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Special City Allotment Program

Grant Allocation Process

Currently, SCA grants are awarded to eligible cities/projects by the Local Program section of ODOT. In addition to the criteria stipulated in an ODOT/LOC agreement (terms of which are in the attached program summary), ODOT endeavors to distribute grants awarded under this program as equitably as possible throughout the regions it manages. LOC has no dispute with ODOT as to the agency's administration of the program, nor does it seek to be put in the position of determining grant awards.

However, considering interest on the part of legislators to modify the grant award process to make it more local, LOC suggests the following:

- ODOT continue to receive and manage the funds in the SCA account.
- ODOT create an advisory group of small city officials to assist and advise on the awarding of grants.
- Such advisory group include representatives from each of the five regions that ODOT manages.
- Advisory group appointed by (*Governor / OTC / ODOT*) in consultation with LOC, ACTs and Regional Solutions teams
- Awards continue to be made based on the criteria stipulated in the current ODOT/LOC agreement, with the following exception:
 - If total funding for the program is increased, so too should the cap on grants (currently \$50,000). This increase can either be referenced in statute, or negotiated and agreed upon by ODOT, LOC and the advisory group engaged in the granting process.
- Grant decisions made by (*OTC / solely by advisory group*).

LOC appreciates the attention given to upgrading the SCA program as part of the development of a transportation package in the 2017 Legislature, and would be pleased to participate in any discussions that occur relative to program management.

Special City Allotment Program

Background

The SCA is a statutory (ORS 366.805) program created in 1991 to provide additional funding to Oregon's small cities (population <5,000). It was initially funded at \$1 million/year split evenly between the ODOT and city share of the HTF. As such it was then and is now an off-the-top allocation of HTF dollars.

Since its inception in 1991, the amount allocated to the program has not increased. In 2011, however, the LOC executed a new agreement with ODOT that had the effect of increasing the grant cap for cities receiving funding for projects under the SCA from \$25,000 to \$50,000. This was done in recognition of the decreased buying power over time of the lesser amount. Further it was also done with the full knowledge and overwhelming (but not unanimous) support of cities eligible for the program. Indeed, many provided feedback that, at the previous \$25,000 maximum grant, funding under the program was not worth pursuing.

It is interesting to note that as part of ODOT's allocation of federal ARRA (economic stimulus) funds in 2008-09, the Oregon Transportation Commission voluntarily set aside \$1 million in federal funds dedicated to small city projects.

Program Administration

Pursuant to the most recent LOC/ODOT contract (executed in 2011) the program is administered and operates as follows:

- Program management and oversight provided by ODOT Special City Allotment Program Manager
- SCA funds established in a separate account managed by ODOT
- ODOT Local Agency Liaisons review SCA applications and make recommendations to ODOT State Financial Planning Coordinator regarding project selection
- Approved projects receive of maximum of \$50,000
- Cities whose projects are selected required to submit appropriate documents to ODOT for concurrence, after which cities may request the disbursement of 50 percent of the project cost, not exceed \$25,000.
- Cities required to repay full amount if project is cancelled
- Project completion required within two years with ODOT-approved extension possible
- At completion of project and following city submittal of required documents, ODOT reimburses city for remaining project costs, not exceed \$50,000 in total

Project Eligibility

- Cities <5,000 in population
- Street projects not part of county road or state highway system
- All previously SCA-funded projects must be complete
- Upon completion of a project, that portion of a city street not eligible for additional SCA funding for 10 years

