

ODOT's response to Joint Ways and Means subcommittee on Transportation and Economic Development questions March 27, 2013

1. Please explain the cuts in pavement and slow moving vehicle around The Dalles on I-84.

The section of I-84 through The Dalles was first constructed in 1966. Over the years studded tires have worn ruts into the pavement surface. In 2009 a project was constructed which fixed several failing pavement joints. The failed joints were cut out and replaced with new pavement patches. Because these new patches do not have surface ruts, the ride of this section of highway is rough as vehicles transition from the original rutted pavement onto the rut-free patches. ODOT is aware of this issue and has tentatively programmed a project for 2017 to provide a smoother riding surface.

Rolling slow downs – You likely came up on a “Rolling slow down”. These slow downs are used for various activities where we need a short window to do work across all four lanes of the freeway. Some of these activities include a change in traffic configuration, repairing power lines that cross the freeway or various construction activities. We also use Rolling slow downs when we have very large slow moving vehicles that need to use the freeway. These very large loads can take up both lanes and only travel 20 – 30 mph. We use a rolling slow down to slow traffic that approaches these loads. We also require the load to pull off where they can to let traffic clear.

2. Provide a list of Jobs associated with the Connect Oregon program.

The list is included as Attachment A.

Appendix 3
Completed *ConnectOregon* Project Survey Summary

Appendix 3
Completed Connect Oregon Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
----------------	--------------	---------	------------------------------	--	-----------------	-------------------	------------------------	------------	-------

Completed Surveys

City of Baker City	Airport Taxiway and T-Hangar Access Improvements	CO III	20	0	N/A	Increase in fuel sales	5% increase in jet traffic	Private investment has not yet occurred.	Recession negatively impacted post project development.
City of Bend Municipal Airport	Bend Municipal Airport Improvements	CO I	0	0	None	Business attraction	Improved safety zones	Weather delays, construction obstacles, funding delays	
City of Eugene - Airport	Air Cargo Facilities Improvements	CO I	0	20	N/A	Passenger air service retained and air cargo has increased slightly.	1.9% increase in air cargo from July 2009 through 2012.	None	
City of Madras	Heavy Aircraft and Engine Maintenance Facility	CO II	30	30	Butler reduced transportation costs via reduced travel distance.	Increase in Butler operations to Madras.	60 additional heavy aircraft operations at the airport.	Project cost increased due to addition of fire suppression system. This also added to project timeline.	30 jobs retained/created is a redundant to both Madras airport projects.
City of Madras	Airport NAVAIDS	CO III	12	30	Butler reduced transportation costs via reduced travel distance.	Increase Butler and Airlink access through improved safety.	Allows aircraft to utilize airport at night and in low visibility conditions. 25 additional operations per month as a result of this project.	None	30 jobs retained/created is a redundant to both Madras airport projects.
City of Redmond	Roberts Field Terminal Expansion	CO I	N/R	N/R	None	Increase in concessions including rental cars and gift shop. Also, energy cost savings realized as a result of installation of solar panels.	Improved commercial airline space and baggage handling and screening system.	Warranty items slow to be repaired.	
City of Vale	Miller Memorial Airport	CO II	0	N/R	Local businesses no longer need to fly to Ontario to access Vale.	Local businesses have improved and increased use of airport: crop dusters, Jamieson Produce, Producers Livestock, Paulsen Environmental, Beef Northwest, etc.	Improved safety for aircraft operations and maintenance ability for airport sponsor.	Runway closure time necessary for construction.	
Coos County Airport District	Air Traffic Control Tower-Southwest Oregon Regional	CO II	4	4	N/A	Increased air traffic and tourism dollars.	Increased aircraft operations and reduced safety incidents.	Unknown	
Grant County	Runway upgrades	CO I	0	0	N/A	1 new business to relocate to airport	Increase in landing to over 500 annually	FAA timelines	
Grant County	Airport Terminal Building	CO II	9	8	N/A	1 new business to relocate to airport	None	Construction complications.	
Mercy Flights, Inc.	Construct Hangar and Operations Building	CO III	67	75	30% in helicopter volume lead to decrease costs to businesses for services.	Retention of work force with specialized skills.	Emergency flights increased 30%.	Maintaining service throughout construction.	
Port of Portland	PDX North Runway Extension	CO II	see note	see note	Reduced taxi distance for Delta airlines; thus, reducing costs. Local shippers also benefit from the ability of having direct-connection cargo service to multiple markets.	Having two runways that support wide-body, long-haul freighter aircraft allows international cargo airlines to confidentially plan future operations without fear of runway closures. Meaning, local shippers have ability to reduce transit time and costs with consistent connections to their markets.	Reduced ongoing maintenance costs; reduced taxiing times; flexibility for FAA air traffic and ground controllers to stage and sequence arrivals and departures from/to either runway; limited closures due to pavement maintenance activities.	Design team overlooked drainage and electrical features in first design; Paving materials and airfield escort services underestimated.	Jobs were not listed or calculated after project completion. Total project focused on overall loss to economy if international service was not retained.

