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Memorandum Date: October 23, 2007

Order Date: October 31, 2007

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**TO:** Board of County Commissioners

**DEPARTMENT:** Public Works

**PRESENTED BY:** Celia Barry, Transportation Planning Division

**AGENDA ITEM TITLE:** ORDER/IN THE MATTER OF ENDORSING PROJECT APPLICATIONS FOR CONNECTOREGON II

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**I. MOTION**

Staff requests a Motion to approve the Order (Attachment A).

**II. AGENDA ITEM SUMMARY**

Applications for the second year of Oregon Department of Transportation (ODOT) ConnectOregon funding (ConnectOregon II) are due to ODOT by November 21, 2007. Letters of support from affected jurisdictions are specifically requested. The Motion would approve endorsing letters of support for known Lane County proposals outside the Central Lane Metropolitan Planning Organization (MPO) area. (see below for information regarding project endorsement within the MPO area).

**III. BACKGROUND/IMPLICATIONS OF ACTION**

**A. Board Action and Other History**

Last year was the first year of ODOT's ConnectOregon funding program. As then, there are two major steps where the Board will be asked to take action:

- First, at this work session, the Board is requested to provide letters of support for all non-MPO Lane County applicants for ConnectOregon funding (see below for information regarding project endorsement within the MPO area).

Last year the Board's action occurred February 15, 2006 by Board Order 06-2-15-1.

- Staff will return in approximately March 2008 and request the Board hold a public hearing and adopt a priority list for Lane County recipients of ConnectOregon II funding.

Last year the priority setting occurred May 3, 2006, Order 06-5-3-9. In 2006, a point ranking system recommended by ODOT staff was used, and it is anticipated that a similar system will be recommended for this round of ConnectOregon II priority setting.

Since priority setting will be a matter for later discussion this work session is intended to focus only on the first step of the Board's requested involvement - providing letters of support for all Lane County, non-MPO projects.

#### Metropolitan Policy Committee Action (MPC) for the MPO Area

The MPC took action on October 11, 2007 to unanimously approve endorsing the one application within the Central Lane Metropolitan Policy Organization (MPO) area known about thus far. As you know the MPO area includes the Eugene-Springfield Metropolitan area and Coburg. The project within the MPO area requesting ConnectOregon II funding is the Eugene Depot Phase 2 - Platform and Vehicle Improvements. Information about this project and a draft of the letter that was endorsed by the MPC is included in Attachment B.

#### Board of County Commissioners Action

The Board is asked to provide letters endorsing Lane County projects outside the MPO area. The three entities who have requested Letters of Support are (in alphabetical order):

- Cottage Grove Hobby Field Airport - Fire Suppression System
- Port of Siuslaw
- Veneta - LTD Transit Center

Attachment C contains project information for the three projects.

#### ConnectOregon 2006 - Lane County funded projects

Last year, two Lane County projects were funded at a total of \$9.5 million. These included the Eugene Air Cargo Facilities (\$4.1 million), and LTD Pioneer Parkway Bus Rapid Transit (EmX) improvements (\$5.4 million).

#### ConnectOregon Program Overview

See the ConnectOregon FAQ, Attachment D. The program is a lottery bond-based initiative to invest in air, rail, marine, and transit infrastructure. As last year, the legislature provided \$100 million for grants (with a minimum 20% cash match) or loans. Either public or private entities may apply. Projects involving roads are only eligible if the ConnectOregon funds will not be used for improvements eligible for highway revenue funding.

Each of the five ODOT Regions will receive a minimum of \$10 million. As noted previously Lane County alone received \$9.4 million last year.

#### Post Application Review Steps

ODOT will review applications for “completeness and reasonableness”. Those passing this threshold will be delivered to four modal committees (air, rail, marine, and transit) who will rank them, after which Regional Committees will recommend their priorities. Regional Committees are ODOT Advisory Committees on Transportation (ACTs), Lane County, and a Portland Metro area special purpose committee, including Columbia and Hood River Counties, temporarily established for ConnectOregon II.

The ODOT Director will convene a final review committee made up of representatives from the two previous review levels to develop a unified list of projects that will be proposed for adoption by the OTC. It is anticipated that OTC will hold a public hearing in May 2008 to consider this list, and that OTC will select recipients in June 2008.

#### Eligibility Requirements

In selecting transportation projects, the Oregon Transportation Commission will consider the following:

- Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;
- Whether a proposed transportation project results in an economic benefit to this state;
- Whether a proposed transportation project is a critical link connecting elements of Oregon’s transportation system that will measurably improve utilization and efficiency of the system;
- How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund; and
- Whether a proposed transportation project is ready for construction.

Transportation Planning has produced a website for the ConnectOregon II program. An extensive mailing list of public and private entities was informed about the opportunity and the website, which is at:

<http://www.lanecounty.org/TransPlanning/ConnectOregon.htm>

#### **B. Policy Issues**

Approval of the motion is consistent with the county adopted Transportation System Plan, which provides supportive policy statements for air, rail, marine, and transit facilities and services.

### C. Board Goals

While endorsing projects proposed in Lane County for ConnectOregon II funding does not directly generate revenue for Lane County government, ConnectOregon II projects have potential for contributing to the county's economic development, so there is compatibility with the fourth highest Strategic Plan objective of Revenue Generation, in particular, "pursuing entrepreneurial opportunities" (page iii).

While no funds are allocated to the ConnectOregon program from the County, staff time in processing this item and future items is an allocation of resources. Staff sees this as consistent with Strategic Plan priority B.3., "Allocate Funds Strategically", Item a.4:

4. The County will also fund services where there are sound fiscal reasons to do so, and where the service contributes to the attainment of the County's broad goals. The following factors will be considered:
  - Funding the service has no indirect negative impact on the General Fund.
  - The service generates revenue for Lane County citizens.

*(No revenue is generated from this Board item per se, but there is potential that revenue will be generated -if indirectly --from one or more of the Lane County projects, if funded by ConnectOregon II).*

### D. Financial and/or Resource Considerations

There are no direct financial implications for Lane County; however, there is a possibility that projects receiving funding from ConnectOregon will result in economic development and job creation in Lane County.

There is some allocation of staff resources to this effort due to Lane County's standing as comparable to an ODOT ACT. In this capacity Transportation Planning staff distributes information to potentially interested parties.

### E. Analysis

All of the applications we know about are from government entities. While railroads and other private service providers may apply for ConnectOregon II funding, and have been contacted to request information for this Board meeting, to date only information about the five proposals above (including the City of Eugene Depot) have been submitted. It is possible other applications will be submitted from others, including railroads or other private businesses. Also, some service providers (such as railroads) cross county boundaries and may seek

letters of support from other supporters instead, such as other ODOT ACTs.