Portland Metro Region Tolling Options Conceptual Analysis

	Congestion/Reliability Extent to which project and tolling will improve reliability and reduce congestion	Traffic Diversion Extent to which traffic would divert to other facilities	Revenue Potential Extent to which tolling will generate significant net revenue	Federal Approval Extent to which tolling is allowed under federal law or pilot programs
I-5 or I-205 HOT Lanes Existing general purpose lanes on all or portions of I-5 and/or I-205 would be converted to managed/priced HOT lanes	Poor Converting an existing general purpose lane to a priced HOT lane is not likely to relieve congestion. Reliability would increase for users of the HOT lane but could decrease for users of the remaining general purpose lanes.	Good Voluntary HOT lanes are unlikely to cause any significant diversion to other facilities. However, diversion could occur if the general purpose lanes become more congested due to creating a HOT lane.	Poor HOT lanes may cover their cost of operations but would be unlikely to generate significant net toll revenue.	Poor Tolling the Interstate is not allowed under 23 USC 129 if it reduces the number of free lanes. This may be allowed under the VPPP, but to date this program has not been used for this purpose. Public acceptance could be a challenge.
I-205: Abernethy Bridge Toll Toll all lanes of I-205 at Abernethy Bridge to pay for all or a portion of widening from Stafford Road to Abernethy	Good I-205 Stafford to Abernethy widening will improve the congestion bottleneck, and tolling will further reduce traffic volumes to allow significant congestion relief.	Moderate Some through traffic would divert to I-5. Some shorter trips on I-205 would use other river crossings, including the Sellwood Bridge and OR 43 arch bridge in downtown Oregon City.	Good Traffic volumes are significant and could raise significant revenue even at a relatively low toll rate, dependent on diversion levels.	Good Tolling a reconstructed bridge is allowable under 23 USC 129, and surplus revenue from tolling a bridge can pay for widening on the remainder of the corridor.
I-205 HOT Lanes New managed/priced HOT lanes would be built on I-205 between Stafford Road and OR 99E using legislative allocation	Moderate I-205 Stafford to Abernethy widening will address the congestion bottleneck. With limited congestion and a relatively short distance, HOT lanes may or may not be heavily used.	Good Voluntary HOT lanes are unlikely to cause any significant diversion to other facilities.	Poor HOT lanes may cover their cost of operations but are unlikely to pay for any substantial portion of the widening project.	Good New lanes on the Interstate can be tolled as managed lanes under 23 USC 129.

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I-5 Rose Quarter Toll Toll all lanes of I-5 at the Rose Quarter to pay for all or a portion of widening the freeway	Good I-5 Rose Quarter widening will improve the congestion bottleneck, and tolling will further reduce traffic volumes to allow significant congestion relief.	Poor Tolling I-5 only in this location would lead trips to divert to I-405, I-205, OR 99E, and numerous other routes, which could cause significant traffic congestion. Diversion to I-405 could be mitigated by tolling from north of the I-5/I-405 merge to south of the I-5 Marquam Bridge, if FHWA approves.	Good Traffic volumes are significant and could raise significant revenue even at a relatively low toll rate, dependent on diversion levels.	Poor Tolling all lanes of an Interstate to pay for widening is not allowed under federal law; only bridges or additional lanes can be tolled. This may be allowed under the ISRRPP or VPPP, but to date neither pilot program has been used for a similar tolling application.
I-5 Rose Quarter HOT Lanes New managed/priced HOT lanes would be built on I-5 through Rose Quarter using legislative allocation	Moderate Short HOT lane would limit use because drivers would not be willing to pay for limited travel time gains, leaving more people in the general purpose lanes. Congestion relief could be less than construction of new free lane, though reliability would increase for HOT lane users.	Good Voluntary HOT lanes are unlikely to cause any significant diversion to other facilities.	Poor Short HOT lane would limit revenue because drivers would not be willing to pay for limited travel time gains.	Moderate Federal law prohibits reducing "the number of toll-free non-HOV lanes, excluding auxiliary lanes". Because ODOT will only be adding an auxiliary lane, conversion of a lane to a HOT lane would reduce the number of toll-free non-HOV through lanes.

Theoretical Construct: Congestion Relief & Carbon Reduction Fund

Standalone account or program inside Transportation Infrastructure Fund.

Statewide excise vehicle privilege tax i.e. new revenue source instead of gas tax.

Congestion pricing revenues and/or pre-construction tolling to account.

Use self-supporting general fund State Highway Bonds, COPs or other instruments recommended by the State Treasurer.

Fenced for statewide congestion & carbon reduction transportation projects.

Initial list of projects in statute i.e. this transportation package with three big tri-county MPO projects but set up all eight State MPO structures for future. May be able to add additional projects of statewide significance.

Define future transportation projects below to include non-highway projects that reduce freight & congestion such as rail, trans-load, ports if have nexus to reducing road traffic or preventing increases in congestion. Needs to be very tight statutory language to prevent bleed off of funds by non-infrastructure.

Secondary future projects in out year lists prepared by OTC with joint input and approval by ODOT, Counties and/or Cities then approved by normal legislative budgeting process.

Approval of future lists based on approval process weighted by old 50/30/20 construct as new revenue would be outside the existing formula. Advisory board of 5 OTC members, 3 County and 2 City members.