N/A = Not Applicable; N/R = Not Recorded

Appendix 3
Completed Connect Oregon Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
Rogue Valley International-Medford Airport	Multi-modal Airport Improvement	CO I	180	326	Increases in landing fees less than the rate of inflation. Terminal fees decreased.	Increase of 94% for cab companies serving airport.	Ground transportation providers can now be monitored for licensing and insurance.	None	
Rogue Valley International-Medford Airport	Medford-Multi-Modal Express Air Cargo Expansion	CO II	0	85	Relocation of aircraft for loading and unloading has been eliminated.	A secured courier has relocated into the new freight terminal.	Freight location reduces conflict with cargo, passenger, and general aviation activities.	Original co-applicant not able to provide match. Airport supplanted co-applicant funding.	
Coos County Airport District	Runway, Apron & Air Freight Facilities	CO I	19	19	Reduced vehicle miles by allowing seafood distributors transportation alternative to trucks.	Airport realized increased air cargo tonnage as well as new air passenger service.	Airline passengers have increased.	Timeline delay due to cost issues and 1200c permit.	
City of The Dalles	Marine Terminal Rehabilitation	CO III	75	45	Cruise lines found savings in busing as ships can now dock closer to town.	Cruise ships have purchased services from the city. Discovery center has increased visitation.	Cruise trips have reduced bus travel time by over 1 hour.	Army Corps of Engineers permit delay.	
Port of Morrow	East Beach Multi-Modal Freight Transload Facility	CO I	N/R	6	N/A	Cascade Specialties now leases 140,000 sq. ft. of transload space from the port.	Cascade Specialties now stores 9.5 million pounds of dehydrated onions at the facility.	None	
Port of Morrow	Terminal 3 Transportation Improvements	CO I	N/R	N/R	N/A	Increased usability of terminal facility and allows Tidewater Terminal Company to increase shipping capacity.	Increased capacity of Port's marine container terminal.	Coordinating in-water work with Army Corps of Engineers.	
Port of Portland	Container Terminal Post-Panamax Crane	CO I	50	100	Project saved costs associated with additional labor required without addition of new crane as well as costs associated with additional moves necessary for older cranes to perform all necessary functions.	Additional service is offered by shipping companies in addition to new service to Japan.	In 2007 gross crane production was 25.8 moves per hour and net crane production was 27.5 moves per hour. After the additional crane from the project was put in service in 2008 production increased to 26.6 moves per hour and net crane production of 28.5 moves per hour.	Warranty work was performed to meet Oregon specifications.	Project was under budget by \$398,958 and funds were returned to the state.
Port of Portland	Terminal 4 Pipeline Infrastructure	CO II	118	118	International Raw Material (IRM) will ultimately be the primary beneficiary of the project; however, they are still in permitting process of pipe installation.	None listed	Until IRM pipe in complete, utilization and efficiencies will not be realized.	None	Jobs associated with proposed Renewable Energy Center were not realized. The Center did not materialize due to poor economy and changes in bio-fuel energy credits.
Port of St. Helens	Port Westward Industrial Intermodal Rail	CO I	122	124	Columbia Pacific Bio-Refinery requires rail to exist.	Columbia Pacific Bio-Refinery requires rail to exist. Additional rail has also encouraged additional inquires for the site. Lease option is in place for Kinder Morgan to locate at the site and utilize rail.	Addition or replacement of track, switches, and crossings has allowed the site to handle unit train capacity.	Delay due to requirements from Army Corps of Engineers for additional levee work.	