Information from ODOT indicates letters of support “will be helpful”, further stating that “Letters of support and letters of intent to use the project are specifically requested in the project application (Attachment D, page 4).”

Due to the MPC and BCC meeting schedules relative to the November 21 2007 ConnectOregon II application deadline, letters of support must be provided as soon as possible. The BCC will meet again on November 6, 7, and 20 prior to the application deadline. If additional requests come in before October 31, staff will present them in a supplement. At minimum, we anticipate having a supplement for the Port of Siuslaw project.

If requests come in after October 31, staff will attempt to bring the requests to one of the November Board meetings prior to the 21<sup>st</sup>.

The Board will be called upon later in the process to rank projects that ODOT accepts for further consideration, and will have more information once complete applications are provided. (See Section III.A. Post Application Review Steps, above). As such it is a reasonable course of action for the Board to reserve judgments about the Lane County area project proposals and provide letters of support for all applicants who so request it at this time.

#### **IV. Alternatives/Options**

1. Approve the motion
2. Deny the motion
3. Revise the motion to endorse some of the proposals, but not others

Staff believes approving the motion (Option 1) is the most reasonable approach given the very limited information we have about each proposal and given there will be a priority ranking step later in the process.

#### **V. TIMING/IMPLEMENTATION**

As noted above the ODOT deadline for submitting applications, including letters of endorsement, is November 21. The Board will meet 3 times prior to that deadline. If additional requests for letters come in prior to then, staff will attempt to schedule them for your consideration.

By approximately March 2008 staff anticipates returning to the Board with a request to rank projects for ODOT Region 2, Area 5 (Lane County).

## **VI. RECOMMENDATION**

Staff recommends approval of the motion for reasons stated in the Analysis and Alternatives/Options Sections above.

## **VII. FOLLOW-UP**

Staff anticipates returning to the Board by March 2008 to request scheduling of a public hearing and ranking of ODOT Area 5, Lane County projects.

## **VIII. ATTACHMENTS**

- A. Board Order and Exhibit A, copies of three proposed Letters of Support
- B. MPC Endorsement Letter and Project Information for Eugene Depot
- C. Project Information for Creswell, Port of Siuslaw, and Veneta projects
- D. Frequently Asked Questions (FAQ) Information about ConnectOregon II

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY  
STATE OF OREGON

ORDER NO. ) IN THE MATTER OF ENDORSING PROJECT  
) APPLICATIONS FOR CONNECTOREGON II

WHEREAS, the Oregon Department of Transportation (ODOT) has created an application process for the ConnectOregon II program, a \$100 million program to invest in air, rail, marine, and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient; and

WHEREAS, the Lane County Board of Commissioners held a work session on October 31, 2007 to discuss ConnectOregon II application review steps; and

WHEREAS, applicants in Lane County outside of the Central Lane Metropolitan Planning (MPO) Area have requested letters of support from the Board of County Commissioners for the application process; and

WHEREAS, the Metropolitan Policy Committee, including the Board of Commissioners' representation, has unanimously supported providing a letter of support for the project within the MPO Area that requested support from the MPC; and

WHEREAS, the Board wishes to provide support to other applications in Lane County so that they may complete for funding in the ConnectOregon II program; and

WHEREAS, the Board will have another opportunity later in the process to comment further on Lane County area projects and their relative priority; now, therefore, it is hereby

ORDERED that the Chair of the Board be authorized to sign three letters of support in substantially the form of the copies which are attached as Exhibit A to this Order for the projects represented in the attached letters and described in the requests for endorsements.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2007

\_\_\_\_\_  
Faye Stewart, Chair  
Lane County Board of Commissioners

APPROVED AS TO FORM

Date October 23, 2007 Lane County

Stephen J. Vacker  
OFFICE OF LEGAL COUNSEL



## Lane County Board of Commissioners

Bill Dwyer  
Bill Fleenor  
Bobby Green, Sr.  
Peter Sorenson  
Faye Hills Stewart

October 31, 2007

Ms. Shelley Humble, Manager  
Creswell Hobby Field Airport  
P.O. Box 276  
Creswell, OR 97426

Dear Ms. Humble:

The Lane County Board of Commissioners extends our wholehearted support for the Fire Suppression Project proposal for the Creswell Hobby Field Airport. We agree that the airport plays an important role in the growth and well-being of our community, and there is a critical need for this project.

Creswell Hobby Field Airport is categorized as a Community General Aviation Airport and is included in the National Plan of Integrated Airport Systems (NPIAS). As such Creswell's airport is a significant component in the statewide transportation system and an important player in the City's and County's economy. We understand that the lack of fire suppression at the airport has been an ongoing critical concern for the past several years, resulting in a building and development moratorium at the airport. The grant will help resolve this matter and provide improved fire protection services to the airport and surrounding related airport operations including planes, hangars and other facilities.

The Creswell Hobby Field Airport is minutes from Interstate 5, the primary north-south highway corridor in the western United States. The nearby, nationally ranked Emerald Valley Golf Resort creates multiple opportunities for business expansion. Adding facilities to the airport would allow the resort to provide air travel accommodations for its guests. One of Creswell's other major employers also brings in executives and other employees for regional meetings and trainings. It is anticipated that other economic contributions will result from development of airport facilities, especially given the significant growth the City of Creswell has lately been experiencing.

Our Board has shown recognition in the past for the importance of this project, by co-adopting an expansion to the City's urban growth boundary thereby taking the necessary steps to address state land use law requirements. The City has demonstrated planning and foresight in moving toward readiness for implementation once a funding source is identified.

The Creswell Airport is an important transportation connection for Lane County, and will be an increasingly significant link if this project is funded. Please include this letter of support in your application for ConnectOregon II funding.

Sincerely,

Faye Stewart  
Chair, Lane County Board of Commissioners





## Lane County Board of Commissioners

EXHIBIT A, Page 2 of 3

Bill Dwyer  
Bill Fleenor  
Bobby Green, Sr.  
Peter Sorenson  
Faye Hills Stewart

October 31, 2007

Mr. Mark Freeman, Port Manager  
P.O. Box 1220  
Florence, OR 97439

Dear Mr. Freeman:

This letter of support is provided by the Lane County Board of Commissioners for the Port of Siuslaw's application for ConnectOregon II funding. We are pleased to endorse this proposal.

We understand the Port is applying for Phase II of the Maple Street Landing and Transient Dock project. The Port has secured most of the funding for this project, and with assistance from ConnectOregon it will become a reality, with construction ready to begin in November 2008.

Phase II would replace a 200-foot long deteriorated transient floating dock with a longer concrete dock; install a new vessel waste pump-out and dump station; and construct a new landing and aluminum gangway to restore public access to the water front. The transient docks are currently not rentable due to their condition. The Port receives frequent requests for transient moorage and has observed an increase in larger vessels visiting from out of state.