Local buy in required as using new 'statewide' revenue instead of split funds and locally generated matching funds.

Possibly fund no more than 80% of project costs with legislative re-distribution yearly.

MPO excess revenue sharing returned to MPO after Treasurer required reserves.

Savings and funds roll forward for future utilization.

Set route to Supreme Court in statute with prescribed limited severability.

If lose in Supreme court the fund reverts to the Legislature for re-apportionment under Article IX to 65/35 or is automatically appealed.

Additional conceptional requirements ... **TBD by committee members.**

Congestion Work Group

Course of Action #2

Joint Statewide Congestion Relief & MPO Portland Tri- County Option

Jan-18	Begin Joint Funding								
Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10-15
I-205 Active Traffic Mgmt - 2 years \$15.2 million				Rose Quarter Multiple Mega Projects - 3 years #1 Priority - Must begin in Year 5 or Earlier \$450 million bonding				Subtotal bonding: \$1 billion Subtotal cash: \$123.7 million Total: \$1,123,700,000	
I-205Corridor Bottlenecks - 2 yrs \$15.5 million		I 205 Abernethy Bridge (\$202M) & I-205 Stafford Widening (S250M) 2.5 years \$452 million combined bonding					Alternative I-205 Widening	State: \$598.7 million MPO: \$525 million	
Zip Lane Congestion Relief Pilot \$ 10 Million (Est)		I-205 together for cost savings & not interfere with Rose Quarter start Split if interferes with Rose Quarter (Abernathy Bridge first - Widening after Rose Quarter)							
Congestion Pricing & Pre- Construction Tolling Set Up \$33 Million (Est)			OR 217 Southbound - 2 years \$44 million (Possible Cash)		OR 217 Southbound - 2 years \$54 million (Possible Cash)	OR 217 Phase TBD \$50 million (Cash Only)			
			OR 217 can commence earlier if does not interfere with Rose Quarter start						
I-5 S/N Auxiliary Lanes - 2 Years Boones Ferry to 1-205 FAST Funds									
I-205 S/N Auxiliary Lanes - 2 years I-84 to Columbia, Stark, Etc STIP Funds									
	US 26 Powell Blvd (I-205 to 174th) Improvements - 2 years Safety GO Bonds								
	SW Corridor Transit & Light Rail - 3 years w/\$600-billion local bond								
Jan-18	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Years 10 to 15

Senate Members:

Sen. Lee Beyer, Co-Chair
Sen. Brian Boquist, Co-Vice Chair
Sen. Fred Girod
Sen. Betsy Johnson
Sen. Rod Monroe
Sen. Kathleen Taylor
Sen. Jackie Winters

Staff:

Patrick Brennan, LPRO Analyst
Nita Kumar, Committee Assistant
jtpm exhibit email,



House Members:

Rep. Caddy McKeown, Co-Chair
Rep. Cliff Bentz, Co-Vice Chair
Rep. John Lively
Rep. Susan McLain
Rep. Andy Olson
Rep. Greg Smith
Rep. Barbara Smith Warner

**JOINT COMMITTEE ON
TRANSPORTATION PRESERVATION
AND MODERNIZATION**

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Email: jtpm.exhibits@oregonlegislature.gov

AGENDA

Posted: MAY 11 08:16 AM

MONDAY

Date: May 15, 2017
Time: 5:30 P.M.
Room: HR F

Informational Meeting

Committee Discussion Regarding Proposed 2017 Transportation Funding Package

Send materials or presentations to the email at the top of the agenda 24 hours in advance of the meeting date. All submissions will be posted and made public on the Oregon Legislative Information System (OLIS).