N/A = Not Applicable; N/R = Not Recorded

Appendix 3
Completed Connect Oregon Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
Port of Umatilla	Upland Distribution Center	CO I	N/R	17	Barge costs to Portland is \$400 as compared to trucking cost of \$994.50.	None listed	Old crane performed 20 moves per hour and speed was often decreased by high winds. New crane that was installed as part of an overall project now performs 30 moves an hour with no wind slowdown up to 50 mph.	none	
Teevin Bros Land & Timber Co, LLC	Terminal Mooring Dolphin Addition	CO I	5	18	Reduced transportation costs to Oregon businesses by providing closer marine shipping options.	Provided access to Hawaii market for Oregon lumber and steel mills as a result of Suase Brother moving to Oregon due to this project.	Prior to project - no tonnage shipped from Oregon to Hawaii. After project - 119,000 tons annually.	In-water time restrictions.	
Tidewater Terminal Company	Umatilla Petroleum Terminal	CO III	0	0	Petroleum and fertilizer truck loading times improved leading to reduced costs due to time savings.	Truck loading time decreased by 40%	Storage tank has allowed faster turn time for barge transfers creating added efficiency for terminal and barge operations. Truck loading time decreased by 40%	Keeping terminal operational during construction.	
Central Oregon & Pacific Railroad	Winchester Freight Rail Yard	CO I	1958	0	Increasing yard capacity has allowed local businesses to take advantage of forward staging of cars to ship products quickly.	Additional track allows storage of whole train vs. cut cars at various tacks saving money in transport costs for local businesses.	Dwell time has decreased. Cars now are required to travel less distance and are more available for intermodal exchange. Also, Roseburg Police report a 60% reduction in response time due to reduction in train wait time blocking intersections.	Concerns by Oregon with Coos Bay Rail line closure delayed project and caused scope to be reduced.	Economic recession created loss of annual rail carloads and thus lead to the need to reduce staff at CORP.
City of Lebanon	Lebanon Reload Facility	CO I	0	0	Albany and Eastern using as staging area for construction project.	None	Facility allows for more efficient use of rail operations for Albany and Eastern Railroad.	Discovery of wetlands during construction resulting in additional costs.	
City of Prineville	Freight Depot Economic Redevelopment	CO I	62	245	Malheur Lumber in John Day uses depot for shipping to eastern locations. Markets that would not be obtainable but for rail access.	Connect I and II projects attracted and permitted the location of Envirotech Services to the Freight Depot.	Prineville railway handled 158 annual carloads in 2011 accounting for 17.5 of the city's freight volume.	none	
City of Prineville	Prineville Railroad / Freight Depot	CO II	145	245	See Prineville Freight Depot Economic Development.	See Prineville Freight Depot Economic Development.	See Prineville Freight Depot Economic Development.	See Prineville Freight Depot Economic Development.	
Cross Creek Trucking, Inc.	CCT Rail Hub	CO III	2	4	Product shipped directly to Medford by rail as opposed to the previous method of utilizing trucks at a greater cost.	Project has allowed Cross Creek Trucking to diversify product offered.	Project has provided additional rail access to local benefits where once none existed.	Minor timeline extension due to weather issues.	

