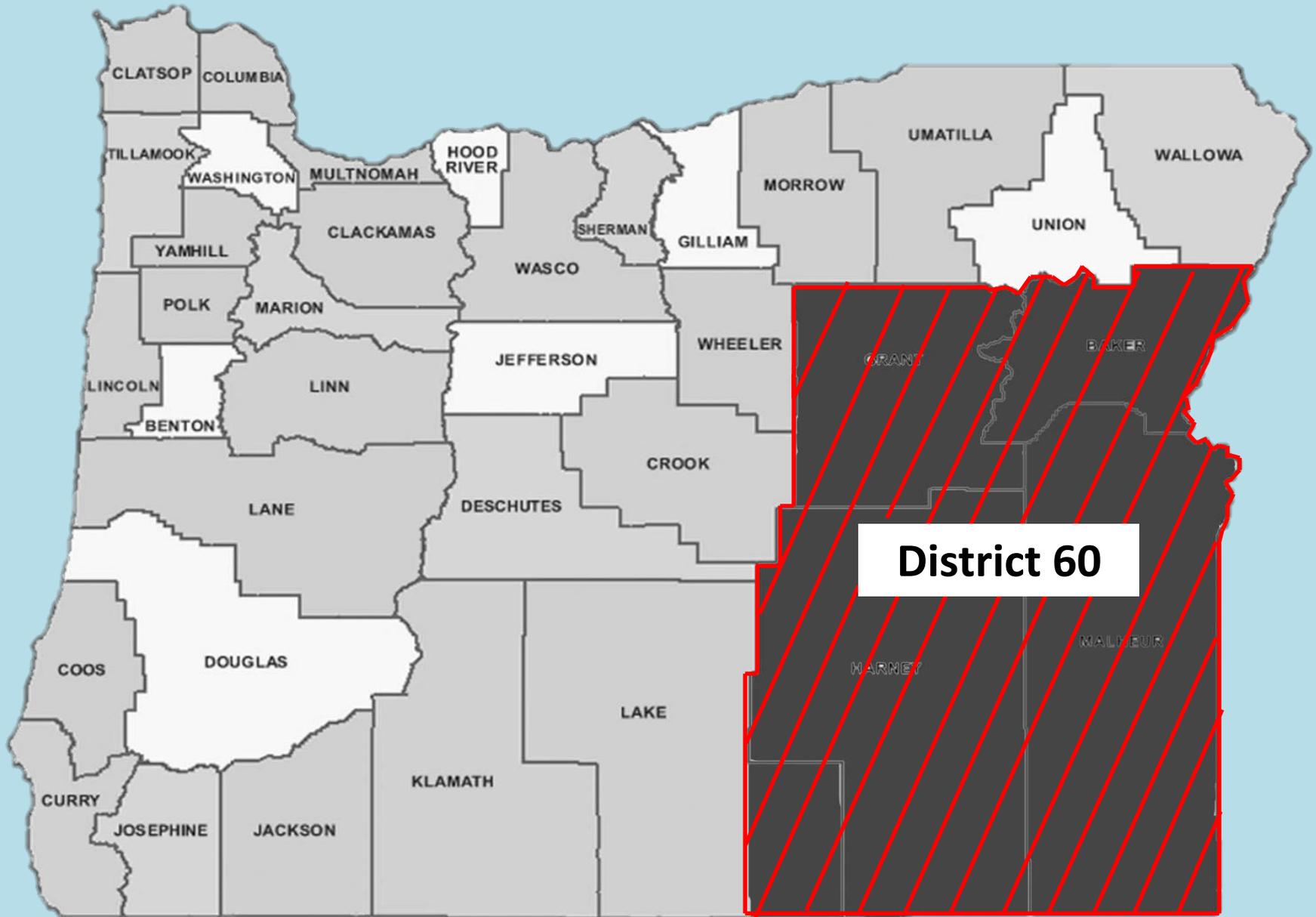


PRESENTATION TO DISTRICT 60 CITIES & COUNTIES 2017 TRANSPORTATION PACKAGE



REPRESENTATIVE CLIFF BENTZ
HOUSE DISTRICT 60

REP. BENTZ'S LEGISLATIVE DISTRICT

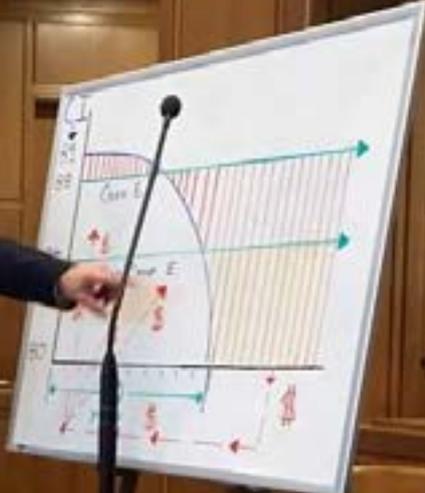


WHAT HAS CHANGED
SINCE 2015
(DON'T WE STILL HAVE THE
LOW CARBON FUEL
STANDARD)?



- BARKER
- BARRIETO
- BARTON
- BENTZ
- ROONE
- BLUM
- CLEM
- DAVIS
- DOHERTY
- ESQUIVEL

JIM WEIDNER



**QUESTION:
DO THE PEOPLE OF
DISTRICT 60
WANT TO PAY MORE
FOR THEIR ROADS?**

QUESTION:

**DO THE PEOPLE OF
DISTRICT 60 KNOW HOW
FAR BEHIND THEY ARE
IN MAINTAINING THEIR
ROADS?**

QUESTION:
DO THE PEOPLE OF
DISTRICT 60
UNDERSTAND HOW MUCH
THEY ARE
CURRENTLY PAYING
FOR THEIR ROADS?

**QUESTION:
DO THE PEOPLE OF
DISTRICT 60
UNDERSTAND THEIR
DEPENDENCE
UPON ROADS?**

FIRST,
SOME BASIC
FACTS:

WITHOUT A ROAD,
YOU ARE GOING
NOWHERE



ANOTHER
BASIC FACT,
STATED AS A
QUESTION:

HOW MUCH DOES AN
OREGONIAN, WHO DRIVES
10,234 MILES PER YEAR,
PAY IN STATE GAS TAX?



\$153.51

**Oregon's current state
gas tax
is:
30¢ per gallon**

**An Oregonian,
on the average,
drives**

10,234 miles per year

**An Oregonian,
on the average,
gets about
20 mpg**

10,234 miles ÷ 20 mpg =

511.70 gallons per year

511.70 gallons x

30¢ per gallon =

\$153.51

$$\mathbf{\$153.51 \div 12 \text{ months} =}$$

About
\$12.79
per month
paid in state gas tax

\$153.51 ÷ 10,000 miles =

1.5¢ per mile

**Since one mile of new state
highway costs about \$1 million,
the driver is using a
\$1 million asset
at a cost of 1.5¢**

**ANOTHER
BASIC FACT:**

**GAS TAX IS NOT
THE ONLY WAY
OREGONIANS PAY
FOR THEIR ROADS**

**COMPARISON OF AUTOMOBILE RELATED TAXES
As of 7/1/2015**

Tax:	Oregon	BORDERING STATES				OTHER WESTERN STATES	
		Washington	California	Idaho	Nevada	Montana	Utah
State Gasoline Excise Tax (a)	30.1¢	37.5¢	36.2¢	29.0¢*	24.8¢	27.8¢	24.5¢
Gasoline Sales and Local Option Taxes(b)	1.0¢	0.0¢	12.5¢	0.0¢	10.2¢	0.0¢	0.0¢
Re-Registration and Related Fees (c)	\$46.06	\$73.75	\$69.00	\$56.16	\$34.00	\$33.00	\$43.00
Tax Equivalent (Cents/Gallon)	9.2¢	14.8¢	13.8¢	11.2¢	6.8¢	6.6¢	8.6¢
Median Ad Valorem Taxes (d)	\$0.00	\$21.00	\$69.00	\$0.00	\$156.00	\$26.88	\$50.00
Tax Equivalent (Cents/Gallon)	0¢	4.2¢	13.8¢	0¢	31.2¢	5.4¢	10.0¢
Prorated Automobile Sales Taxes (e)	\$0.00	\$368.00	\$336.00	\$240.00	\$316.00	\$0.00	\$268.00
Tax Equivalent (Cents/Gallon)	0¢	73.6¢	67.2¢	48.0¢	63.2¢	0¢	53.6¢
Prorated Title and Related Fees (f)	\$19.25	\$17.13	\$4.75	\$3.50	\$7.06	\$3.00	\$1.50
Tax Equivalent (Cents/Gallon)	3.9¢	3.4¢	1.0¢	0.7¢	1.4¢	0.6¢	0.3¢
Total Equivalent Cents/Gallon (g)	44.2¢	133.5¢	144.5¢	88.9¢	137.6¢	40.4¢	97.0¢

(a) Excludes federal excise tax of 18.4 cents per gallon. Includes petroleum clean-up taxes for all states. Idaho's state gas tax will increase again to 33¢/gal on July 1, 2017, and 35¢/gal on July 1, 2019.

(b) Includes weighted-average sales taxes and weighted-average local option excise taxes. Assumes \$2.50 per gallon retail price.

(c) Includes miscellaneous and weighted-average local option fees for median-age vehicle (11 years). Excludes air emissions fees.

(d) Applies state formula to national median-age (11 years) of an average new price auto (\$32,000). Includes weighted-average local option taxes.

(e) Prorated over four years based on an average used price auto (\$16,000). Includes weighted-average local option taxes.

(f) Prorated over four years.

(g) Based on estimated average gallons of 500 per year (11,000 miles per year @ 22 mpg).

Oregon has lower automobile related taxes than other Western states

Comparison of Automobile Related Taxes in Western States Converted into Dollars Per Gallon Equivalents



SOURCE: ODOT Transportation Funding Overview

**When you add up all of
what you pay to Oregon
for use of state roads,
the total is
44.2¢ per gallon**

(30¢ is gas tax; 14.2¢ is the rest)

IF THE PEOPLE
OF DISTRICT 60
WANT TO PAY MORE
STATE GAS TAX,
WHAT WOULD IT COST THEM?

A **\$0.01 cent** increase in the state gas tax raises the average Oregonian's, who drives 10,234 miles annually, cost of fuel by about **\$0.43 cents** per month.
(\$5.11 dollars per year)

A **\$0.05 cent** increase in the state gas tax raises the average Oregonian's, who drives 10,234 miles annually, cost of fuel by about **\$2.13** per month.