OREGON'S GROWING GRIDLOCK IS LIMITING OUR ECONOMIC FUTURE



OREGON'S ECONOMY AND TRADE

1 in 5 Oregon jobs are dependent upon transportation

In 2015, Oregon moved **348.8M tons of product valued at \$353B**

The cost of congestion in the Portland region **is \$1.8B annually, the 11th highest in the nation**

Oregon manufacturers and their workers **depend on foreign customers for \$1 in every \$4 of sales**



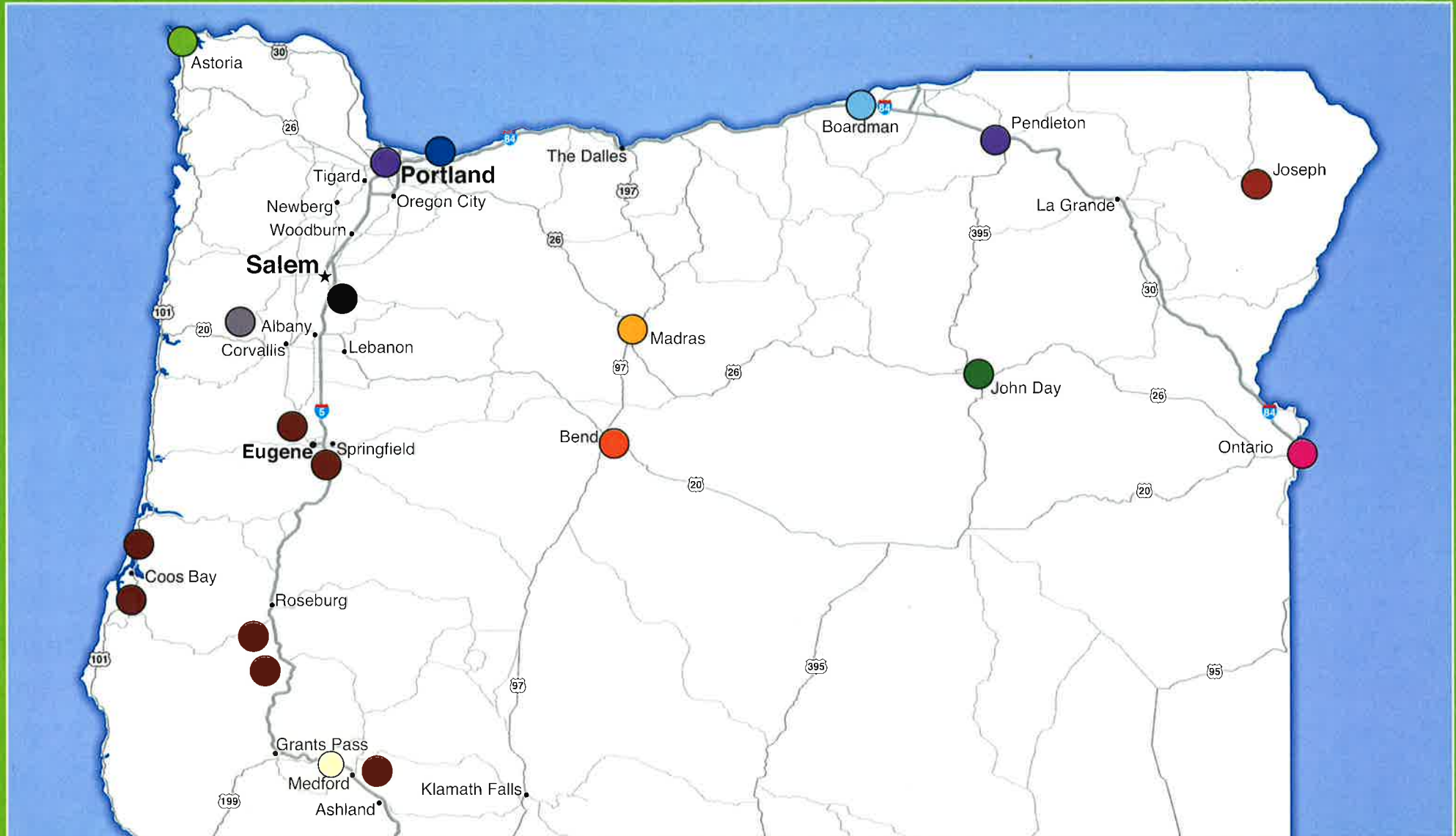
KEEP OREGON TRADE MOVING

Helping Businesses Export
Goods to Buyers and Import
Products from Suppliers

TRANSPORTATION INVESTMENT CAN GROW OREGON'S ECONOMY

Oregon's congested transportation corridors are jeopardizing the growth of the businesses that draw billions to the state's economy every year.

Nearly 6,100 businesses export from Oregon each year and close to 90 percent of those businesses are small to medium-sized companies. Increased transit times from growing congestion are costing companies more and more each quarter. Investing in the state's transportation system is an investment in Oregon's economic future and global competitiveness.