N/A = Not Applicable; N/R = Not Recorded

Appendix 3
Completed Connect Oregon Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
Gilliam County	Shutler Rail Siding	CO III	8	0	Site has provided staging and storage of rail cars for Oregon Waste Systems.	Expanded spur has allowed Morgan Industrial to continue to utilize site.	Reduction in switching time and storage of rail cars by Waste Management are gains.	Change in staff hindered marketing of industrial park. ODOT permitted wind energy components to be shipped to construction sites via Port of Pasco on trucks over I-82 and I-84.	Wind industry tax credit uncertainty prevented job creation. Additionally, poor economic conditions have slowed development in the wind turbine industry.
Lake County	Lakeview Branch Improvement	CO II	N/R	200 retained	N/A	Local businesses were able to retain and expand business due to cost savings.	Rail safety and reliability retained an important local business.	Rail lease to original applicant was terminated shortly after grant application submission. Lake County completed project as rail owner.	
Mt. Hood Railroad Company	Repair Flood Damaged Track	CO II	N/R	N/R	Restored service to users.	Continued service has injected \$600,000 in direct payroll into the region from freight and tourism service.	N/a - retained service.	None	
PC Energy LLC	Recondition Rail Siding for Access to Biodiesel Facility	CO III	5	6	Eastern Oregon petroleum jobbers no longer need to travel to Portland for fuel.	PC Energy has improved profits as well as been able to supply lower cost fuel to Eastern Oregon consumers. Additionally, the siding has been used for onion shipping that was not anticipated.	15 million gallons of fuel was sold through terminal that would have been delivered to the site via truck if not for the CO project.	None	
Port of Morrow	Morrow Multimodal Rail Logistics Center	CO II	320	174	N/A	One new business opened as a result of this project	4,550 container moves were added in the first year. Also allows for increased efficiency of UP mainline by allowing for rail siding.	Construction delays. Difficulty coordinating activities with UP/	
Port of Portland	Ramsey Rail Yard Improvements	CO I	650	650	Reduced cost of unit trains from Columbia Grain (CGI) to Portland Bulk Terminals (PBT) were realized.	Adjacent rail users all have faster rail service. Archer Daniels Midland also relocated its sweetener facility near the rail yard.	Both UP Railroad and BNSF are able to service customers along this corridor with additional capacity and better service times. Project also provides congestion relief in other nearby rail yards.	Communication with adjacent users, railroads and other stakeholders was a significant challenge.	economy has not permitted for additional jobs.
Port of Portland	South Rivergate Yard Expansion	CO II	85	85	Reduced costs of unit trains to Columbia Grain was realized.	Adjacent rail users all have faster rail service. Archer Daniels Midland also relocated its sweetener facility near the rail yard.	Both UP Railroad and BNSF are able to service customers along this corridor with additional capacity and better service times. Project also provides congestion relief in other nearby rail yards.	Communication with adjacent users, railroads and other stakeholders was a significant challenge.	economy has not permitted for additional jobs.
Port of Portland	T-4 Rail Upgrade	CO III	181	181	Kinder Morgan, the primary user, benefits from high speeds and weight capabilities, in turn reducing freight delivery costs.	Improved track speed and weight bearing capacity.	Improved track speed and weight bearing capacity.	Cost increased and schedule extended due to modification to ballast recycling plan.	

N/A = Not Applicable; N/R = Not Recorded

Appendix 3
Completed Connect Oregon Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
Port of St. Helens	Port Westward Railroad System Wye	CO II	197	N/R	Columbia Pacific Bio-Refinery requires rail to exist.	Columbia Pacific Bio-Refinery requires rail to exist. Additional rail has also encouraged additional inquires for the site. Lease option is in place for Kinder Morgan to locate at the site and utilize rail.	Addition or replacement of track, switches, and crossings has allowed the site to handle unit train capacity..	Additional costs and two month delay due to weather, additional on-site utility relocation, water main and drainage issues. The rail user paid the additional costs.	This is a compliment project to project # 23502. 122 estimated jobs are redundant.
Portland and Western Railroad, Inc.	Columbia River Rail Corridor Improvement	CO II	2400	0	Project allowed customers to divert truck traffic to rail.	Reduced transit time and heavier load capacity has allowed for growth and diversification of commodities moved by the customers on the rail corridor.	Track speeds have increased from 10 mph to 25 mph and weight capacity has increased to 286,000 lb.	none	The recession and closing of a local ethanol plant have created a situation where verifiable job creation is impossible to determine.
Teevin Bros Land & Timber Co, LLC	Rail-to-Barge Facility	CO III	10	45	N/A	The many businesses doing businesses with Teevin either grew or did not contract because of the upgrades. Also, additional outside markets were made available to these businesses.	Increases in quantity and TEUs shipped.	None	
Union Pacific Railroad	Improvements to Hinkle Yard	CO I	0	0	N/A	Customer satisfaction scores have improved.	Time to process trains thru Hinkle has decreased from 4.2 hours in 2007 to 2.7 hours in 2011.	None	
Willamette Valley Railroad Company	Upgrade Track - Stayton & Woodburn to Class 1	CO I	1	1	N/A	Rail service is still provided.	Improved travel time from Woodburn to Stayton.	Contractor issues	
City of Portland	Portland Street Car Lowell Extension	CO I	5	5	Ridership increased 36% between 2007 and 2009.	Parking ratios in new residential district have declined from 1.5 spaces per unit to .97 spaces per unit.	Parking ratios and ridership increases.	None	
City of Sandy	Transit Operation Facility	CO I	6	28	Increased ridership has reduced single occupant vehicle travel on US26 and OR 211.	Savings realized from reduced on-site vehicle movement and vehicle cleaning. Cooperative housing of adjacent Mountain Express has provided efficiencies in services. Local business transit tax has increased 13% since project award.	Ridership has increased 47% from 2005 to 2012.	Cost increase as a result of economic climate at the time of construction.	
Community Connection of Northeast Oregon	Multimodal Transit Consolidation & Improvement	CO I	N/R	6.75	Reduced operation expenses for local Greyhound franchise. Project supported the development of the La Grande Arrow, an intercity route serving workforce demands of local employers.	Project has spurred the development of multiple intercity routes that provide access to employers within the entire region.	Expansion into intercity services and preservation of core services.	None	
Salem Area Mass Transit District	Rickreall Park & Ride	CO III	4	N/A	Ridership increased by 24%	Polk County Fairgrounds benefited from additional ridership.	Ridership increased by 24%	ODOT contracting issues and communication issues with Polk County.	
Tillamook County Transportation District	Tillamook Transit & Visitors Center	CO I	0	0	N/A	Farmers' Market attendance has increased 52%.	Transit ridership has increased 25% over the past 4 years.	None	Project implemented during recession.