(\$25.58 dollars per year)

A **\$0.10 cent** increase in the state gas tax raises the average Oregonian's, who drives 10,234 miles annually, cost of fuel by about **\$4.26** per month.

(\$51.17 dollars per year)

A **\$0.15 cent** increase in the state gas tax raises the average Oregonian's, who drives 10,234 miles annually, cost of fuel by about **\$6.39** per month.

(\$76.75 dollars per year)

A **\$0.20 cent** increase in the state gas tax raises the average Oregonian's, who drives 10,234 miles annually, cost of fuel by about **\$8.52** per month.

(\$102.34 dollars per year)

SOME MORE BASIC FACTS:

- **Oregon roads are failing**
- **Oregon bridges are failing**
- **It's cheaper to act now than later**
- **Time is money**
- **Oregon exports over 80% of what it grows**

SOURCE:

https://www.oregonlegislature.gov/citizen_engagement/Reports/2006AgricultureF.pdf

OREGON'S
ROADS &
BRIDGES
ARE FAILING





Juntura



Vale



Ontario



Burns



Baker City



John Day







CONDITION OF OREGON'S ROADS & BRIDGES

“When a paved road reaches ‘poor’ or ‘very poor’ condition, it must be either replaced or reverted back to gravel.”

-Richard Moulton, Malheur County Roadmaster

SO HOW MUCH OF OUR
COUNTY AND CITY ROAD
SYSTEM WILL SOON
REVERT TO GRAVEL?



CONDITION OF COUNTY ROADS IN DISTRICT 60

COUNTY	GOOD	FAIR	POOR	VERY POOR
Baker	38	34	96	15
Grant	120	50	30	24
Harney	174	126	0	15
Lake	129	101	82	30
Malheur	152	149	140	55

SOURCE: County Pavement Conditions in HD 60, Association of Oregon Counties, 2016

*Numbers based on Pavement Condition Index (PCI) equivalent

*Numbers represent the number of centerline county road miles fitting into each category.

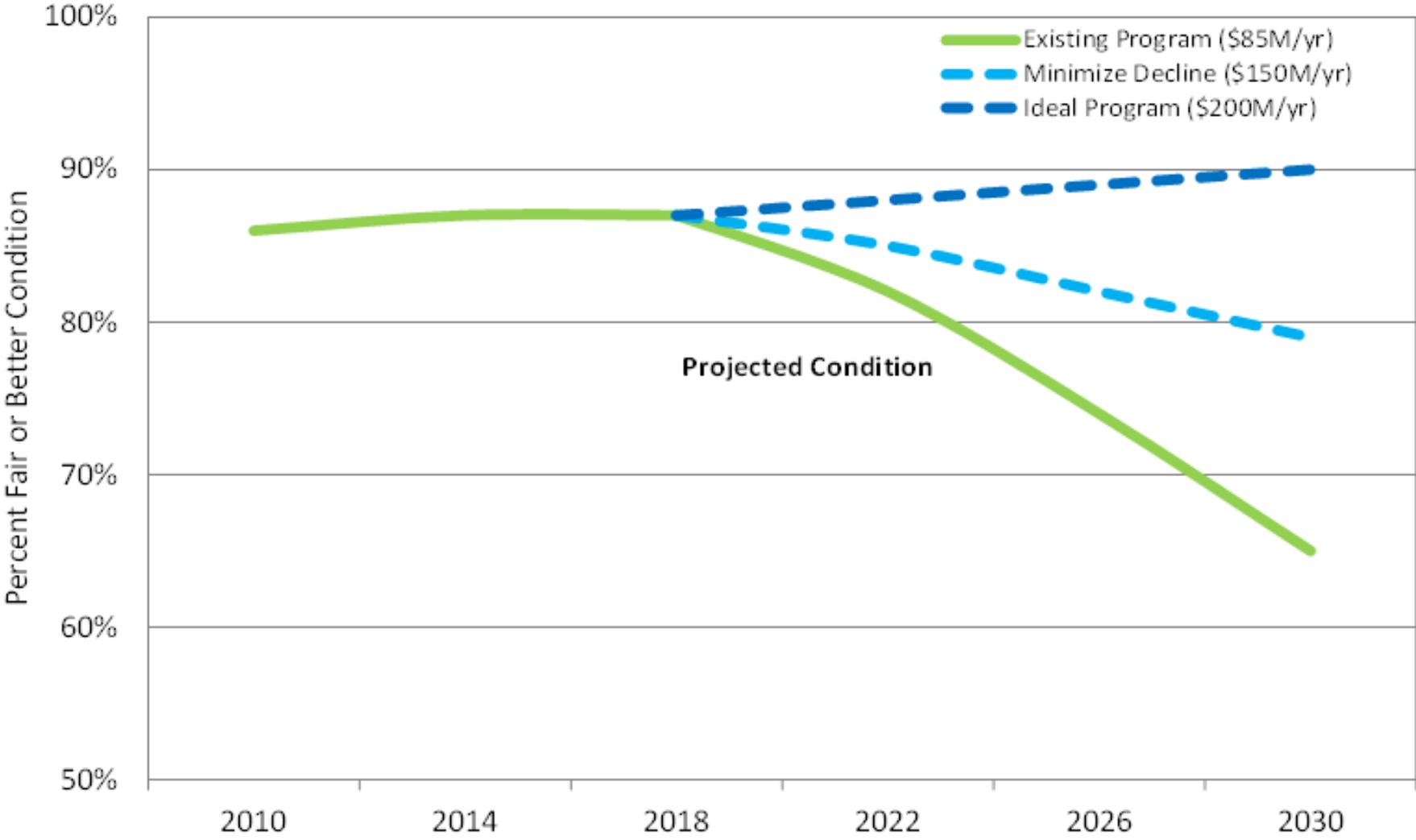
*Totals differ from total county road miles in each county because this excludes unpaved roads, and not all paved road miles have been credibly rated in every county.

CONDITION OF CITY ROADS IN DISTRICT 60

CITY	GOOD	FAIR	POOR
Prairie City	20%	60%	20%
Huntington	1%	49%	50%
Lakeview	50%	40%	10%
Seneca	0%	10%	90%
Vale	20%	44%	36%
Baker City	59%	40%	1%
Nyssa	0%	50%	50%