○ **Fort George Brewery**, Astoria (Clatsop County)
Employees: 120
Inbound: Hops/barley: OR, WA, ID; Cans: WA;
Kegs: Europe

○ **Harry & David**, Medford (Jackson County)
Employees: 3,200 year-round, 8,000 at holiday peak
Inbound: Produce, ingredients and specialty food items:
OR; baskets: Asia

○ **Ruffwear**, Bend (Deschutes County)
Employees: 31
Inbound: Finished product: Vietnam
Outbound: Finished product: Europe, Japan, South

○ **Malheur Lumber Company & Ochoco Lumber**,
John Day (Grant County)
Employees: 105
Inbound: N/A

- **Outbound:** Beer: OR, WA, ID
Mode: Truck, ocean, rail
- **Bosco, Tangent (Linn County)**
Employees: 48
Inbound: Straw, hay, alfalfa: OR
Outbound: Straw, hay, alfalfa, Japan and Korea
Mode: Truck, ocean
- **Norpac, Salem (Marion County)**
Employees: 1,500-2,000
Inbound: Produce: OR, WA
Outbound: Frozen/canned produce: USA, Iceland, Middle East, Guam, Taiwan, Puerto Rico
Mode: Truck, rail, ocean
- **Roseburg Forest Products, Springfield, Dillard, Medford, Junction City, Riddle, Coquille, North Bend (Lane, Jackson, Douglas, Coos Counties)**
Employees: 3,000 total (1,500 local)
Inbound: Veneer: USA, South America, Canada;
Raw material: USA
Outbound: Wood products: USA, Japan, China, Korea
Mode: Truck, ocean, rail

- **Outbound:** Gift packages: USA
Mode: Truck, ocean, air
- **Boeing, Portland (Multnomah County)**
Employees: 2,009
Inbound: Forgings, castings, fasteners, parts, raw materials: OR, WA, CA, Europe, Russia, Japan
Outbound: Complex aircraft assemblies: WA, SC, Japan, Australia
Mode: Truck, air
- **Bright Wood, Madras (Jefferson County)**
Employees: 915 total (840 local)
Inbound: Wood/lumber products: OR, WA, ID, CA, AZ, MT, WY, SD, Canada, Chile, New Zealand
Outbound: Finished wood products: USA, Canada, Japan, Asia, Europe
Mode: Truck, ocean, rail

- **Outbound:** Korea, China, Australia
Mode: Truck, ocean, air
- **Boardman Foods, Boardman (Morrow County)**
Employees: 150
Inbound: Fresh unions: OR
Outbound: Fresh and frozen onions: OR, IN, OH, Taiwan, Japan
Mode: Truck, ocean
- **Pendleton Woolen Mills, Pendleton/Portland (Umatilla and Multnomah Counties)**
Employees: 800
Inbound: Scoured wool and yarn: Uruguay, China, Germany
Outbound: Finished goods: USA, Canada, Japan, Europe; Fabric: Mexico, El Salvador, Asia
Mode: Truck, ocean, rail, air

- **Outbound:** Lumber and pellets: Japan, China
Mode: Truck, ocean, rail
- **Valley Bronze, Joseph (Wallowa County)**
Employees: 32
Inbound: Raw materials: CA, WA, OR
Outbound: Bronze sculptures, statues and monuments: USA, Germany, UK, China
Mode: Truck, ocean, air
- **Fry Foods, Ontario (Malheur County)**
Employees: 80
Inbound: Onions: OR; Breeding/batter: IL
Outbound: Frozen onion rings and cheese sticks: USA, small amount overseas
Mode: Truck, ocean

OREGON CONNECTIONS WITH GLOBAL REACH



FORT GEORGE

Since the brewery opened in 2007 with less than 10 employees, Fort George has grown by leaps and bounds as it continues to try and meet the demands of the skyrocketing craft beer market. With an entire city block devoted to their destination brewery and public house in Astoria as well as a distribution facility in Warrenton, Fort George's 120 employees work to produce and deliver quality beer throughout the Pacific Northwest. Facing increasing congestion along Oregon's coastal highways, the company continues to adjust trucking times in order to meet delivery windows. Dependent on multiple modes of transportation, transportation bottlenecks provide challenges for the company's fast-paced growth.