The Port of Siuslaw plays a vital leadership role in promoting Lane County's coastal economy. The Maple Street Landing and Transient Dock is a key transportation connection that will provide boaters with safe, secure, and adequate moorage, and public access to Old Town Florence. In addition to the many commercial tourist destinations, the Port provides boaters with several convenient stopover facilities, including public restrooms and showers, a day use park, and an overnight campground all within walking distance. According to statewide industry survey data, there is an increasing demand for transient moorage. This project will provide space for 10-15 boats at one time and could add \$185,000-\$275,000 annually to the state's economy.

The Board of Commissioners is pleased to provide this letter of support for ConnectOregon II funding.

Sincerely,

Faye Stewart  
Chair, Lane County Board of Commissioners



## Lane County Board of Commissioners

EXHIBIT A, Page 3 of 3

Bill Dwyer  
Bill Fleener  
Bobby Green, Sr.  
Peter Sorenson  
Faye Hills Stewart

October 31, 2007

Tom Schwetz  
Lane Transit District  
P.O. Box 7070  
Eugene, OR 97401

Dear Mr. Schwetz:

The Lane County Board of Commissioners strongly endorses Lane Transit District's ConnectOregon II proposal for a Veneta Transit Center.

We understand that the City of Veneta has been the fastest growing community in Lane County and the southern Willamette Valley for the past five years. Many of the new residents are commuting daily to the Eugene/Springfield metro area for employment, medical and retail purposes. That additional commuter traffic adds to existing congestion on an already burdened facility, Highway 126. This highway is a major freight route and a principal arterial connecting Highway 101 and the I-5 corridor in the southern Willamette Valley.

The project will reduce traffic on the highway and allow for better connectivity for Veneta residents in meeting the region's employment needs. Veneta's Transit Center and park-and-ride facility will also provide additional connectivity into Lane Transit District's new EmX rapid bus system. This will encourage new ridership and enhance employment transportation alternatives in the entire Eugene/Springfield commuter-shed.

Secondly, we are aware that Veneta is engaged in aggressively implementing an economic development plan, and that the City has embarked on a multi-million dollar effort to create a downtown setting that will aid in attracting new business. The Veneta Transit Center can be a key component in the City's efforts to create a vital, pedestrian friendly business district by acting as a catalyst for other economic development projects and positioning Veneta to attract larger traded-sector businesses into the area. This would stimulate job growth so that more of the City's residents could work in Veneta rather than commuting to the Eugene-Springfield area.

Please include this letter of support in your application for ConnectOregon II funding.

Sincerely,

Faye Stewart  
Chair, Lane County Board of Commissioners

## **Eugene Depot Project Phase 2 – Platform and Vehicular Improvements**

### **1. Your organization name as you would like it to appear in the letter of support.**

City of Eugene, Facility Management Division

### **2. Your project name as you would like it to appear in the letter of support.**

Eugene Depot Project Phase 2 – Platform and Vehicular Improvements

### **3. A brief abstract of your project.**

The Eugene Depot project is an ongoing City of Eugene effort to preserve and enhance the historic passenger rail station to serve the public as a multi-modal transportation center in accordance with City Council approved guidelines recommended by the North End Scoping Group report of 1999. The City completed Phase 1 in 2004, acquiring 1.44 acres of property with buildings, rehabilitating the historic rail passenger station, and providing limited site improvements, but the site retains many deficiencies needing correction.

Phase 2 of the Depot Renovation Project will better support use of the City of Eugene's Depot by inter-city rail passengers for local and regional transit services and for commercial vehicles, bicycles, and pedestrian routes that access the Depot. This project focuses on improvements that will reduce numerous hazards and circulation conflicts within the site. These measures include specialized paving, traffic markings, crosswalks, and sidewalks for passenger and vehicle circulation; other amenities such as lighting, signage, and waiting shelters; and features for access, security, and communication infrastructure to enhance accessibility, safety and ease of use.

### **4. A brief statement on meeting *ConnectOregon II* eligibility requirements**

The Eugene Depot Phase 2 project meets the basic requirements of *ConnectOregon II*, in that it is a multi-modal project not otherwise eligible for State highway funding.

In terms of policy criteria,

- Proposed transportation project reduces transportation costs for Oregon businesses and improves access to jobs by improving the efficiency of transit, taxi, private vehicle and pedestrian circulation on site, reducing congestion, traffic conflicts and wait times. This will be accomplished through a combination of improvements to the parking and site circulation areas, improvements to the rail passenger holding/boarding area and improved integration of the rail passenger and passenger drop off/pick up areas.
- The project provides an economic benefit to the state as the design and construction will be by Oregon firms. With an economic multiplier of 1.9 to 2.0

- for construction expenditures, the project is expected to have a \$2.7 to \$2.8 million benefit to the regional and state economy.
- The Eugene Depot project is a critical link in the State's transportation system that will measurably improve utilization and efficiency of the system. The Eugene Depot serves as the multi-modal transportation hub for the lower Willamette valley and the southern terminus of Amtrak's high-speed rail system serving the Willamette Valley north to Vancouver, B.C. The Eugene Depot is the terminal for Amtrak's interstate passenger rail and bus service, serving the Lane County and surrounding areas to the east, south and west. Major improvement in interconnection of rail passengers arriving and departing by transit, taxi and private vehicles. Improving the efficiency and convenience for rail passengers will enhance the attractiveness of rail service to the public.
- Funding for the Eugene Depot Phase 2 project is coming primarily from other sources than ConnectOregon II. The ConnectOregon grant request of \$400,000 will be matched by \$867,000 in federal SAFETEA-LU transportation funds available for the Eugene Depot project. ConnectOregon II funding will represent about 32% of the total project costs, with 68% from other sources.
- The Eugene Depot Phase 2 project will begin construction in FY09. The project has been approved by ODOT and FWHA. With the requirements for multiple agency review on this complex intermodal project, the design approval and bidding process will be complete in December, 2008. Bidding will be completed in March of 2009, with construction starting in June, 2009.

**5. The primary contact for your organization and their email address and telephone number.**

Glen Svendsen  
Division Manager  
Facility Management Division,  
City of Eugene

Email: [glen.l.svendsen@ci.eugene.or.us](mailto:glen.l.svendsen@ci.eugene.or.us)  
Telephone: 541-682-5008

**6. The mailing address to mail the letter of endorsement.**

Glen Svendsen  
Division Manager  
Facility Management Division  
210 Cheshire Ave.  
Eugene, Oregon 97401

October 11, 2007

Ms. Angel L. Jones  
Eugene City Manager pro tem  
777 Pearl St., Room 105  
Eugene, Oregon 97401

**RE: MPC's Endorsement of City of Eugene ConnectOregon II Grant Application for Eugene Depot Phase 2 - Platform and Vehicular Improvements**

Dear Ms. Jones,

The Metropolitan Policy Committee (MPC), representing the Central Lane Metropolitan Planning Organization, strongly endorses the grant application submitted by the City of Eugene for improvements to the Eugene Passenger Rail Depot. A strong multimodal transportation hub is an important part of our regional and statewide transportation goals and objectives.