SOURCE: City Recorder/City Manager from each City, estimate given April 2016

Projected Pavement Condition

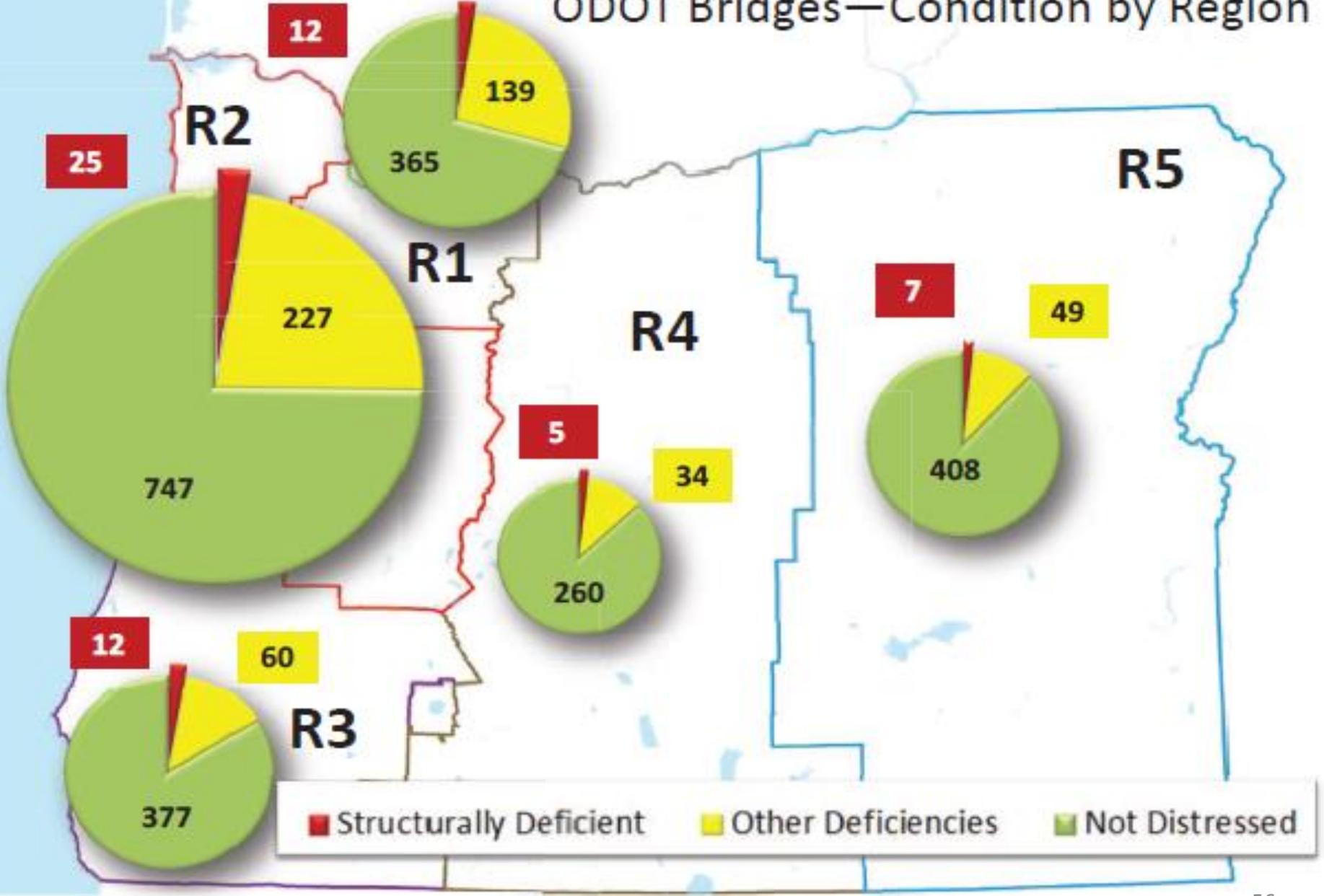


SOURCE: ODOT

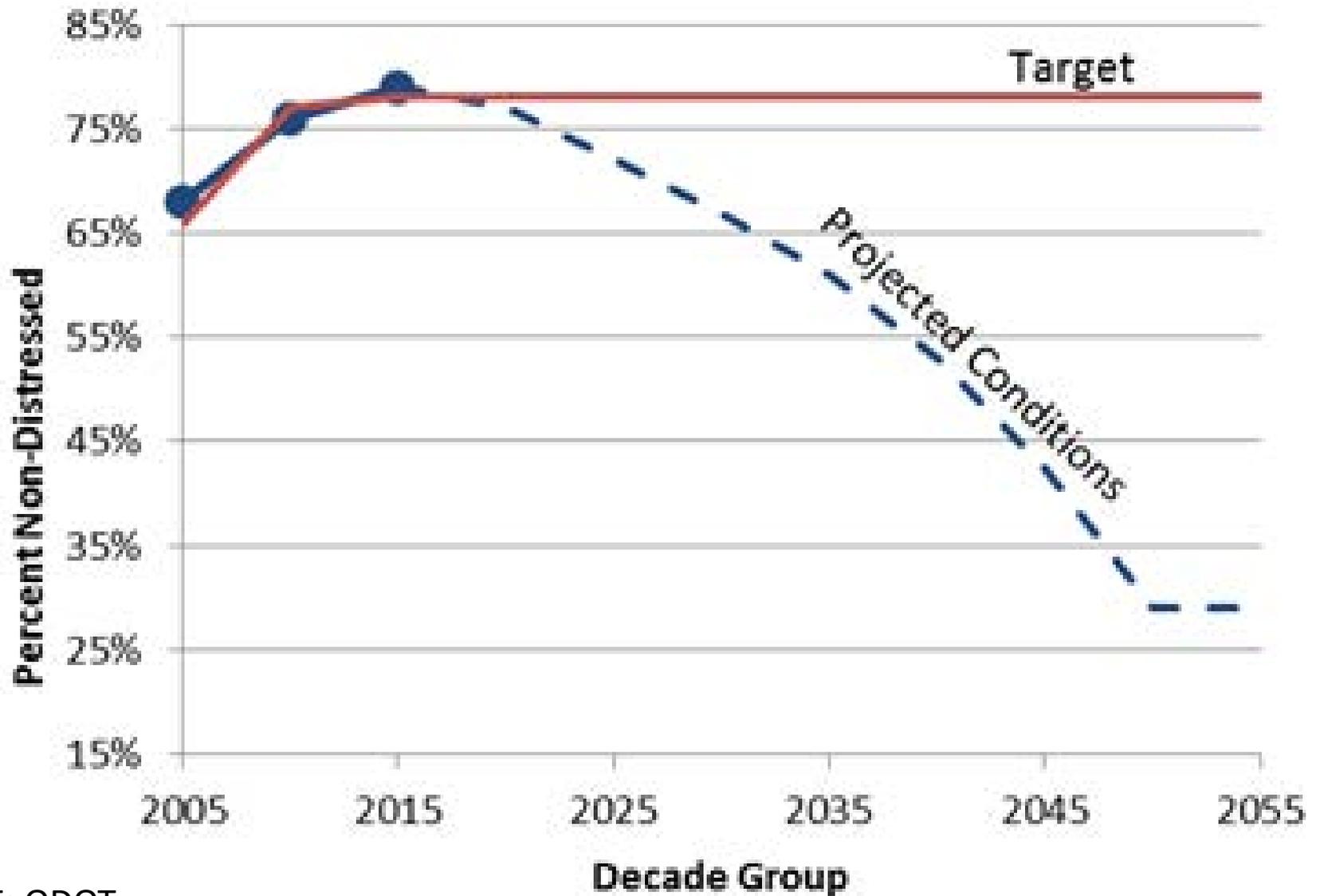
COMPARATIVE COSTS

- 1. Chip Coat = \$30,000/mile**
- 2. 2 Inch Overlay = \$150,000/mile**
- 3. Replacement of County Road =
\$200,00-\$300,000/mile**

ODOT Bridges—Condition by Region



Projected Bridge Conditions



SOURCE: ODOT

WHY IT IS CHEAPER TO
ACT NOW RATHER
THAN LATER

WE HAVE A CHOICE:

“SPEND” OUR ROADS

OR

SPEND OUR MONEY

**Total value of 12,265.51 miles
of road at \$250,000 per mile=**

\$3,066,377,500

LET'S LOOK AT LYTLE BLVD.





ROAD WORK
NEXT 12 MILES

**PUTTING OREGON
BACK TO WORK**
PROJECT FUNDED BY:
**OREGON JOBS & TRANSPORTATION
ACT OF 2009**
OREGON DEPARTMENT OF TRANSPORTATION









**JOBS &
TRANSPORTATION ACT
(2009):**

**INCLUDED THE
\$3 MILLION
FOR LYTTLE BLVD.**

**WORKED COMPLETED
IN 2012-2013**

**A ROAD SHOULD BE
CHIP SEALED
EVERY 5 YEARS
(AT A COST OF \$30,000 PER MILE)**

TO KEEP UP,
THE STATE, COUNTY, OR CITY
SHOULD CHIP SEAL
NOT LESS THAN 20%
OF ITS ROADS
EACH YEAR

IN 2016,
MALHEUR COUNTY
CHIP SEALED 3.5%
OF ITS ROADS.

MALHEUR COUNTY
IS FALLING BEHIND
AT A RATE OF 16.5%
OF ITS ROADS
EACH YEAR

WE ARE
SPENDING UP
OUR ROADS.



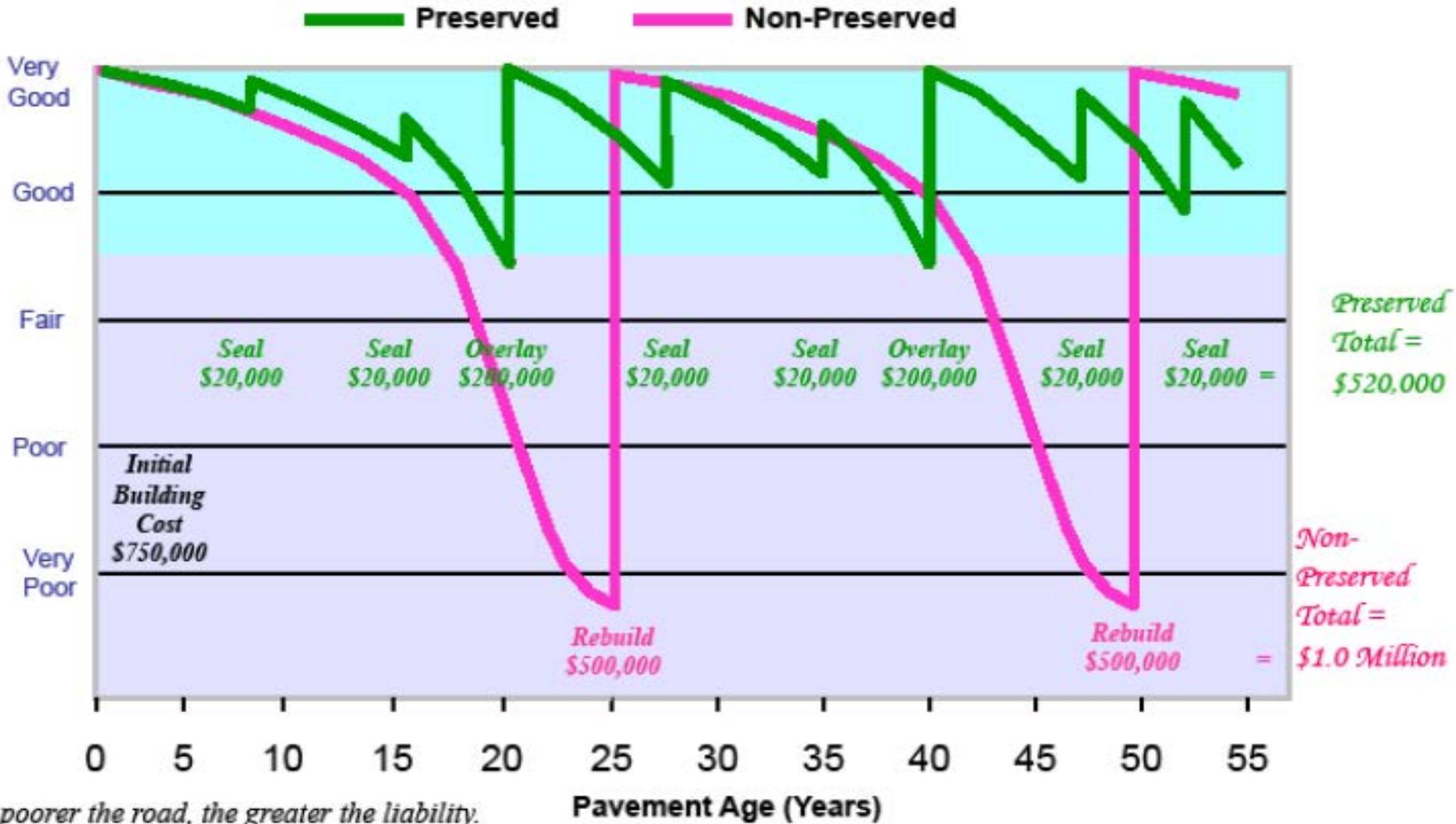
NOW THAT WE HAVE
LYTLE BLVD,
WILL WE PROTECT
OR SQUANDER IT?

IF WE WANT TO
PROTECT THESE
INVESTMENTS,
WE MUST PAY MORE

Preserved vs Non-Preserved Road

Cost per Mile for 2 Lane Road Over 55 years

Pavement Condition



The poorer the road, the greater the liability.