N/A = Not Applicable; N/R = Not Recorded

Appendix 3
Completed *Connect Oregon* Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
----------------	--------------	---------	------------------------------	--	-----------------	-------------------	------------------------	------------	-------

No Response

City of Malin	Airport - Pave Runway and Taxiway	CO III	no reply						
City of Ontario	Ontario Municipal Airport Runway Extension	CO I	no reply						
City of Ontario	Airport Runway/Taxiway Rehabilitation	CO III	no reply						
City of Redmond	North Side Cargo Ramp & Development	CO II	no reply						
City of Salem	Passenger Terminal Expansion	CO II	no reply						
Klamath Falls Airport	Jet Factory Service Center	CO I	no reply						
Morrow County	Lexington Airport Fueling & Terminal Improvements	CO I	no reply						
Oregon International Port of Coos Bay	Southport Barge Slip-N Spit - Redevelopment	CO I	no reply						
Port of Astoria	Pier 2 North Face Upgrade	CO II	no reply						
Albany and Eastern Railroad Co.	Mill City Branch Bridge Rehab and 286k Rail Upgrade	CO II	limited reply						
Albany and Eastern Railroad Co.	Lebanon M-Line Rehabilitation	CO III	limited reply						
BNSF Railway	East St. Johns Siding Extension	CO II	no reply						
BNSF Railway	Astoria Wye	CO II	no reply						
Gilliam County and Columbia Plateau	Shutter Station Industrial Park Rail Siding	CO I	no reply						
Klamath County	Chemult Train Station Welcome Center	CO I	no reply						
Portland and Western Railroad, Inc.	Rail Switching Yard-Tigard	CO I	no reply						
Portland and Western Railroad, Inc.	Seghers Branch 286K Railroad Upgrade	CO I	no reply						
Portland and Western Railroad, Inc.	Willamina Branch 286K pound Rail Upgrade	CO I	no reply						
Union County Economic Development Corp.	Alicel Intermodal Transportation Project	CO II	no reply						
Wyoming Colorado Railroad, Inc.	Malheur Jct Wye Upgrade	CO III	no reply						
Central Oregon Intergovernmental Council	Central Oregon Intermodal Transit Center	CO II	no reply						
Central Oregon Intergovernmental Council	Transportation Maintenance and Operations Facility	CO III	no reply						
City of Bend	Public Transit Operation & Maintenance Center	CO I	no reply						

Appendix 3
Completed *Connect Oregon* Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
Columbia County	Public Transit Facility	CO II	no reply						
Lane Transit District	Pioneer Parkway Bus Rapid Transit	CO I	no reply						
Lane Transit District	Veneta Transit Center - Eugene	CO II	no reply						
TriMet	188th St. Light Rail Stn Reconstruction	CO II	no reply						