The Eugene City Council has adopted a set of policies that identifies the Eugene Depot as the site to provide links between urban bus service, Amtrak intercity bus service, Greyhound intercity bus, passenger cars, taxi, bikes and pedestrians. As stated in the Eugene Depot Multi-modal Transit Station master plan, "The Eugene Depot is a unique opportunity to enhance a vibrant commercial district, rehabilitate significant historic structures, create a transit gateway connecting Eugene to major Northwest cities, and to consolidate multiple modes of transit, including intercity bus, local transit, train, automobile, bike and pedestrians in a single facility."

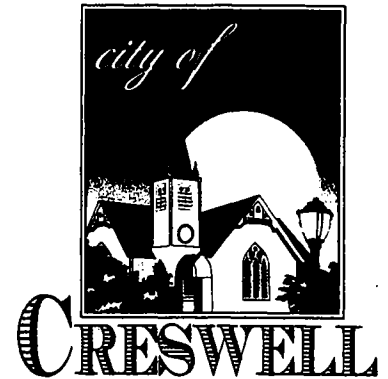
The Eugene Depot serves as the multi-modal transportation hub for the lower Willamette valley. The Depot is the terminal for Amtrak's interstate passenger rail service, serving the Lane County and surrounding areas to the east, south and west. The Eugene Depot is also designated as the southern terminus of Amtrak's high-speed rail system serving the Willamette Valley north to Vancouver, B.C. A number of regional bus services connect travelers with passenger rail services at the Depot. Amtrak also operates a bus system supplementing rail service, using the Eugene Depot as the terminal.

With the commitment of federal funds for the next phase of the Eugene Depot project under the SAFETEA-LU bill, and the design of the project underway, the City needs to secure non-federal matching funds to construct the Depot improvements. ConnectOregon grant funds provide the ideal means to leverage these federal funds. MPC enthusiastically lends its support to fully funding this grant application.

Sincerely,

Kitty Piercy  
Chair, Metropolitan Policy Committee

**City of Creswell**  
**Hobby Field Airport**  
83501 N Melton Rd., P.O. Box 276, Creswell, OR 97426  
Ph (541) 895-2913 Fax (541) 895-8904



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October 12, 2007

Ms. Celia Barry  
Lane Council Of Governments  
99 E Broadway  
Eugene, OR 97402

Please accept this letter as a formal request for a Letter of Support from the Central Lane Metropolitan Planning Organization Policy Board (MPO). Below is the following information you have requested:

1. The project name is: **City of Creswell Hobby Field Airport Fire Suppression Project.**
2. The project location is **at 83501 N. Melton Rd., Creswell, OR 97426.**
3. A brief abstract:  
**A The lack of fire suppression at the Airport has been an ongoing concern for the past several years. We will utilize the monies received from the Connect Oregon II grant to construct the much needed water line connecting the airport to the municipal water line for the purpose of providing improved fire protection services to the airport and related airport operations including planes, hangars and other facilities, creating a significantly better method of fighting all sizes of possible fires and ending the moratorium on airport development.**
4. A brief statement:  
**Creswell Hobby Field Airport is categorized as a Community General Aviation Airport (Category 4) in the 2000 Oregon Aviation Plan (OAP), based on its functional role, and it is included in the National Plan of Integrated Airport**

Systems (NPIAS). It accommodates a wide range of general aviation users and local business activities and has sustained a continual rise in both based on data collected annually. As such, Creswell's airport is a significant component in the statewide transportation system, generating both direct (employment, income, etc.) and indirect economic benefits for the local community and region.

This project will both end the moratorium of building/development at the airport and increase the airport's viability/competitive level for future business development. Individuals, companies, businesses and visitors will benefit. For example, airport proximity to the nationally ranked Emerald Valley Golf Resort creates multiple opportunities for business expansion. With the ability to increase parking/storage capabilities engendered by this project, Emerald Valley will likely move forward with a path that would allow guests to fly in, change to golf carts and drive directly along a path to the course. One of Creswell's major employers, Rays Food Place utilizes the airport to bring in executives and other employees for regional meetings and trainings. This saves them considerable time over highway travel.

5. The primary contact for this project is Shelley Humble, Airport Manager; email: [shelley.humble@centurytel.net](mailto:shelley.humble@centurytel.net); telephone 541-895-2913 or cell 541-953-9197.
6. The mailing address to mail the letter endorsement is P.O. Box 276, Creswell, OR 97426.

Thank you for your assistance in this matter. Should you need any further information, you can contact me at the above number. Have a great day.

Sincerely,

Shelley Humble  
City of Creswell  
Airport Manager

Cc: Jamon Kent



Oregon Department of Transportation

# Intent to Apply

## MULTIMODAL TRANSPORTATION FUND CONNECTOREGON II PROGRAM 2007-2009

This optional form will assist the Department of Transportation in administering the ConnectOregon II application process.

Submit Intent to Apply Form Beginning:  
Intent to Apply Period Ends:

August 1, 2007  
August 31, 2007

Please provide as much information as possible below. For additional information and answers to questions regarding the program, please check the ConnectOregon Website at: [www.oregon.gov/ODOT/COMM/CO/](http://www.oregon.gov/ODOT/COMM/CO/)

### 1. APPLICANT

ORGANIZATION NAME <b>City of Creswell Airport</b>	PRIMARY CONTACT PERSON AND TITLE <b>Shelley Humble, Airport Manager</b>
ADDRESS <b>83501 N Melton Rd</b>	TELEPHONE <b>541-895-2913</b>
CITY, STATE AND ZIP CODE <b>Creswell, OR 97426</b>	FAX <b>541-895-8904</b>
E-MAIL ADDRESS <b>shelley.humble@centurytel.net</b>	

### 2. PROJECT NAME, LOCATION

PROJECT NAME <b>Creswell Airport Fire Suppression Project</b>	PROJECT LOCATION <b>Creswell Airport</b>
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### 3. PROJECT SUMMARY

<b>Project Mode (Check all that Apply):</b> <input checked="" type="checkbox"/> Air <input type="checkbox"/> Marine <input type="checkbox"/> Rail <input checked="" type="checkbox"/> Transit	<b>Region (See <u>Online Map</u>):</b> <input type="checkbox"/> Region 1 <input checked="" type="checkbox"/> Region 2 <input type="checkbox"/> Region 3 <input type="checkbox"/> Region 4 <input type="checkbox"/> Region 5
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### 4. ANTICIPATED CO II FUNDING REQUEST

a. ConnectOregon II Grant (Requires 20% match)	\$800,000.00
b. ConnectOregon II Loan	\$0.00
c. TOTAL	<b>\$800,000.00</b>