WHAT WE PAY WHEN WE
DON'T MAINTAIN OUR
TRANSPORTATION
SYSTEMS:



TIRES

- Average price of one car tire=
\$80--\$150
- Set of four tires= **\$320--\$600**



SOURCE: autotrader.com

SHOCKS & STRUTS

- **Average cost of shock absorbers or struts=
\$25--\$350 each**
- **Average Towing Cost=
\$700**

TIME IS MONEY

MUCH SLOWER TRAVEL



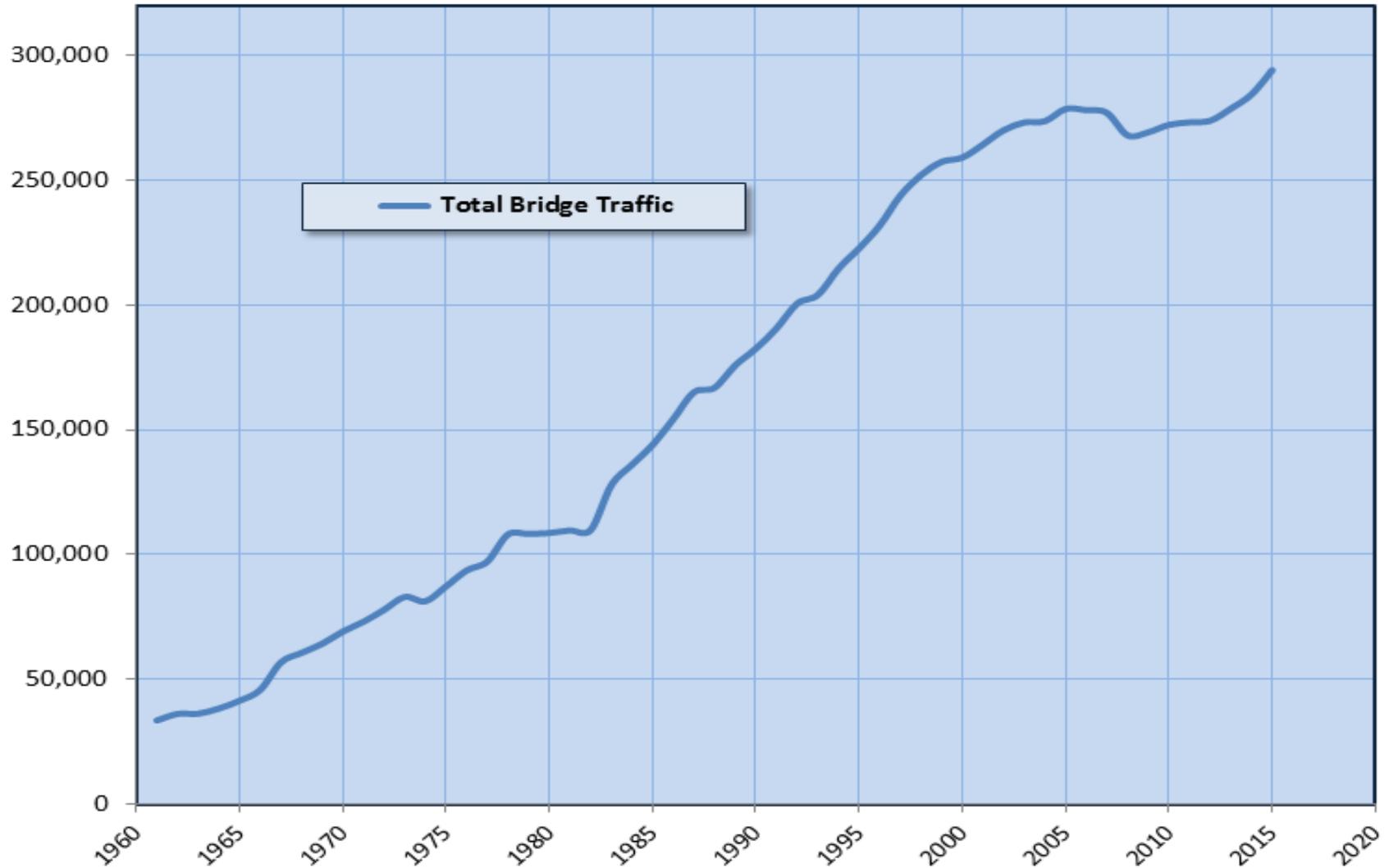
**Cost of time lost =
In the thousands of
dollars**

CONGESTION



INCREASE IN DAILY VOLUME OF TRAFFIC

Interstate Bridge (I-5) & the Glenn Jackson Bridge (I-205)
Collected from 1961 to present



SOURCE: SW Washington Regional Transportation Council

<http://www.rtc.wa.gov/data/traffic/bridges/daily.asp>

Slide prepared by Rep. Bentz's office—calculations & estimates should be verified before being quoted.

