Safe Routes to School* were suspended or activity was significantly reduced. Fare collected was restored in February of 2021.

Service

Service was dramatically cut back in response to low ridership, expected revenue loss and decreased staff yet LTD maintained service for those **essential trips**. Now as we see a return to work and the classroom, staffing and driver shortages continue to provide challenges in restoring service.

Cost

The cost to deliver fixed-route service increased from **\$163** per revenue hour to **\$237** as LTD implemented stringent safety measures and cleaning protocols, compensated front-line workers and saw increases in cost for everything from fuel to materials and supplies.



Resilience and RECOVERY

Lane Transit District's **Federal relief funding** has been **critical** in providing support throughout the pandemic. It has allowed us to continue to deliver **essential service** to those who truly rely on public transit.

This funding will not only support ongoing **operations**, but will aid in efforts to innovate with much-needed **facility** upgrades and other **infrastructure** projects that will promote **health, safety** and **security** for the community.

Relief funding will also support efforts to **restore service** and **increase ridership** as well as replace aging **paratransit vehicles** to better-serve our riders.



Viewpoint from Thurston Hills Natural Area



UNITED FRONT PARTNERS OF LANE COUNTY OREGON



CITY OF EUGENE | CITY OF SPRINGFIELD | LANE COUNTY | LANE TRANSIT DISTRICT
SPRINGFIELD PUBLIC SCHOOLS | WILLAMALANE PARK AND RECREATION DISTRICT