Please e-mail this form to: [Michael.BUFALINO@odot.state.or.us](mailto:Michael.BUFALINO@odot.state.or.us)  
Or mail this form to: Attn: Freight Mobility Section, 555 13th ST NE, Salem, OR 97301



1. Port of Siuslaw
2. Maple Street Landing & Transient Dock, Phase II
3. The Maple Street Landing & Transient Dock project is a multiphase marine project to replace 695 feet of dilapidated public transient float system and restore waterway access in Old Town Florence on the Siuslaw River. Phase I of the overall project replaces 495 feet of transient floats and makes deck and hoist improvements for the benefit of commercial vessels that land seafood in Florence. Phase I is being partially funded by a federal appropriation being administered by the Oregon Department of Transportation. Phase II of the project replaces 200 feet of deteriorated wooden transient tie-up floats with 270 feet of broadside concrete floats, installs a new vessel waste pumpout and dump station, and constructs a new landing and aluminum walkway/gangway to restore public access to the waterfront. ConnectOregon II funds will be used for Phase II of this project. The City of Florence is a popular tourist destination with numerous restaurants, shops, businesses, historical and other local attractions, but it lacks adequate public transient tie-up space for boaters. The new floats will provide both internal and external moorage, giving boaters easy access to the many offerings available in the now revitalized Old Town. In addition to helping sustain the economic vitality of Florence's waterfront, the transient floats will afford boaters refuge from the Pacific Ocean and winds. The proposed facility will provide dedicated transient moorage for 10 to 15 boats, with a direct gangway connection to Old Town. Visiting boaters will give a significant economic boost to this small coastal community.
4. Phase II of the Maple Street Landing & Transient Dock project meets the ConnectOregon II eligibility requirements because it will result in an economic benefit to the state; because the Port of Siuslaw has secured most of the funding needed to complete the project, including \$141,000 in Port funds; and because the project is ready to begin construction at the next allowable in-water work window (November 2008). The Port receives frequent requests for transient moorage and has observed an increase in larger vessels visiting from out of state. According to the *Boating in Oregon, Triennial Survey Results - 2005*, the Pacific Ocean and the Siuslaw River account for more than 145,000 boat use days annually. Statewide, cruising as a boating activity increased 13% between 2002 and 2005. With significant existing use and the demand for transient facilities growing, the Port recognizes the need to provide safe, secure, and adequate moorage for transient vessels visiting the area. By replacing the existing dilapidated floats with a new and expanded transient moorage, the Port will benefit from additional sales and services provided to transient boaters, along with increased moorage revenues. A 2001 Oregon Coastal Zone Management Association report indicates the Port had 473 transient boats using their docks annually. The typical Oregon transient boater spends an average of \$137 per daily trip. This project will provide space for 10-15 boats at one time and could easily add \$185,000 - \$275,000 annually to the state's economy. The transient

docks are currently not rentable due to their condition. The Port of Siuslaw has committed its available capital reserve funds to the project, but they are unable to fund the remainder of Phase II without assistance.

5. Contact: Mark Freeman, Port Manager, [mark@portofsiuslaw.com](mailto:mark@portofsiuslaw.com); (541)-997-3426.
6. Mailing address: Port of Siuslaw, PO Box 1220, Florence OR 97439
7. ConnectOregon II grant amount requested: \$118,000.



Oregon Department of Transportation

# Intent to Apply

## MULTIMODAL TRANSPORTATION FUND CONNECTOREGON II PROGRAM 2007-2009

This optional form will assist the Department of Transportation in administering the ConnectOregon II application process.

Submit Intent to Apply Form Beginning:  
Intent to Apply Period Ends:

August 1, 2007  
August 31, 2007

Please provide as much information as possible below. For additional information and answers to questions regarding the program, please check the ConnectOregon Website at:  
[www.oregon.gov/ODOT/COMM/CO/](http://www.oregon.gov/ODOT/COMM/CO/)

### 1. APPLICANT

ORGANIZATION NAME <b>Lane Transit District/City of Veneta</b>	PRIMARY CONTACT PERSON AND TITLE <b>Tom Schwetz</b>
ADDRESS <b>PO Box 7070</b>	TELEPHONE <b>541.682.6203</b>
CITY, STATE AND ZIP CODE <b>Eugene, OR 97401</b>	FAX <b>541.682.6111</b>
E-MAIL ADDRESS <b>tom.schwetz@ltd.org</b>	

### 2. PROJECT NAME, LOCATION

PROJECT NAME <b>Veneta Transit Center</b>	PROJECT LOCATION <b>Veneta, Oregon</b>
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### 3. PROJECT SUMMARY

<b>Project Mode (Check all that Apply):</b> <input type="checkbox"/> Air <input type="checkbox"/> Marine <input type="checkbox"/> Rail <input checked="" type="checkbox"/> Transit	<b>Region (See <a href="#">Online Map</a>):</b> <input type="checkbox"/> Region 1 <input checked="" type="checkbox"/> Region 2 <input type="checkbox"/> Region 3 <input type="checkbox"/> Region 4 <input type="checkbox"/> Region 5
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### 4. ANTICIPATED CO II FUNDING REQUEST

a. ConnectOregon II Grant (Requires 20% match)	\$250,000.00
b. ConnectOregon II Loan	\$0.00
c. TOTAL	\$250,000.00

Please e-mail this form to: [Michael.BUFALINO@odot.state.or.us](mailto:Michael.BUFALINO@odot.state.or.us)  
Or mail this form to: Attn: Freight Mobility Section, 555 13th ST NE, Salem, OR 97301



# Oregon Department of Transportation

## ConnectOregon FAQ

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### ConnectOregon II – 08/28/07 Update

#### 1. General Information

##### a. What is *ConnectOregon*?

*ConnectOregon* is a lottery bond-based, initiative to invest in air, rail, marine, and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient.

##### b. Who ultimately benefits from *ConnectOregon* projects?

All Oregonians will reap the benefits from enhancing Oregon's transportation infrastructure. Residents and businesses, as well as the environment, will benefit by having a more efficient, productive transportation system that improves Oregon's business environment, ultimately leading to more jobs and a more sound economy.

##### c. Will *ConnectOregon* benefit only urban areas?

No. Projects in all parts of the state will be considered for funding. The *ConnectOregon* II legislation (House Bill 2278, 2007 Regular Session) requires that at least 10 percent of the funds be allocated in each of the five regions (regions are geographic groupings of counties; see [www.oregon.gov/COMM/CO/Map.shtml](http://www.oregon.gov/COMM/CO/Map.shtml)).