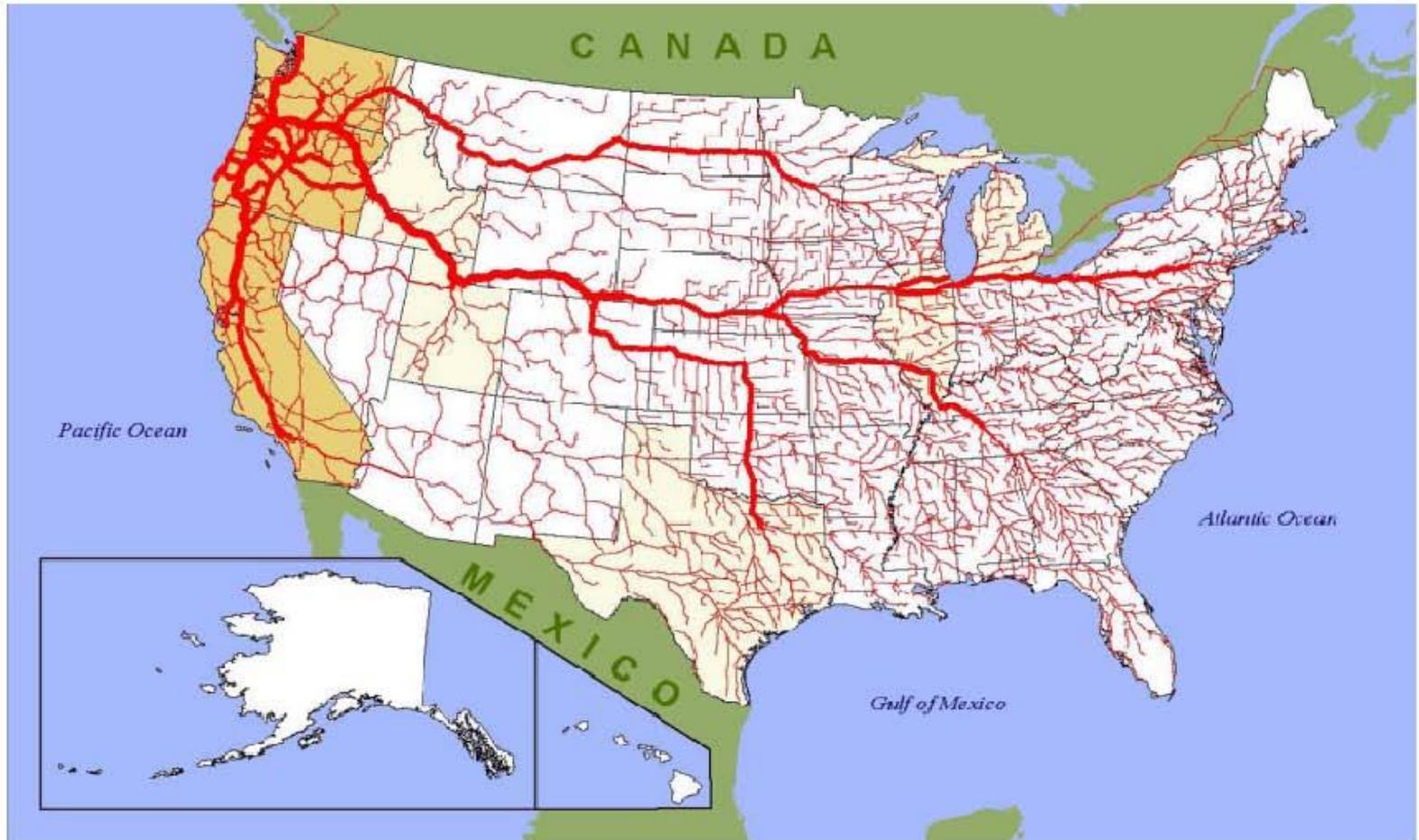






OREGON
EXPORTS
80%
OF WHAT IT
GROWS

Oregon truck flows



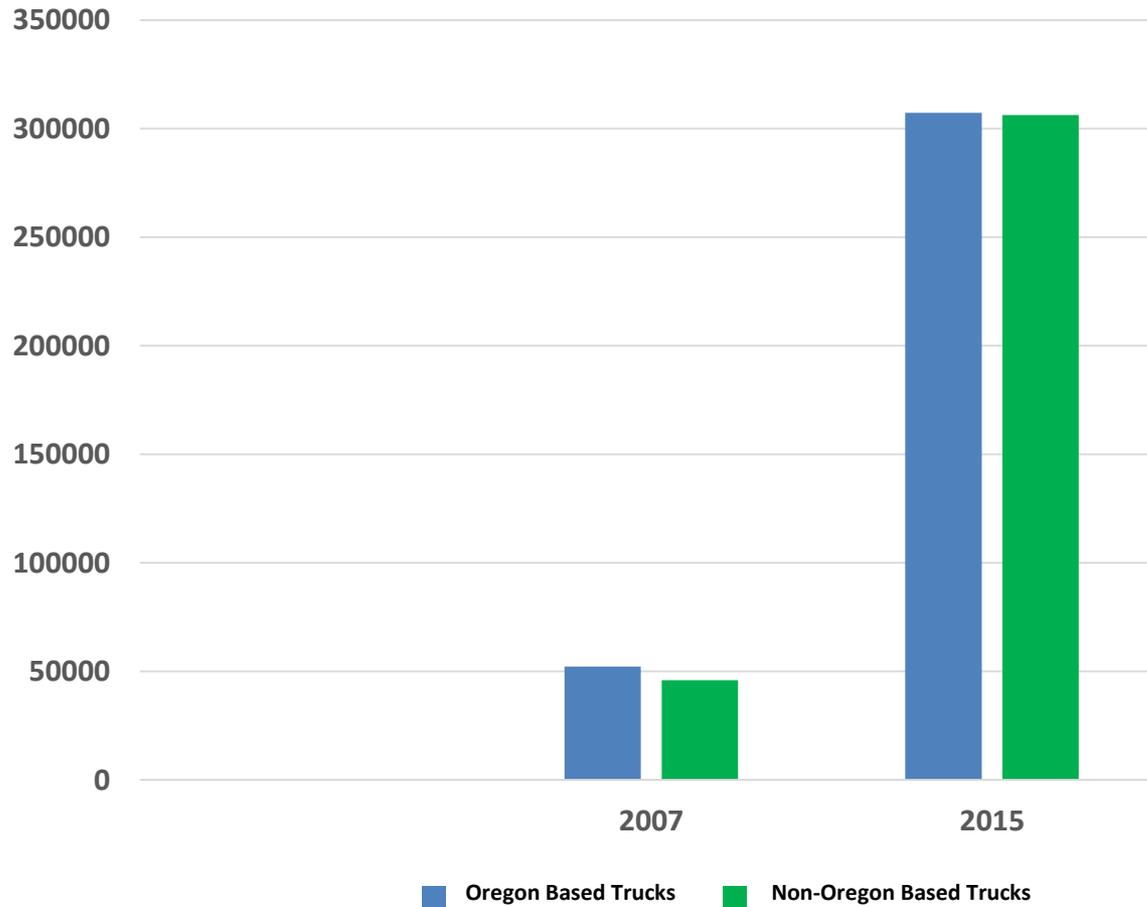
PORT OF PORTLAND

Terminal 6



Port of Portland, Terminal 6

Semi-Trucks on the Road



SOURCE
Oregon Trucking Association

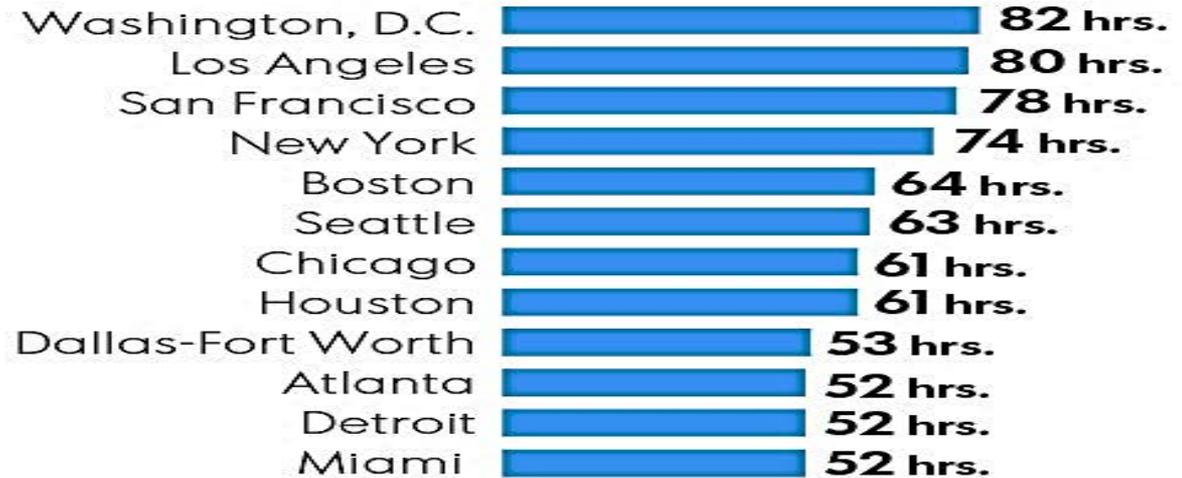
PORTLAND TRAFFIC 12TH WORST IN U.S.

STUCK IN TRAFFIC

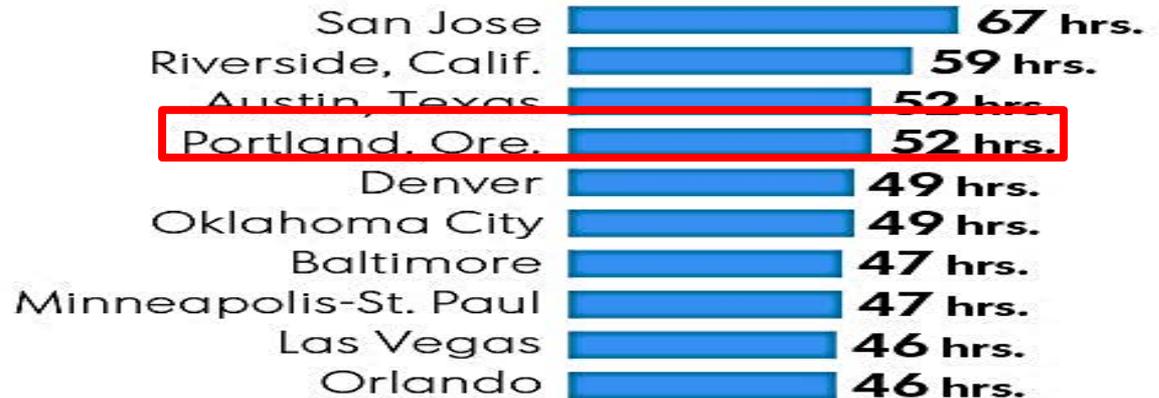
Top 10 worst average annual traffic delays per commuter in hours, for urban areas with...



...at least 3 million people:



...with 1 million to 3 million people:



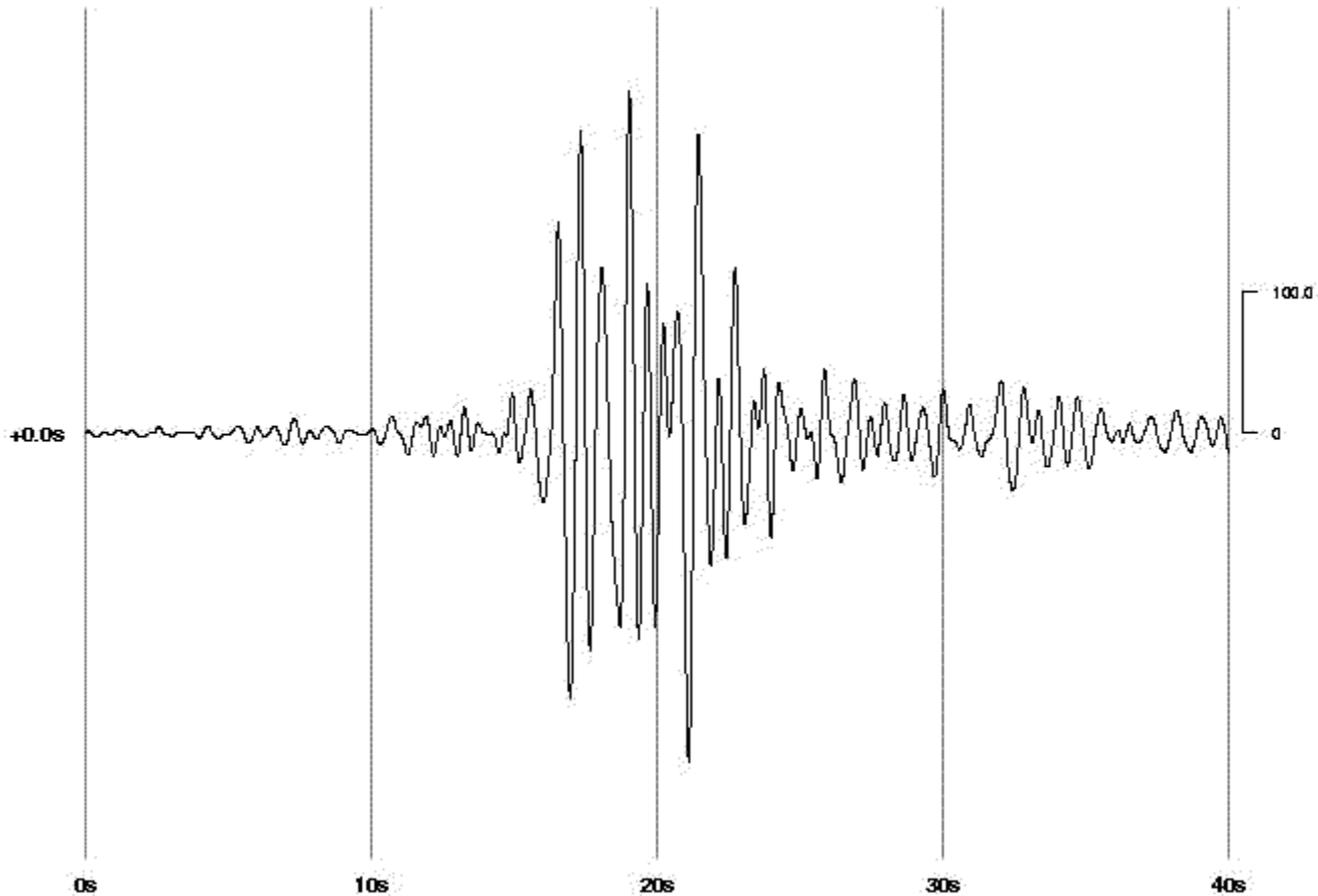
SOURCE: 2015 Urban Mobility Scorecard by Texas A&M Transportation Institute and Inrix, a data technology company.

Janet Loehrke, USA TODAY



IT'S BETTER TO
PLAN AHEAD THAN
TO PICK UP THE
PIECES

SEISMIC



OREGON IS
OVERDUE
FOR...

