

Northeast Neighbors (NeN), General Meeting

January 20, 2022

Call to Order: 7:00 pm

Attendance: 46; board members (Kevin, Anne, Jim, Rick, John), 6 presenters, 4 elected officials

10/12/21 General Meeting Minutes: Approved unanimously.

Announcement: NeN Food Drive, Sunday, February 13, 1:00–4:00, Harvest Community Church parking lot

State Senator James Manning

- Co-chaired committee Transparency in Police and Use of Force Reform; law enforcement always had a seat at the table and several former law enforcement members on the committee
- Large amount of turnover in the legislature
- As Senate President pro tem, Manning will role of President in 2023

Question was asked about why accommodations have been built for pedestrians on current Delta interchange work.

Frannie Brindle ODOT: when second phase of work on the interchange is completed, north-south pedestrian and bicycle crossing of the Beltline will be allowed in order to feed into the arterial bridge.

Frannie Brindle, ODOT's Area 5 Manager, spoke about potential for funding for Beltline projects.

The two Beltline projects that will have the greatest impact on our area are ODOT's top priorities for the region:

1. Finish the Delta/Beltline interchange project. Replace the existing bridge over the Beltline and upgrade the north side offramps. Cost: \$1.25 million for project design and right of way acquisition; \$28 million for construction.
2. Build the arterial bridge across the Willamette. It will carry local traffic, pedestrians, bicycles, and transit between Green Acres Road and the Santa Clara neighborhood. It's expected to take 25% of peak hour traffic off the Beltline. This is a City of Eugene project, but ODOT will foot 25-50% of the bill. The cost: \$6 million for design and right of way acquisition; \$119 million for construction.

Both projects will have National Environmental Policy Act clearance by March so they can start raising funds.

Where to start?

- Get the design plans done so they can help with raising the rest of the money.
- Get the City of Eugene to establish its local match amount so that matching grants can be applied for.

Decision-makers NeN can try to influence:

- The Oregon Transportation commission is now asking for comments.
- Lane County's Metropolitan Policy Committee
- City of Eugene's decision makers, aka the City Council
- Elected representatives in Salem and DC (who have already been working on our behalf)

Meanwhile, ODOT, Lane, and Eugene will be chasing grants

The infrastructure bill is sending \$4.5 billion to Oregon over the next 5 years. That's \$1 billion more than the standard amount. A lot of money to divide up, but a lot of buckets to go into. Portland's needs, Salem's needs, our needs, the rest of the state, active transportation, bridges everywhere, and so forth. Read more about Oregon's share of the Infrastructure Investment and Jobs Act at <https://www.oregon.gov/odot/Pages/IIJA.aspx>
That's why we need to make noise to get the money we need for the Beltline.

How about the full Beltline project? Replacing the current 60-year-old bridge across the Willamette and adding auxiliary lanes, modernizing the interchange at River Avenue/Division Avenue, adding lanes between the Delta interchange River Road, etc. The total bill is going to run over \$300 million.

John Brown, EWEB Commissioner

What's going to happen to electric and water rates?

- We haven't raised them in 5 years but this year we're going to raise electric 3.7% and water 3%.
- Also, we put a 5-year \$3 a month surcharge on bills for watershed restoration, etc.

EWEB has a lot of major things coming up:

- The Leaburg Canal is shut down and we can't generate power there. It could be up to \$90 million to fix it to generate power or \$30 million just to maintain stormwater.
- We have a union contract coming up and could face increase in labor cost.
- We're trying to build a second water source in Glenwood for taking water from the Willamette. The latest cost projection is \$90 million.
- Finally, we're looking into selling the headquarters building. We're going to do public outreach about it.

Cydney Vandercar, acting 4j Superintendent

- Eugene School district website shows all COVID cases currently in the school and in the district. 4J is receiving frequently changing protocols about COVID. 4j is highly active in preventing transmission at school.
- The Sheldon and North regions are the growth areas of the city and schools are close to capacity. Sheldon enrollment is currently stable, however continued growth is expected and a new school will be needed.
- Will need a bond issue for funding construction, including the new school on Coburg. If they wait 10 years, there would be no effective increase in taxes. However the school and the bond issue will be needed sooner than that.
- Shortage of bus drivers, around 70 versus normally over 100. Therefore routes cut and more people driving their children to school, creating congestion.
- Federal COVID funds have allowed smaller classes and extra workers, helping keep kids up despite disruptions. Kids need more help with group behavior after COVID isolation. The school staffs are tired, yes, but rolling with it.
- Three elementary schools in the Sheldon region Holt, Gilham, and Willagillespie we'll be at capacity or over in the next few years. All are busting at the seams and anticipating residential growth in the area. 4J will send data.

Jennifer Yeh, Ward 4 City Councilor

Crescent Meadows homeowners association has been raising issues about the restrooms planned for the park, advocating removal from the plan.

Althea Sullivan & Rebecca Gershow, Senior Planners, Eugene Planning Department, Buildable Lands Analysis

Althea reported on zoning and potential development for several large properties within the UGB:

- Total size was roughly 90 acres. Most of them have only very long-term potential for development due to current owners (Wildish, First Baptist).
- Three sites have nearer term potential. They would need to be annexed and change zoning (now Ag). They total roughly 23 acres. They have an estimated potential for 310 homes based on current land-use code.
- The sites that have only a very long-term possibility of development have potential for a total of well over a thousand additional residences, based on current land-use density allowance.
- Land-use code changes will go into effect this July that will allow for considerable more density than these estimates are based on.

Rebecca reported on Urban Reserves planning:

- Currently based on meeting Eugene growth needs for the 27 years subsequent to 2032. However, because Eugene has grown far faster than anticipated, we could see discussion of opening up urban reserves sooner than that.
- Total urban reserve land for the city is almost 6,000 acres of developable lands.
- 158 developable acres border the NeN area. Development potential is hard to estimate because uses have not yet been designated. Planning's rough estimate is 1300 potential residences.

A question was asked about parcels of land east of Game Farm Road, outside the UGB. They were not included as Urban Reserve for two reasons; they are in the 100-year flood plain and have Class 1 soils.

Adjourned: 8:46 pm