#### 2. Communications and Outreach

##### a. Who are some of the key stakeholders in *ConnectOregon*?

Key stakeholders include the businesses that will benefit from the projects made possible by the investments, representatives and advisory groups from the eligible transportation modes, freight shippers and carriers, municipalities, and the environmental community.

##### b. What communication channels will be used?

A *ConnectOregon* Web page ([www.oregon.gov/COMM/CO/index.shtml](http://www.oregon.gov/COMM/CO/index.shtml)) that contains background and current information is available through the ODOT Web site. Five informational meetings will be held during the application period throughout the state for all interested parties, (one meeting in each geographic region identified in the *ConnectOregon* legislation). These meetings will provide information regarding the application and application process. ODOT is also maintaining a list of individuals and groups who want to receive regular e-mail updates; information about how to get on the mailing list is on the *ConnectOregon* Web site.

**c. How can applicants and other interested parties keep current on progress or changes in this program?**

To receive email updates regarding the *ConnectOregon* II process please sign up for the electronic mailing at <http://listsmart.osl.state.or.us/mailman/listinfo/connectoregon-news>. The *ConnectOregon* Web site will contain updates as well as other important information. Interested parties may also contact ODOT by email at [connectoregon@odot.state.or.us](mailto:connectoregon@odot.state.or.us) and ask to be added to the electronic mailing list for *ConnectOregon*. Everyone on the email list will receive notification if new frequently asked questions are added after the opening of the application period.

**3. Project Eligibility****a. What considerations will be used to evaluate projects for *ConnectOregon* funds?**

In selecting transportation projects, the Oregon Transportation Commission will consider the following:

- Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;
- Whether a proposed transportation project results in an economic benefit to this state;
- Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system;
- How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund; and
- Whether a proposed transportation project is ready for construction.

**b. Are projects that can be funded by fuel and motor vehicle tax revenues eligible for *ConnectOregon* funding?**

No. Projects eligible for funding from revenues described in section 3a, Article IX of the Oregon Constitution, i.e., the Highway Trust Fund, are not eligible for *ConnectOregon* funding. If a highway or public road element is essential to the complete functioning of the proposed project, applicants are encouraged to work with their ODOT region, city or county to identify the necessary funding sources.

**c. Can a publicly owned road be part of a *ConnectOregon* project?**

Yes, but no *ConnectOregon* funds can be used for improvements that are otherwise eligible to be funded by highway fund revenues.

**d. Is a project eligible if it contains an element eligible for state highway funds?**

Yes. However, only project elements not eligible for state highway funds are eligible for *ConnectOregon* funding: therefore, the application should be for the other project elements. The *ConnectOregon* program encourages submission of projects that include a component connecting one mode to another.

**e. The bill says “Transportation Projects” are eligible for funding. Does that include all the modes and types of projects and facilities defined in the ORS?**

No. Only rail, marine, aviation, and transit projects are eligible.

**f. Is dredging an eligible activity, if needed to deepen an existing port to serve larger ships?**

Most dredging is considered a maintenance activity. Bonds are the source of *ConnectOregon* funds. It is generally not considered good practice to fund operations or maintenance activities with bond proceeds. The reviewing committees will consider this during project selection. To present a strong application, the applicant should demonstrate that the dredging would achieve a new depth as opposed to restoring previously reached depths.

**g. Are capital equipment purchases eligible projects?**

Yes.

**h. Will applications be considered for a combined government and private project?**

Yes. For private entities, a lien will be granted and a deed of trust (for real property) or a security agreement (for personal property) will be executed to effect such a lien.

**i. May a private entity or public agency submit multiple project applications?**

Yes.

**j. Can applicants submit projects that are not yet fully funded?**

Documentation of how the entire project will be funded must be submitted with the application. During the project selection process, ODOT anticipates the review committees will consider whether a project is ready to begin work.

#### **4. Application Process**

**a. What process will be used to submit a project for *ConnectOregon II* funding?**

All project applications will be submitted to ODOT. It is expected that the application period for *ConnectOregon II* will open in early September 2007 and close in late November. Interested parties should watch the ODOT Web site and add their names to the *ConnectOregon* electronic mailing list, <http://lists.mart.osl.state.or.us/mailman/listinfo/connectoregon-news>.

**b. Will ODOT and the Aviation Board or the Oregon Economic and Community Development Department perform an initial assessment on project applications?**

Yes. ODOT and the other agencies will initially screen all projects for completeness and reasonableness.

**c. Will ODOT assist applicants in the project submission process?**

ODOT will not provide assistance to applicants since ODOT is administering the project selection process.

**d. Should applicants obtain letters of support for their project?**

Yes. Letters of support from community and business supporters as well as affected local governments or Area Commissions on Transportation will be helpful to the OTC as they make their decisions. They should be addressed to the project applicant. Letters of support and letters of intent to use the project are specifically requested in the project application.

**e. Are design costs eligible for project funding?**

Yes.

**f. How can applicants or other interested parties follow up on a project's application status after it has been submitted?**

Basic information on all projects under consideration will be posted on the *ConnectOregon* Web site.

## **5. Project Selection**

**a. What process will be used to select a project for *ConnectOregon II* funding?**

The OTC will solicit project recommendations from the Oregon Aviation Board; the Freight, Public Transit and Rail Advisory Committees; the Marine Project and Planning Advisory Committee; as well as the Area Commissions on Transportation. A public hearing is planned for May 2008 where any member of the public or interested party may provide comment on *ConnectOregon* projects to the OTC before the commission makes its project selection decisions.

**b. Who are the members of these designated advisory groups?**

Membership lists for the designated advisory groups are maintained by several state agencies; please check the following Web sites for the membership lists for the respective advisory group:

**Aviation Board**, Oregon Department of Aviation <http://www.oregon.gov/Aviation/board.shtml>

**Oregon Freight Advisory Committee**, ODOT Freight Mobility Section  
[http://www.oregon.gov/ODOT/TD/FREIGHT/OFAC\\_Membership\\_List.shtml](http://www.oregon.gov/ODOT/TD/FREIGHT/OFAC_Membership_List.shtml)

**Rail Advisory Committee** ODOT Rail Division

<http://www.oregon.gov/ODOT/RAIL/RailAdvisoryCommittee.shtml>

**Public Transit Advisory Committee**, ODOT Public Transit Division

[http://www.oregon.gov/ODOT/PT/ABOUT/PTAC/next\\_meeting.shtml](http://www.oregon.gov/ODOT/PT/ABOUT/PTAC/next_meeting.shtml)

**Marine Project and Planning Advisory Committee**, Oregon Economic and Community Development Department <http://econ.oregon.gov/ECDD/boards.shtml>

Membership on some of these committees may change before the review process begins – check these sites during review for any additional information.

**c. Must projects be initiated by the designated advisory groups?**

No, submission of eligible projects is open to any entity whose project fits program considerations.