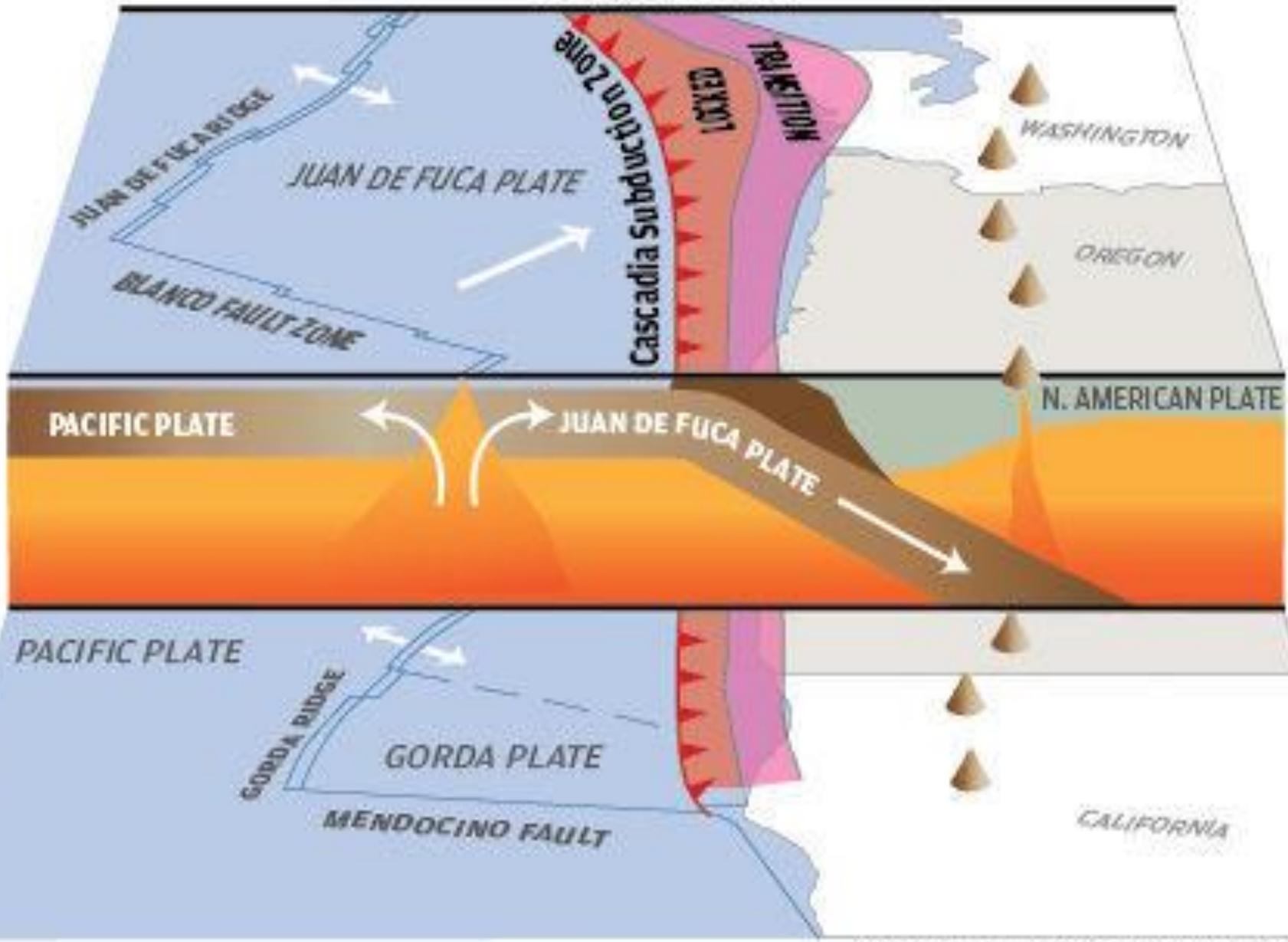
The

Cascadia

Event!



Cascadia Seismic Source



Source: Oregon Department of Geology and Mineral Industries

**HYPOTHETICAL
DEPICTIONS OF
THE CASCADIA EVENT
IN COMMUNITIES
SIMILAR TO SEASIDE...**

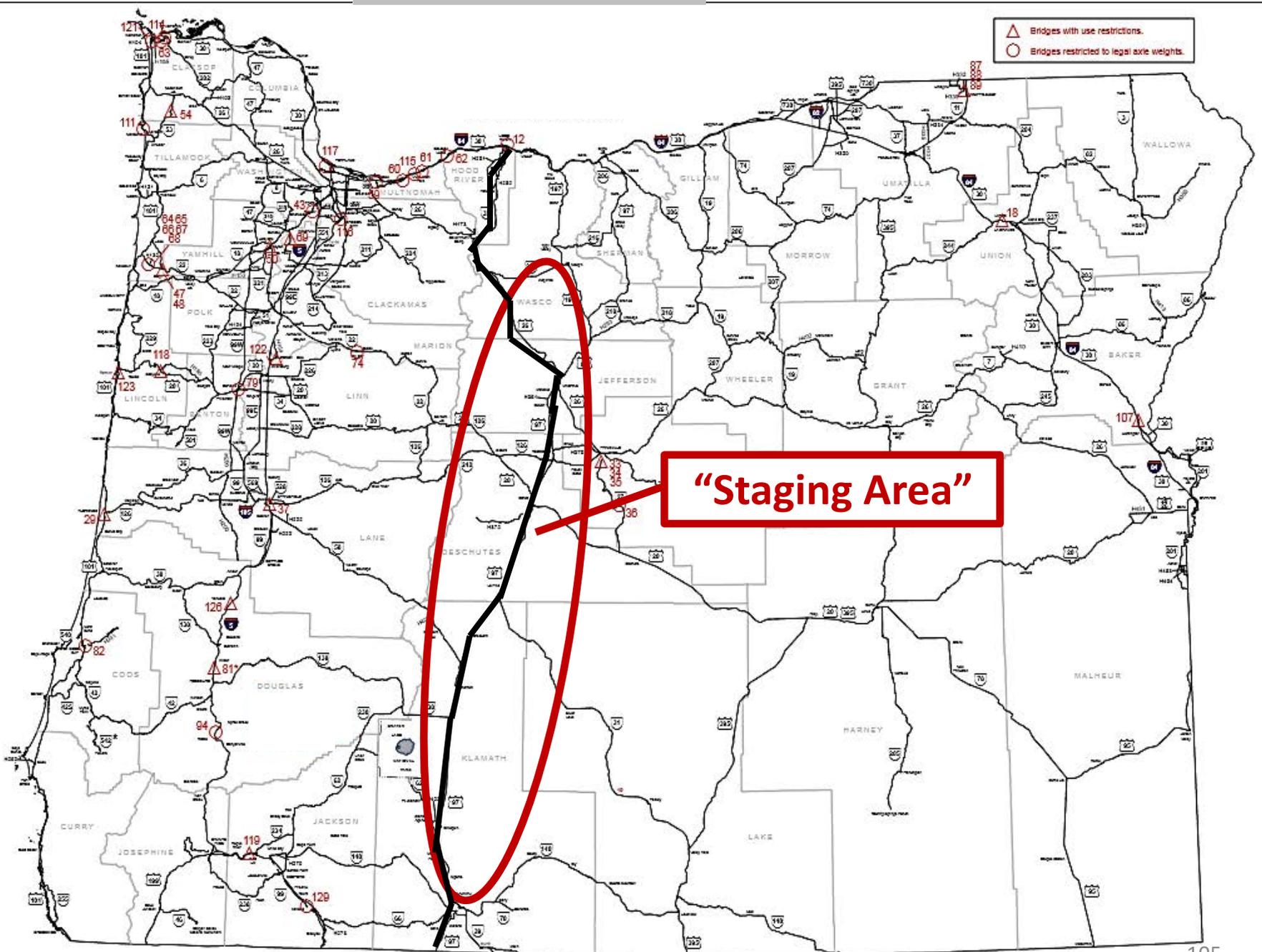






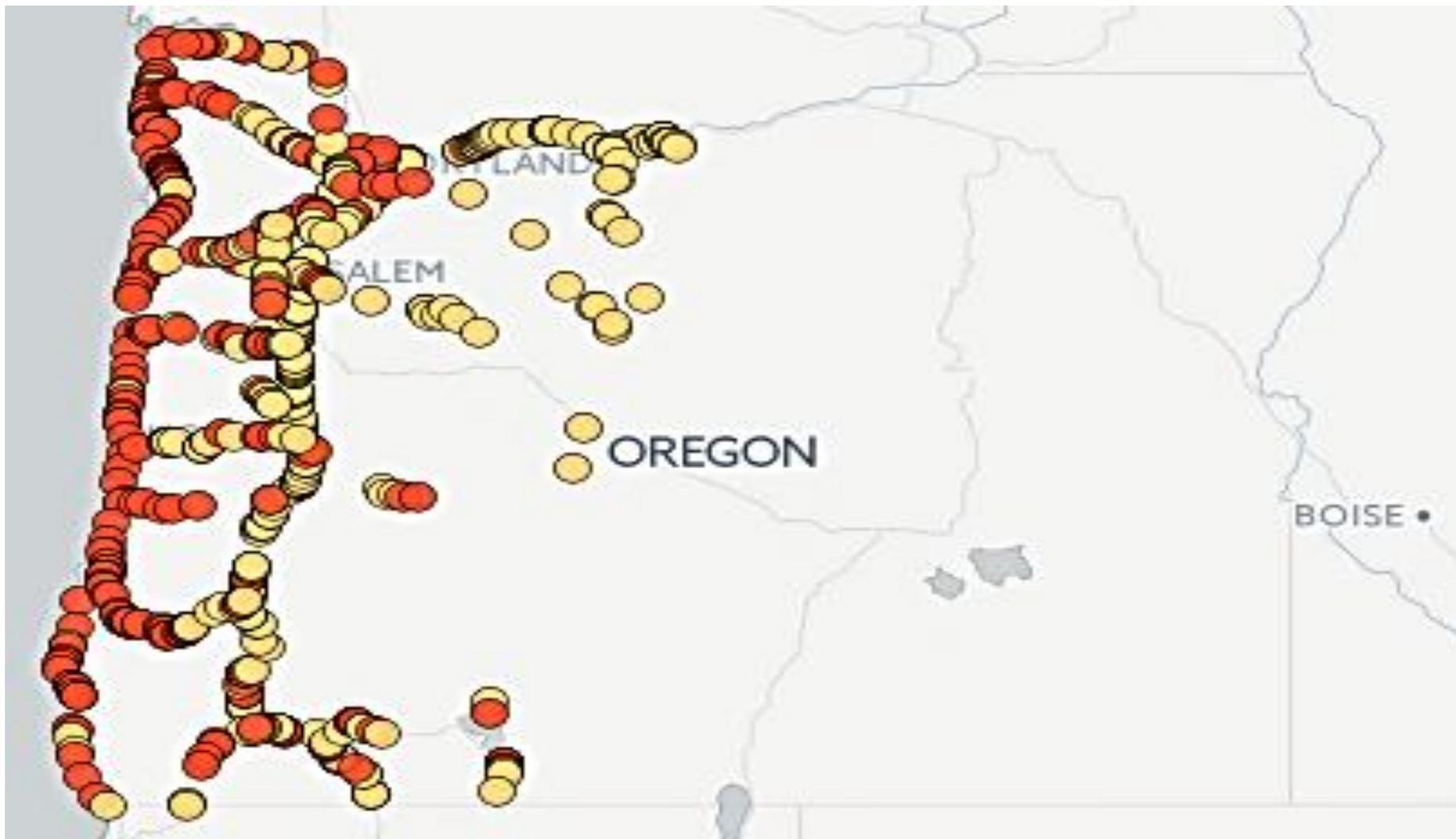


Route Map 8 - Displays Weight Restricted Bridges on state highways and their weight restrictions by structure. Weight limitations shown may not be exceeded. Bridges may or may not be posted.