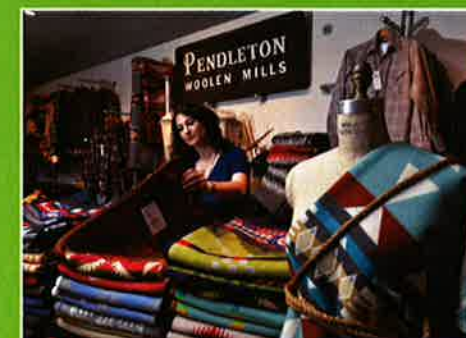
ROSEBURG FOREST PRODUCTS

Eighty years ago, Kenneth Ford purchased 15,000 acres of Oregon timberland and Roseburg Forest Products was born. Since then, the company has grown significantly now with over 600,000 acres of land, 10 production facilities throughout the U.S. and 3000 employees. Oregon is home to their headquarters, five facilities and 1,500 employees. Manufacturing a variety of wood products, Roseburg depends on a multifaceted transportation network to get their product to market, both domestically and internationally. Increasing challenges with capacity and congestion on the freeway systems in Oregon have forced the company to move some production out of state, taking the associated tax revenue with it. Addressing Oregon's transportation challenges now will allow Roseburg Forest Products to continue to grow.



RUFFWEAR

For the last 22 years, performance dog gear manufacturer, Ruffwear, has been providing outdoor adventurers and their human companions with products for their shared adventures. From collapsible dog bowls, the company's original product, to dog packs and harnesses, Ruffwear and their 31 employees lead the industry pack. In 2013, the company expanded to a 21,000 square foot building that consolidated staff into one space. In 2016, Ruffwear moved the warehouse operation to a third party logistics company in Portland to accommodate the company's growth. With an anticipation of continued growth, investments in Oregon's transportation system are critical for Ruffwear's advancement and competitiveness in an increasing niche market.



PENDLETON WOOLEN MILLS

A sixth-generation family-owned business, Pendleton Woolen Mills has been bringing woven woolen products to consumers for more than 150 years. Reaching markets throughout the world through their network of production facilities, including six in the Pacific Northwest, Pendleton continues to expand their ever growing line of wool products. Dependent on international trade for all aspects of their business, Pendleton imports raw material while exporting finished product throughout the world. With 800 employees and facilities located throughout the state, transportation investments to reduce bottlenecks and improve traffic flow in the Portland metro area are imperative in keeping freight costs low, allowing the one and half century-old business to continue to thrive for years to come.

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ROADBLOCKS TO GROWTH

Businesses and industries that make up the local, regional and statewide economy rely on Oregon's multimodal gateway to global markets. The state's economy depends on the success of those businesses and industries. Bottlenecks, decreasing capacity, and lack of infrastructure maintenance and improvements directly impact business' ability to meet current demands and grow. Investment in the state's transportation system is an investment in Oregon's economy.

STATEWIDE CONGESTION

- 1 I-84 eastbound
- 2 I-5 Salem- Albany area
- 3 Bend area
- 4 I-5 Medford
- 5 Hwy 99W

METRO AREA CONGESTION (INSET MAP)

- 6 I-5 Bridge over Columbia
- 7 I-5 at I-405
- 8 I-5 and I-84
- 9 Hwy 217
- 10 I-205 West Linn to Columbia River
- 11 I-5 Wilsonville area north
- 12 Hwy 99 through Dundee
- 13 US 26 at the tunnel

ROAD CONDITION

- 14 US 30 to Astoria – limited capacity at locations
- 15 Hwy 97 from CA to WA – poor condition and lacks passing lanes in some places
- 16 Hwy 42 – too narrow and winding for trucks
- 17 Hwy 38 – Reedsport to Drain, narrow and winding
- 18 I-5 – Douglas and Josephine counties need for truck climbing lane
- 19 I-84 at Farewell Bend, lacks passing lane in some places