**d. When will projects be selected?**

ODOT anticipates that the OTC will approve a list of projects for funding in June 2008.

**e. How will the 10 percent regional allocations be met if there are multiple project application periods?**

There will be only one project selection period, during which, all \$100 million will be awarded including the 10 percent regional allocation requirement.

**f. What if \$10 million worth of projects are not submitted for every region?**

Given the need for transportation system improvements throughout the state, ODOT anticipates that each region will submit at least \$10 million in project requests. A delay in one of the regions will not affect progress in the others.

**g. How much time will the advisory boards and committees have to evaluate applications?**

ODOT expects to post information on all project applications that are found to be complete and eligible on the *ConnectOregon* Web site by early January 2008. The advisory organizations will have approximately six weeks to make project recommendations.

**h. How will projects from different modes be fairly compared and evaluated?**

The OTC will consider the projects that are in the best interest of the state's transportation system.

**i. Are there any funds set aside for specific public entities?**

No



**j. How will marine projects be selected?**

Marine projects will be given the same consideration and go through the same process as other projects. All applications will be received by ODOT. Prior to selecting marine projects, the OTC will solicit recommendations from the Economic and Community Development Department.

**k. How will Area Commissions on Transportation be involved in project review?**

*ConnectOregon* legislation does not define a role for Area Commissions. However, since funds are allocated by region and advice is requested by mode in the legislation, OTC is inviting groups of Area Commissions to work with potential applicants within each *ConnectOregon* region to identify projects that will be good candidates for *ConnectOregon* funding. The administrative rule enables this broader consultation. The Area Commissions are expected to play an important role in working with project applicants and interested parties in their regions to help shape regional priorities. The Area Commissions will have about six weeks to conduct their review to make recommendations. Their review will follow the modal advisory committees review.

**l. There is no ACT in the Portland metro area – how will input be provided from here?**

A special purpose committee that will include the business community, JPACT members and representatives from Columbia and Hood River Counties is being created by the OTC for the purposes of *ConnectOregon* project review in this area. It will disband after making recommendations.

**m. How will the project recommendations from groups of ACTs and the modal review boards and committees be brought before the OTC?**

The ODOT Director will convene a committee composed of representatives from the modal committees and ACTs to bring all the recommendations from the various reviewers into a unified proposed list for adoption by the OTC. An OTC public hearing will be held in May 2008 to consider this "final review" committee list.

**6. Project Funding Administration****a. Who will administer *ConnectOregon* funds?**

ODOT is responsible for administering *ConnectOregon* funds.

**b. Will the entire \$100 million in project funding be available to applicants at once?**

No, funding will be provided to project applicants on a reimbursement progress payment basis. Exact terms will be negotiated with each project applicant.

**c. Who will determine if a project will be funded by a grant or loan?**

Applicants should state their preference, but the OTC will ultimately decide.

**d. Will project applications be accepted for a grant and loan combination?**

Yes.

**e. What if a project provides benefits to multiple regions?**

This type of project has some competitive advantages, other things being equal. Applicants should specify the regions the project is in and what regions the project benefits, if different.

**f. What is the matching funds requirement?**

*ConnectOregon* legislation directs the OTC to consider how much of the project cost can be borne by the applicant. Grant recipients must provide at least 20 percent of project cost in matching funds.

**g. Can federal funds be used as matching funds?**

Yes.

**h. Please clarify the rules and requirements for the 20 percent match required for grant applications.**

- 1) An applicant does not have to demonstrate that they have 20 percent of the project costs in cash up front or in a bank account.
- 2) An applicant must pay for 20 percent of the project costs, which include elements necessary for implementation, e.g. land, excavation, permits, engineering, payroll, special equipment purchase or rental.
- 3) Project costs that were paid for by the applicant prior to the agreement effective date can be used as part of the match, but are not eligible for reimbursement.
- 4) "Value" of an item, e.g. land or special equipment, isn't part of the match. The applicant's out-of-pocket payment to purchase the land or buy/rent the special equipment can be part of the match and must be specified in the application. If an applicant previously purchased a parcel of land, it is his/her payment when the land was purchased that is part of the match, not how much it would cost today to purchase the land.
- 5) Project elements that are donated to the applicant, e.g. right-of-way, land, equipment (even if the donation was done to benefit the project) are not part of the match. Donations are considered an in-kind contribution, not "moneys."
- 6) If an applicant has a monetary outlay for something that is required for the transportation project, then that payment can count towards the 20 percent match.

**i. Can estimated operational revenues for the built project be used as matching funds?**

No, and the applicant will need to demonstrate that funds to operate the project or facility are available.

**j. Will Federal NEPA requirements apply?**

National Environmental Policy Act requirements will apply if it is required by the federal agency involved in the project.

**k. Can *ConnectOregon* funds be used in combination with a variety of other funding sources to complete a project?**

Yes. The funds can be used in combination with federal, state, local, and private sources to finance the project.

**l. Will ODOT require a lien or other assurance of applicant/project viability?**

A recorded lien will be required to protect the state's interest. This will be a component of the agreement executed between ODOT and the successful project applicant.

**m. Is there a timeline in the *ConnectOregon* program that says when funds must be spent on awarded projects?**

No. However, how soon a project can be constructed is one of the considerations the OTC will use to evaluate projects for funding. Once a project is selected, the agreement with ODOT will include specific dates, based on the application.

## **7. Loans**

**a. What are the loan terms, interest rate, and payback schedule on project loans?**

Loan terms and conditions will be negotiated as part of the underwriting process.

**b. Are loan project applications required to include matching funds?**

No.

**c. Are there other unique requirements for loan applications?**

Yes. Loan applications must meet reasonable credit underwriting standards, including evaluation of project feasibility and risk, repayment capacity, collateral, and the applicant's fiscal performance and operational capacity to manage the project.

**d. Will loans be reimbursed on the same basis as grants?**

Loan agreements, including repayment schedules, will be treated on a case-by-case basis regarding disbursement and reimbursement of funds. This will be addressed in individual project contracts.

## **8. Project Management**

**a. Who will manage the physical construction of the selected projects?**

The applicant is responsible for constructing its project, including obtaining all required permits and approvals.

**b. How are unavoidable cost overruns to be handled?**

Once a project has been selected, the applicant is responsible for completing the project as proposed for the funding provided. There is no provision for the applicant to receive additional funds if project costs are higher than estimated. The applicant will be responsible for making up any funding deficiency. If the project cannot be completed with the funds allotted, the OTC may cancel the project and award the funds to another project.

**9. Multi-modal Study Fee****a. The bill says each recipient must pay a fee of two percent of the recipient's total project costs to ODOT. What is the definition of "total project costs?"**

In the proposed administrative rules, "total project costs" is defined as the funds received from the Multimodal Transportation Fund program plus the required 20 percent matching funds, if applicable. For example, a recipient approved to receive \$100,000 in grant funds is required to provide a 20 percent match, \$25,000. The "total project costs" is \$125,000. The two percent fee is \$2,500. (For the match amount, a recipient needs to use the total dollar amount.  $\$100,000 / 0.80 = \$125,000$   $\$125,000 \times 0.20 = \$25,000$ .)