WE MUST RETROFIT
OUR BRIDGES SO THAT
THEY DO NOT
COMPLETELY FAIL WHEN
THE EARTHQUAKE HITS

SEISMICALLY VULNERABLE BRIDGES IN OREGON



SOURCE: ODOT/OPB



LET'S LOOK AT WHO
ACTUALLY PAYS FOR
EASTERN OREGON'S
ROADS

AND ANOTHER

BASIC FACT:

THERE ARE

12,265.51 MILES

OF ROADS IN DISTRICT 60

ROAD MILES BY COUNTY & ENTITY

COUNTY	City Roads	County Roads	State Roads	Federal Roads	TOTAL Road Miles
Baker	106.46	916.48	319.51	189.75	1,532.20 miles
Grant	60.42	860.59	235.40	349.00	1,505.41 miles
Harney	52.30	2,308.97	346.03	757.13	3,464.43 miles
Lake	26.55	1,109.87	320.22	997.34	2,453.98 miles
Malheur	131.30	2,115.15	419.79	643.25	3,309.49 miles
TOTALS	377.03	7,311.06	1,640.95	2,936.47	12,265.51 miles

COUNTY	Population
Baker	16,059
Grant	7,180
Harney	7,180
Lake	7,838
Malheur	30,359

SOURCES:

ODOT 2014 Oregon Mileage Summary By County

http://www.oregon.gov/ODOT/TD/TDATA/rics/docs/2014_OMR.pdf

US Census Bureau Quick Facts, July 1, 2014 population estimates

Oregon Department of Transportation Route Map 8

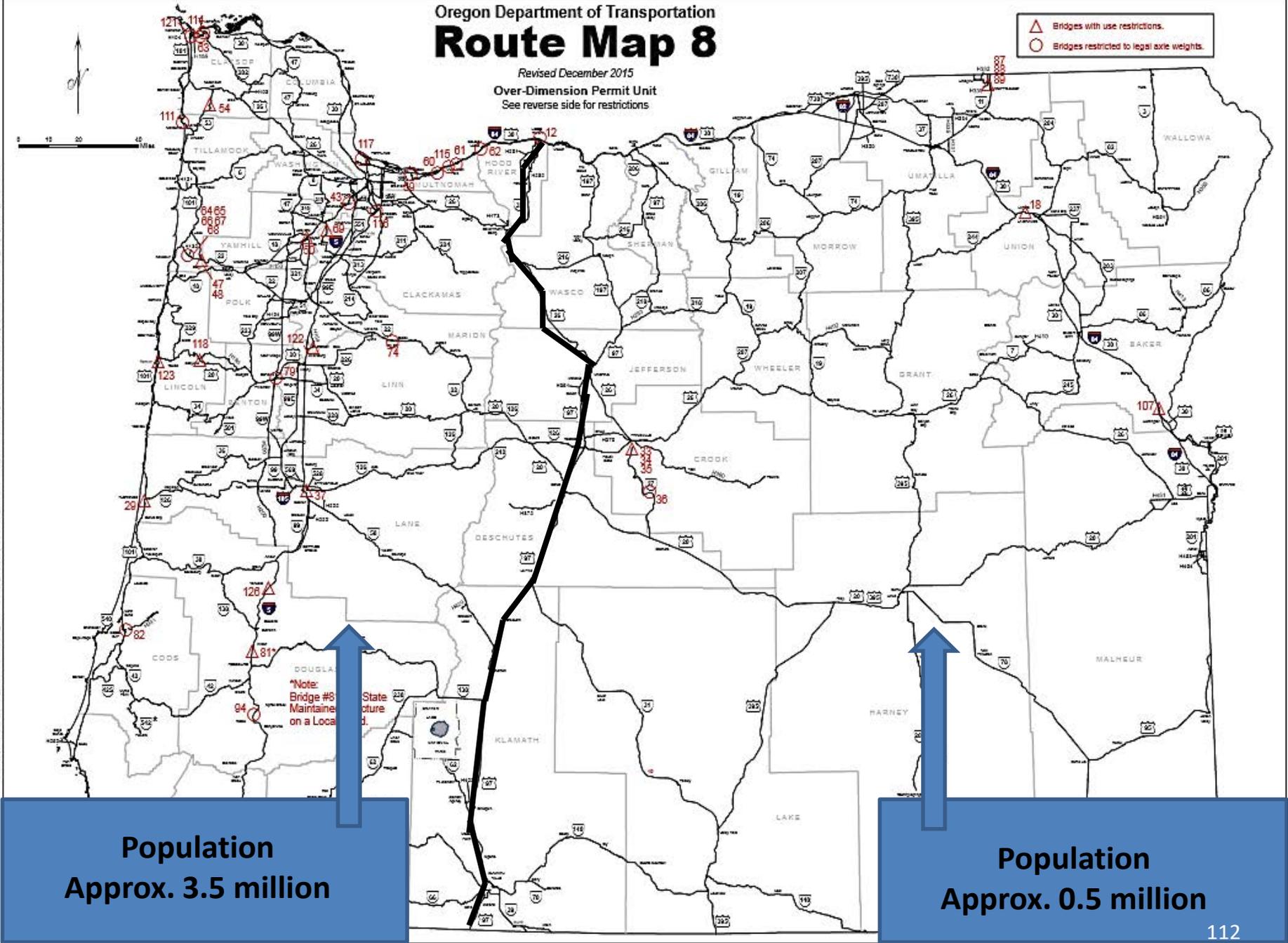
Revised December 2015

Over-Dimension Permit Unit
See reverse side for restrictions

- △ Bridges with use restrictions.
- Bridges restricted to legal axle weights.



Route Map 8 - Displays Weight Restricted Bridges on state highways and their weight restrictions by structure. Weight limitations shown may not be exceeded. Bridges may or may not be posted.



*Note: Bridge #8 Maintained on a Local State structure.

**Population
Approx. 3.5 million**

**Population
Approx. 0.5 million**

REMEMBER,
50% OF EACH STATE
GAS TAX DOLLAR
GOES TO ODOT
FOR USE ON
STATE HIGHWAYS

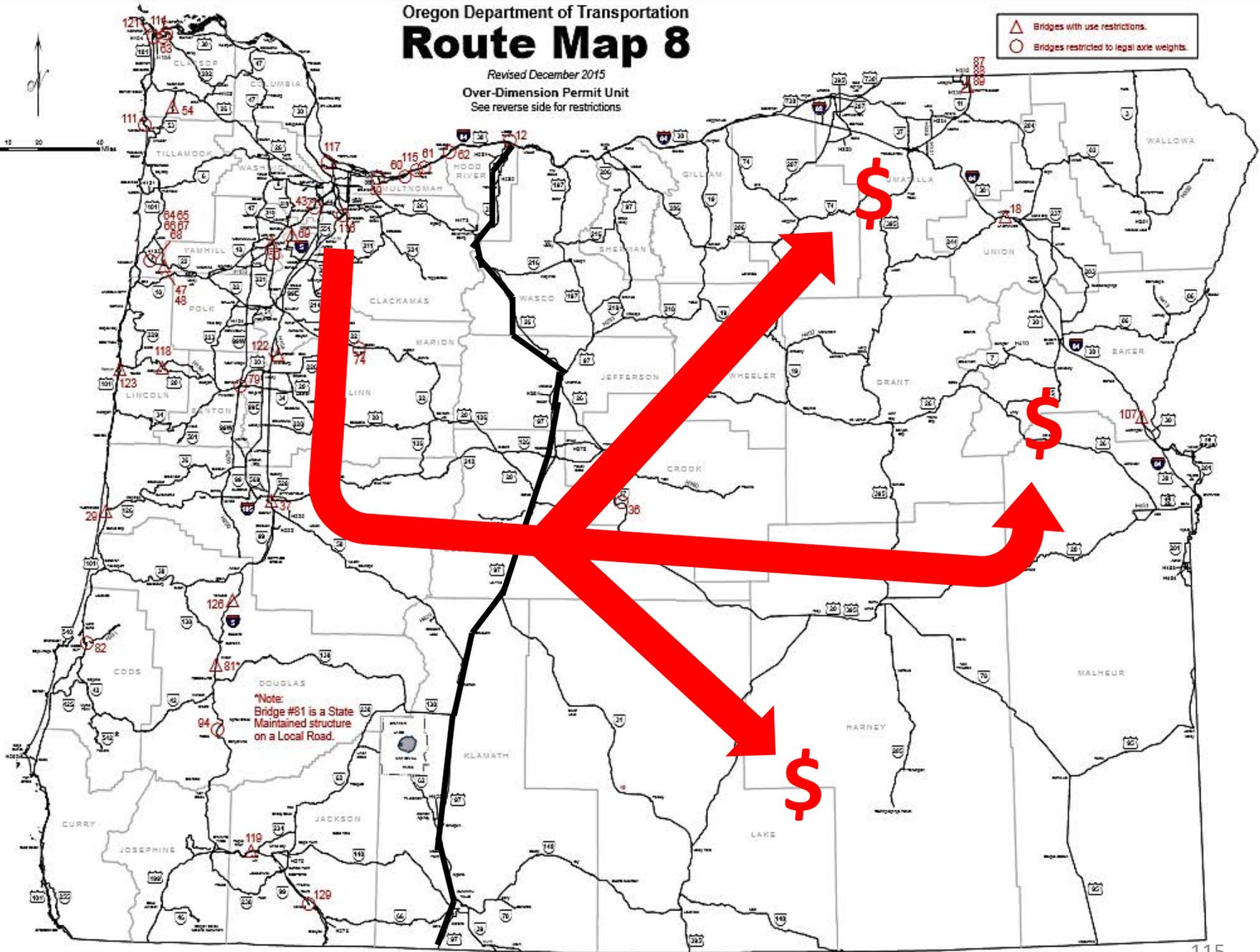
THIS MEANS THAT AT
LEAST $\frac{3}{4}$ OF THE COST
OF STATE HIGHWAYS IN
EASTERN OREGON
ARE PAID FOR BY
WESTERN OREGON

Oregon Department of Transportation Route Map 8

Revised December 2015

Over-Dimension Permit Unit
See reverse side for restrictions

- △ Bridges with use restrictions.
- Bridges restricted to legal axle weights.



*Note:
Bridge #81 is a State
Maintained structure
on a Local Road.

Route Map 8 - Displays Weight Restricted Bridges on state highways and their weight restrictions by structure. Weight limitations shown may not be exceeded. Bridges may or may not be posted.

WHY SHOULD URBAN OREGON CARE ABOUT RURAL STATE HIGHWAYS?

1. **Public safety**
2. **Essential transportation corridors should Cascadia Event occur**
3. **Commerce**
4. **Efficient utilization of existing resources**
5. **Maintenance of existing infrastructure**
6. **Access to power generation facilities**
7. **Recreational access**
8. **Fire suppression access**
9. **Moving from Western Oregon to all points East**
10. **Access to massive publicly-owned areas of the state**
11. **Access to watersheds**
12. **Military preparedness**
13. **Access for search and rescue**
14. **Access to state-owned lands**
15. **Access for anyone wanting to go West, tourism**

WHY SHOULD WE
GIVE MORE
MONEY
TO ODOT?

THIS WAY?