WEATHER

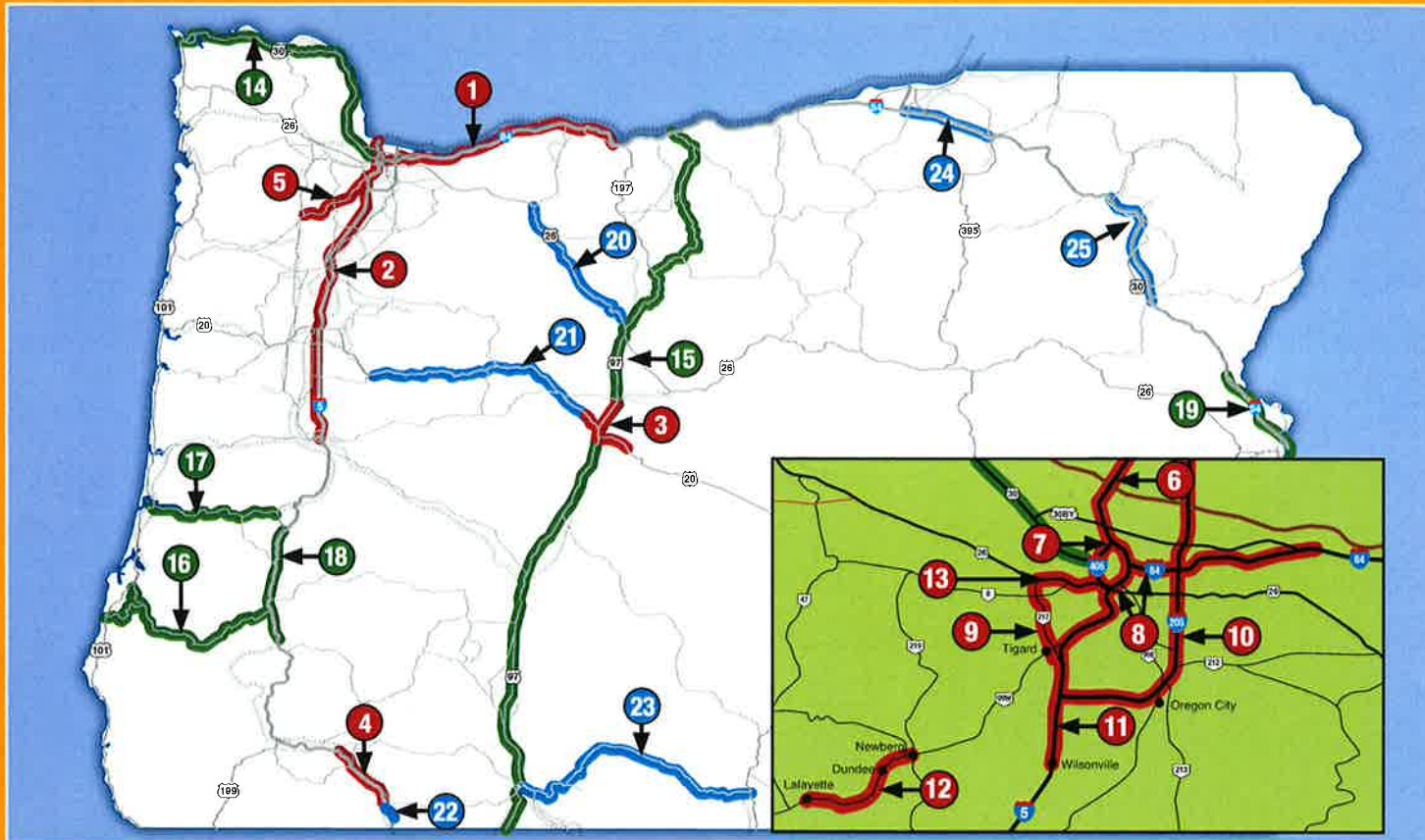
- 20 Hwy 26 Government Camp
- 21 Hwy 26 and 20 over Santiam Pass
- 22 I-5 at Siskiyou Pass
- 23 Hwy 140
- 24 I-84 outside of Umatilla
- 25 I-84 in Blue Mountains, La Grande and Pendleton

RAIL (NOT SHOWN ON MAP)

- Lake County branch heavier rail
- Union Pacific - 6 mph curves north of Steel Bridge
- Signalization and switches at Lake Yard
- Crossovers and switches just west of Willamette Rail Bridge
- Double tracking Kenton Line
- Upgrade of Astoria Line

PORTS (NOT SHOWN ON MAP)

- Willamette River channel deepening (Portland)
- Coos Bay channel deepening
- Berth and channel maintenance at Oregon Ports
- Portland Terminal 6 container service restoration
- Major capital maintenance at Oregon Ports



MAP KEY

- CONGESTION AREAS
- ROAD CONDITION QUALITY ISSUES
- WEATHER-IMPACTED AREAS