If a recipient approved to receive \$100,000 in loan funds does not have a required match to pay, the "total project costs" is \$100,000. The two percent fee is \$2,000.

**b. How will the two percent fee be paid to ODOT?**

The two percent fee is an eligible project cost for *ConnectOregon* funds. As such, the agreement between the recipient and ODOT will include a provision for the fee to be paid directly to ODOT from the recipient's *ConnectOregon* funds.

**c. What will the two percent fee be used for?**

The Oregon Legislature established the fee and directed the department to use the funds to conduct a statewide multimodal study of the transportation system. The study will include an assessment of the infrastructure; capacity demand and constraints; development of criteria for strategic investments and return on investment; and identification of potential funding sources and strategies.



# Lane County Board of Commissioners

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Bill Dwyer  
Bill Fleenor  
Bobby Green, Sr.  
Peter Sorenson  
Faye Hills Stewart

October 31, 2007

Ms. Shelley Humble, Manager  
Creswell Hobby Field Airport  
P.O. Box 276  
Creswell, OR 97426

Dear Ms. Humble:

The Lane County Board of Commissioners extends our wholehearted support for the Fire Suppression Project proposal for the Creswell Hobby Field Airport. We agree that the airport plays an important role in the growth and well-being of our community, and there is a critical need for this project.

Creswell Hobby Field Airport is categorized as a Community General Aviation Airport and is included in the National Plan of Integrated Airport Systems (NPIAS). As such Creswell's airport is a significant component in the statewide transportation system and an important player in the City's and County's economy. We understand that the lack of fire suppression at the airport has been an ongoing critical concern for the past several years, resulting in a building and development moratorium at the airport. The grant will help resolve this matter and provide improved fire protection services to the airport and surrounding related airport operations including planes, hangars and other facilities.

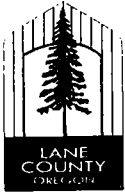
The Creswell Hobby Field Airport is minutes from Interstate 5, the primary north-south highway corridor in the western United States. The nearby, nationally ranked Emerald Valley Golf Resort creates multiple opportunities for business expansion. Adding facilities to the airport would allow the resort to provide air travel accommodations for its guests. One of Creswell's other major employers also brings in executives and other employees for regional meetings and trainings. It is anticipated that other economic contributions will result from development of airport facilities, especially given the significant growth the City of Creswell has lately been experiencing.

Our Board has shown recognition in the past for the importance of this project, by co-adopting an expansion to the City's urban growth boundary thereby taking the necessary steps to address state land use law requirements. The City has demonstrated planning and foresight in moving toward readiness for implementation once a funding source is identified.

The Creswell Airport is an important transportation connection for Lane County, and will be an increasingly significant link if this project is funded. Please include this letter of support in your application for ConnectOregon II funding.

Sincerely,

Faye Stewart  
Chair, Lane County Board of Commissioners



# Lane County Board of Commissioners

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Bill Dwyer  
Bill Fleenor  
Bobby Green, Sr.  
Peter Sorenson  
Faye Hills Stewart

October 31, 2007

Mr. Mark Freeman, Port Manager  
P.O. Box 1220  
Florence, OR 97439

Dear Mr. Freeman:

This letter of support is provided by the Lane County Board of Commissioners for the Port of Siuslaw's application for ConnectOregon II funding. We are pleased to endorse this proposal.

We understand the Port is applying for Phase II of the Maple Street Landing and Transient Dock project. The Port has secured most of the funding for this project, and with assistance from ConnectOregon it will become a reality, with construction ready to begin in November 2008.

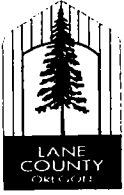
Phase II would replace a 200-foot long deteriorated transient floating dock with a longer concrete dock; install a new vessel waste pump-out and dump station; and construct a new landing and aluminum gangway to restore public access to the water front. The transient docks are currently not rentable due to their condition. The Port receives frequent requests for transient moorage and has observed an increase in larger vessels visiting from out of state.

The Port of Siuslaw plays a vital leadership role in promoting Lane County's coastal economy. The Maple Street Landing and Transient Dock is a key transportation connection that will provide boaters with safe, secure, and adequate moorage, and public access to Old Town Florence. In addition to the many commercial tourist destinations, the Port provides boaters with several convenient stopover facilities, including public restrooms and showers, a day use park, and an overnight campground all within walking distance. According to statewide industry survey data, there is an increasing demand for transient moorage. This project will provide space for 10-15 boats at one time and could add \$185,000-\$275,000 annually to the state's economy.

The Board of Commissioners is pleased to provide this letter of support for ConnectOregon II funding.

Sincerely,

Faye Stewart  
Chair, Lane County Board of Commissioners



# Lane County Board of Commissioners

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Bill Dwyer  
Bill Fleenor  
Bobby Green, Sr.  
Peter Sorenson  
Faye Hills Stewart

October 31, 2007

Tom Schwetz  
Lane Transit District  
P.O. Box 7070  
Eugene, OR 97401

Dear Mr. Schwetz:

The Lane County Board of Commissioners strongly endorses Lane Transit District's ConnectOregon II proposal for a Veneta Transit Center.

We understand that the City of Veneta has been the fastest growing community in Lane County and the southern Willamette Valley for the past five years. Many of the new residents are commuting daily to the Eugene/Springfield metro area for employment, medical and retail purposes. That additional commuter traffic adds to existing congestion on an already burdened facility, Highway 126. This highway is a major freight route and a principal arterial connecting Highway 101 and the I-5 corridor in the southern Willamette Valley.

The project will reduce traffic on the highway and allow for better connectivity for Veneta residents in meeting the region's employment needs. Veneta's Transit Center and park-and-ride facility will also provide additional connectivity into Lane Transit District's new EmX rapid bus system. This will encourage new ridership and enhance employment transportation alternatives in the entire Eugene/Springfield commuter-shed.

Secondly, we are aware that Veneta is engaged in aggressively implementing an economic development plan, and that the City has embarked on a multi-million dollar effort to create a downtown setting that will aid in attracting new business. The Veneta Transit Center can be a key component in the City's efforts to create a vital, pedestrian friendly business district by acting as a catalyst for other economic development projects and positioning Veneta to attract larger traded-sector businesses into the area. This would stimulate job growth so that more of the City's residents could work in Veneta rather than commuting to the Eugene-Springfield area.

Please include this letter of support in your application for ConnectOregon II funding.

Sincerely,

Faye Stewart  
Chair, Lane County Board of Commissioners