OR THIS WAY?



SO, IS ODOT
DOING IT'S JOB?

ALLEGED PROBLEMS WITH ODOT:

- **Allegations of poor asphalt testing**
- **Allegations of too much debt**
- **Allegations of poor project management**

BECAUSE OF THESE
PROBLEMS, THE
LEGISLATURE HAS
COMMISSIONED A
PERFORMANCE AUDIT
OF ODOT

ODOT AUDIT

SCOPE OF WORK

- **Contractor shall summarize opportunities for ODOT to improve its overall management practices, governance and decision-making structure, and program performance.**
- **Contractor shall identify activities that appear to have straight forward improvement opportunities and identify those (if any) that represent significant structural concerns.**
- **Where relevant, Contractor shall identify actions that would help ODOT adjust to future changes including new technologies, new institutions, and changes in available funds.”**

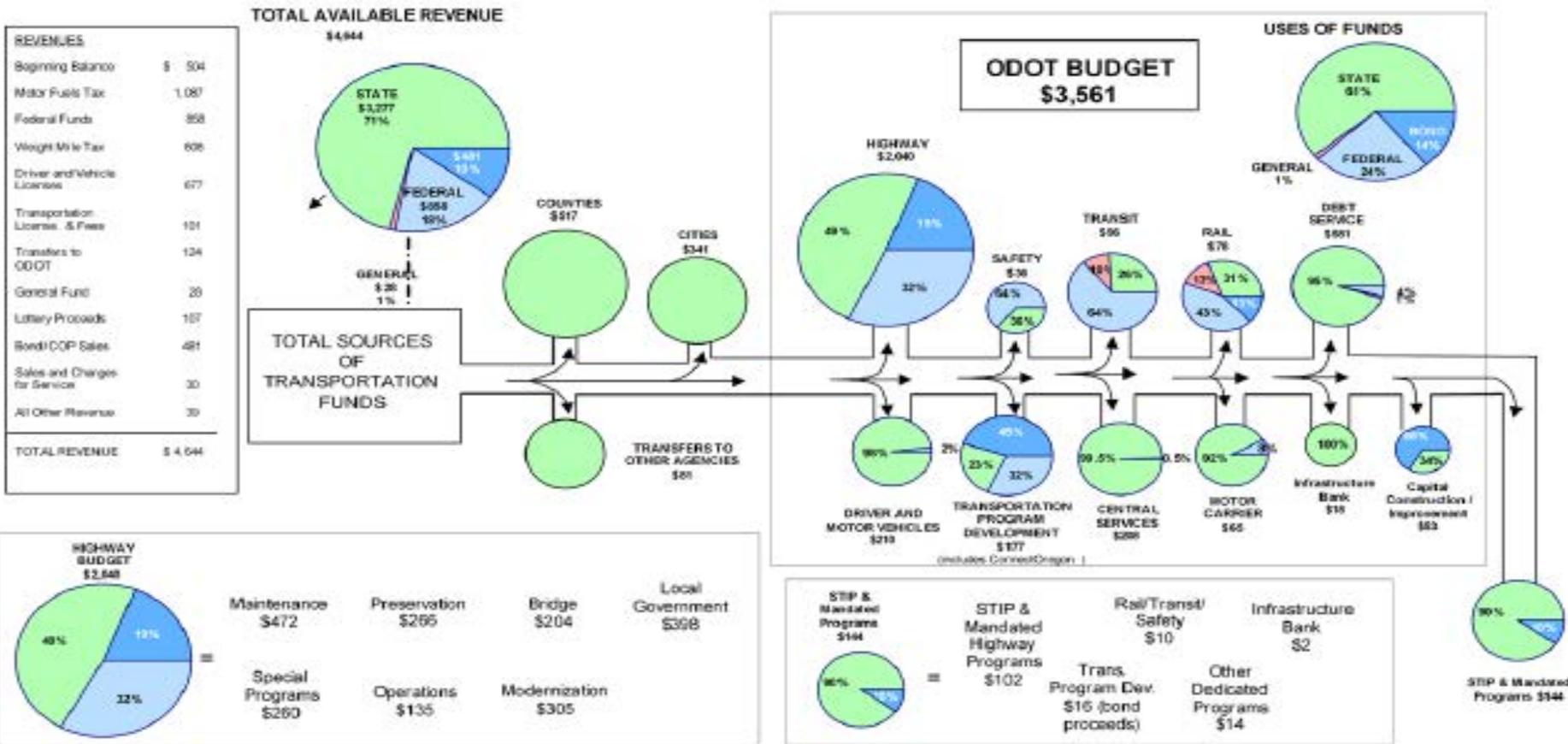
Source:

DAS Scope of Work, ODOT Management Review, 2016

SOURCES AND USES OF FUNDS

DEPARTMENT OF TRANSPORTATION

2015-2017 Legislatively Adopted Budget



Dollar amounts are in millions
Updated 9/15/15

POSSIBLE CONTENTS
OF A
TRANSPORTATION
PACKAGE

1. A long-term plan for transportation in Oregon

2. Increase funding for Counties/Cities



3. Improve statewide export opportunities

- **Transportation Hub:**
 - **Reliable alternative to trucks**
 - **Perhaps less expensive**
 - **Perhaps faster than trucks**

Intermodal hubs are being discussed around the state:

- a. Ontario/Nyssa**
- b. Hermiston**
- c. Lebanon**
- d. Coos Bay**
- e. Medford**
- f. Bend**

Example of Transportation Hub:

Railex Facility Wallula, WA







4. Reduce congestion



5. Improve safety



6. Fix bridges



INFLATION ALONE
WARRANTS AN
INCREASE IN FUNDING
FOR ROADS

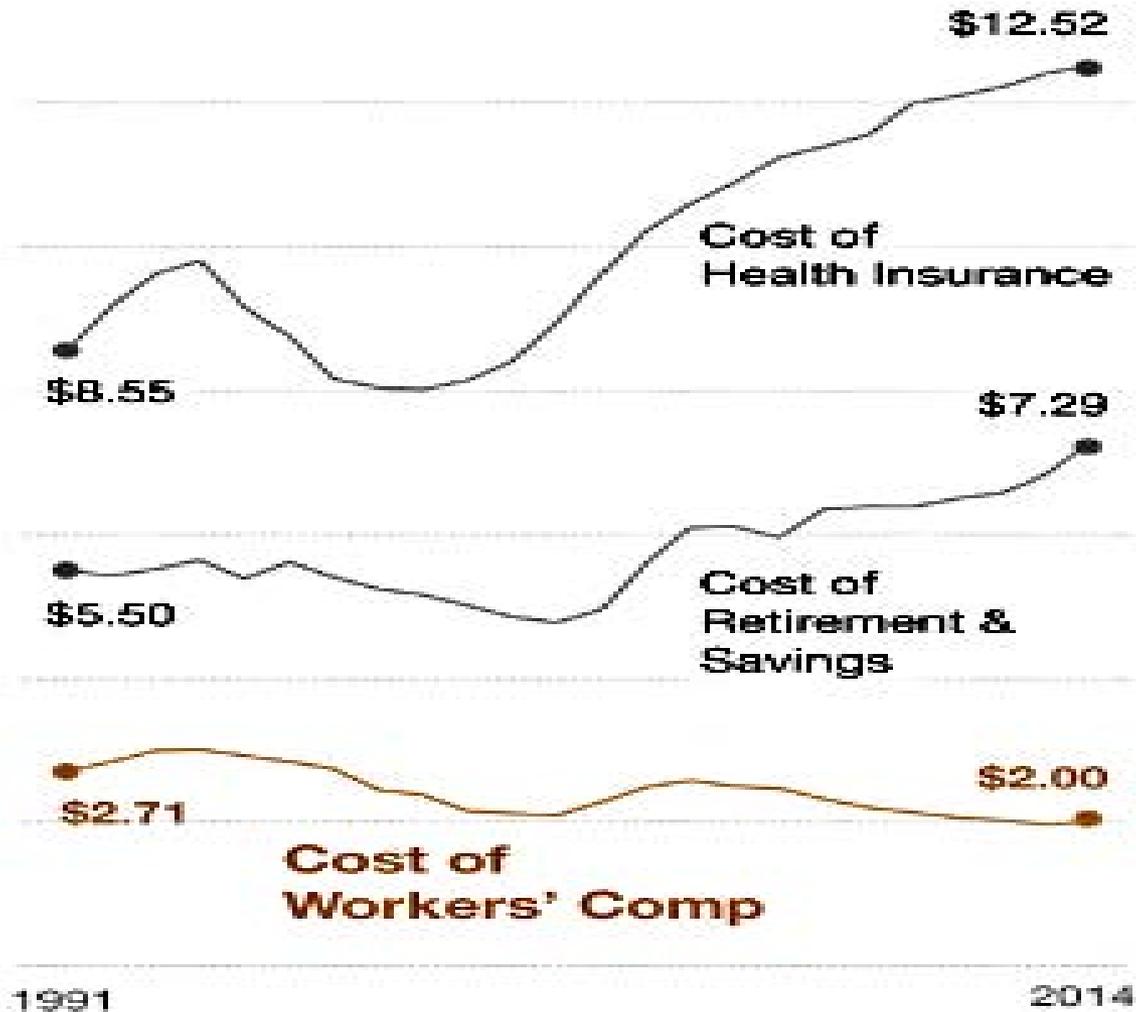
INFLATION OVER 21 YEARS

(1993-2014)

REBAR	CONCRETE	ASPHALT
55% 	50% 	65% 
Increase in cost	Increase in cost	Increase in cost

SOURCE: ODOT Transportation Funding Overview

Cost to Employer per \$100 of Workers' Wages



Source: Bureau of Labor Statistics
[National Compensation Survey](#)
1991 - 2014 (Credit: Sisi
Wei/ProPublica)

“When I started working for the Malheur County Road Department 13 years ago, the cost of emulsified oil was \$180/ton, today it costs \$570/ton.” (a 270% increase)

-Richard Moulton, Malheur County Roadmaster

COUNTY COMMISSIONERS,
CITY COUNCILORS,
CITY RESIDENTS, FARMERS,
AND RANCHERS
NEED TO TELL ME IF THEY
WANT THE LEGISLATURE
TO RAISE (OR NOT)
THEIR FUEL TAXES.

IS THE
FUTURE THIS:



OR THIS:



rep.cliffbentz@oregonlegislature.gov

DISCLAIMER

The information contained in this presentation has been obtained from sources deemed reliable.

However, figures and estimates may not be exact, and therefore, should be checked before being quoted.