

ConnectOregon

MOVING GOODS, MOVING PEOPLE, MOVING THE ECONOMY



In 2005 the legislature created the *ConnectOregon* Program to ensure that Oregon had a mechanism for investing in our rail, marine, transit, and aviation networks across the state. Since the creation of the program the Legislature has invested nearly \$300 million in lottery-backed bond funding through *ConnectOregon* I, II and III, each providing \$100 million to upgrade non-highway infrastructure around the state.

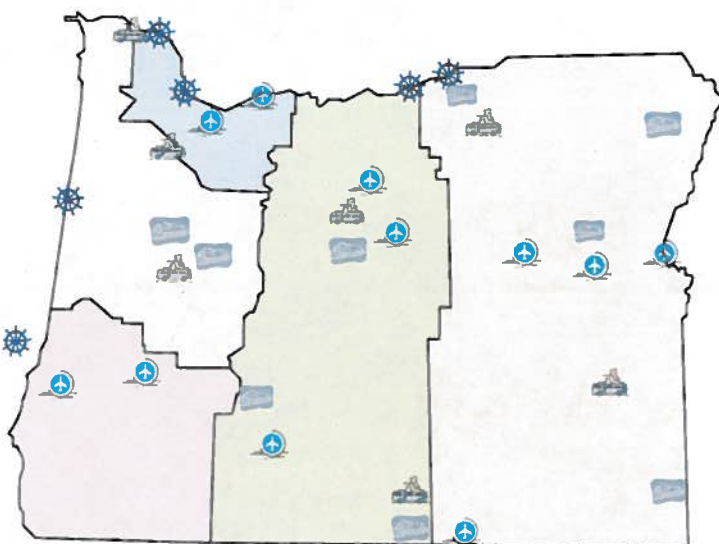
Examples of *ConnectOregon* investments include airport improvement projects in Coos Bay that leveraged federal dollars to facilitate air passengers and cargo, rail projects in Prineville that connect forest products to Class I railways and pier enhancements at river ports along the Columbia. Each project improves connections between the highway system and other modes of transportation to reduce shipping costs for Oregon businesses, ease congestion, and link goods and services to markets.

Leveraging Outside Investment and Improving the Operating Environment for Oregon Businesses: Criteria considered for funding in the *ConnectOregon* program includes demonstrated reduction in transportation costs for businesses, economic benefit to the state, jobs retained or created, linkage between modes of transportation and geographic areas, and the contribution toward the project by the applicant or federal funding and project readiness.

Statewide Impact and Local Decision Making: When the program was created the legislature included statutory provisions to ensure that investments would be made statewide. Current law requires that at least 10% of *ConnectOregon* funding is spent in each of ODOT's five regions. The *ConnectOregon* Program also ensured that projects reflect community priorities. Regional committees comprised of members of Area Commissions on Transportation (ACTS) review and rank projects after they are considered by experts in rail, transit, marine and aviation.

The *ConnectOregon* program provides a rare and critical opportunity to invest in the infrastructure necessary to keep Oregon competitive in the regional and international economies. Thanks to the *ConnectOregon* program, our state's whole transportation system is more efficient than ever to connect our people and products to the growing global market.

A complete list of all the approved projects is available on the *ConnectOregon* website, www.oregon.gov/ODOT/COMM/CO



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Teevin Bros. Land & Timber Company Rail-to-Barge Facility

This private port in Rainier doesn't view the *ConnectOregon* I and III Projects as gifts from the state, but rather an infrastructure improvement loan repaid with permanent, living wage jobs in trade-dependent areas. In an economy where many commercial financial resources have dried up, the state of Oregon wisely funded projects in Rainier to increase export capacity and employment in the region.

In *ConnectOregon* I, mooring dolphin improvements allowed for larger vessels to berth at the terminal. Not only can these larger vessels increase the amount of through-put at the facility, their deeper draft provides more efficient mileage per cargo ton. Businesses in the region like Weyerhaeuser and US Gypsum are taking advantage of the added shipping capabilities, and the new infrastructure convinced Sause Bros. marine towing to move their Hawaii-bound barge service operations to Rainier, which required hiring three additional personnel.

ConnectOregon III funded a \$3.6 million project that created a much-needed rail-to-barge link at the terminal. **This investment added more than 70 long-term, living wage jobs, more than tripling the number of workers at the site.** *ConnectOregon* funds capitalized on the terminal's strategic location by adding additional rail siding, a transloading and cross-docking area and handling equipment. The extended rail spur and lay-down yard helped the terminal grow its timber export business three-fold to nearly one million outbound board-feet of lumber every day and growing. Much of the inbound timber arrives via railcar from the interior of the state. The 12,000 rail cars expected in 2011 will effectively remove 42,000 truckloads from our overstressed highways.

"We are a poster-child for the ConnectOregon program. It is difficult to get capital infrastructure financing from lenders stung by the recession, but the ConnectOregon gave us the ability to improve our intermodal facilities and boost the quality of living in Oregon."

Paul Langer
Manager, Marine Operations

