



EXECUTIVE COMMITTEE MEETING AGENDA FOR AUGUST

Date: Tuesday, August 14, 2023

Time: 5:30 p.m.

Location: Join Zoom Meeting <https://us06web.zoom.us/j/88082189554>

Meeting ID: 880 8218 9554

Contact: Brenda Wilson, (541) 682-4395

* Denotes Packet Attachment

Policy / Action Items

- 1.* PROTECT Grant
- 2.* Reemployment of Retiree under SB 1049



August 14, 2023

To: Executive Committee

From: Brenda Wilson

Subject: PROTECT Grant

Action Recommended: Approve Submission

BACKGROUND:

On August 14 2023, the Lane Economic Committee will be considering a request for recommendation of a letter of support to the Lane Council of Governments Board of Directors for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant being prepared by the MPO in partnership with Lane County. The PROTECT program was created by the Infrastructure Investment and Jobs Act (IIJA) to provide funding for resilience planning and construction projects. The IIJA includes \$1.4 billion for the new PROTECT discretionary grant program.

There are four types of competitive grants:

1. Planning Grants—Enable communities to assess vulnerabilities to current and future weather events, natural disasters, and changing conditions and plan transportation improvements and emergency response strategies to address those vulnerabilities.
2. Resilience Improvement Grants—Fund construction activities to improve the ability of existing surface transportation assets, communities, coastal infrastructure, and natural infrastructure to withstand one or more elements of a weather event or natural disaster.

3. Community Resilience and Evacuation Route Grants—Strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events.

4. At-Risk Coastal Infrastructure Grants—to strengthen, stabilize, harden, elevate, relocate, or otherwise enhance the resilience of highway and non-rail infrastructure at risk from coastal flooding, coastal erosion, wave action, storm surge, or sea level rise.

Lane County and the Central Lane Metropolitan Planning Organization (CLMPO) are planning for transportation system resilience planning grant. Following recommendations from Lane County’s Climate Action Plan and CLMPO’s 2045 Regional Transportation Plan (RTP), Lane County and CLMPO intend to work with regional partners to improve the region’s capacity to respond to and recover from hazards such as a Cascadia Subduction Zone seismic event and climate change. Planned project work includes:

- conducting a vulnerability assessment of the transportation system,
- establishing a regional network of Emergency Transportation Routes, and
- developing a nature-based solutions strategy.

The budget is still under development, but partners are estimating a request of approximately \$5 million for a three (3) year performance period. No match is required. One anticipated product is 30% design for at least one and up to three (3) capital projects in order to be poised for a PROTECT capital project grant(s) in future rounds.

Cascades West Economic Development District’s Comprehensive Economic Development Strategy (CEDDS) has Identified Infrastructure Resilience as a priority. The work encompassed in the grant request takes a systematic approach to planning for and design of a resilient surface transportation network. While the MPO is required to be the applicant based on the grant’s eligibility criteria, the proposal has been crafted with Lane County staff from several departments and will be a joint effort given the shared need, geography, and opportunity to leverage critical, high-quality work.

Suggested Motion: Direct LCOG to submit PROTECT grant application.

Attachments: A: Letter of Support



August 14, 2023

PROTECT Program
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Dear Grant Review Team:

I am writing on behalf of the Lane Council of Governments Board of Directors to express full support of the Central Lane MPO's (CLMPO) *Resilient Lane* proposal to the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. As a council of governments our membership includes Lane County, every city in Lane County, six school districts, several special districts (water, electric, fire, for example), a transit district, a community college, a port, and more. Each member stands to benefit from this proposal. Our region, in Oregon's Willamette Valley, is already experiencing the impacts of destructive natural hazards, including flooding, wildfires, erosion, and heat domes. We are continually bracing for the next event and know an earthquake and resultant tsunami along the Cascadia Subduction Zone could be imminent.

Our Cascades West Economic Development District has identified infrastructure resilience as a priority in our adopted Comprehensive Economic Development Strategy (CEDS). The business community has been an invaluable partner in disaster response and can be equally valuable in prevention and adaptation. The *Resilient Lane* project is critical for countywide coordination and equity. The proposal addresses existing gaps through a coordinated countywide effort to assess and address vulnerabilities while centering the interplay and dependencies between an urban MPO area and a vast rural county spanning from the Cascades Mountains to the Pacific Ocean and is roughly the size of the state of Connecticut.

Resilient Lane is about relationships and trust. The project includes significant community engagement as well as intentional outreach with Tribal governments to elevate Tribal priorities. The ultimate goal is a data driven, community forward planning process to ensure the whole of Lane County is in a position to better respond when natural hazards strike, and establish a surface transportation network reflective of identified needs and benefits.

The scale of *Resilient Lane* is necessary given the scale of vulnerability in our landscape and is not feasible without PROTECT program funding. We urge your approval of this important proposed planning project.

Respectfully,

Heather Buch, LCOG Board Chair



August 14, 2023

To: Executive Committee

From: Brenda Wilson

Subject: Reemployment under SB1049

Action Recommended: Information Only

BACKGROUND:

In 2019, the Oregon Legislature passed Senate Bill 1049, which simplified the rules for “Work After Retirement.” Starting in 2020, there were no limitations on the number of hours most retirees can work for a PERS-participating employer and still receive their PERS pension benefit.

PERS retiree means a Tier One, Tier Two, or Oregon Public Service Retirement Plan (OPSRP) member who has officially retired from PERS and is receiving their PERS pension benefit. This includes retirees who took a lump-sum pension benefit.

SB 1049 was extended to 2034 by the Oregon Legislature in the 2023 Legislative Session. The reason behind this extension is to provide public employers with the flexibility to hire and retain public employees in this very difficult workforce period. PERS is not involved in employment decisions between employers and employees.

Last month, I became eligible for full retirement under PERS. I am not ready to step down from my position as Executive Director of LCOG, however, I do intend on retiring from PERS. There is still so much to do and so much I want to accomplish on behalf of our region and intend on working into the foreseeable future.

As a PERS retiree for a PERS-participating employer I can continue to work full-time and still receive my PERS retirement benefits (but not accrue any new retirement benefits); receive my regular wages from my position; and work full-time. LCOG, however, will no longer be required to pay the employee contribution into PERS, saving LCOG over \$10,000 a year.