

Received At Council Meeting

Meeting Date: 2/11/19

Agenda Item: 5A

Received by: KL

From: Ken Snyder

Comments to Salem City Council

February 11, 2019 - Discussion on Third Bridge

As I recall, this discussion has been going on for about 50 years now. Numerous opportunities have been passed up making the issue increasingly difficult as the years go by due to new buildings impeding potential routing for traffic solutions.

As a West Salem resident several things seem obvious:

1. The City continues to grant permits for numerous new, large, multi-family apartment developments with no regard for effects on traffic congestion that is compounded with the added west side population this promotes.
2. Ill-conceived planning for one new bridge to accomplish what should be done by two bridges; one for east-west traffic south of the city core for flow of traffic from east of town going toward the coast, and one for north Wallace Road traffic to connect north to the Portland freeway as well as on east. Trying to make the one ill-conceived location work to connect with the coast highway was never going to work.
3. The argument that better traffic flow over the river would just encourage increased traffic with ill effects on the environment fails to realize that increased traffic that WILL happen due to expanded population with cars and large trucks sitting in gridlock with motors running is much more polluting. This is willful blindness to the facts.
4. After all these years of seeing plans bloom and die, I must conclude that the reasons for lack of solutions is serious management incompetence or pervasive lack of will or both. Somehow the large cities to our north and south manage continually to build new bridges, overpasses, and belt lines. Our poor capital city just can't get it done. But they continue to assist massive population expansion on the West Side as though there is no problem connecting all these new folks with the city core and beyond.

Respectfully submitted:

Ken Snyder

1664 Pelican Ct. NW

kenmabel@comcast.net

Received At Council Meeting

Meeting Date: 2/11/19

Agenda Item: S.A.

Received by: H. Dinke

From: Judy Mears

City of Salem
City Council

February 11, 2019

This is regarding the river crossing debate:

How irresponsible not to go forward with the bridge project considering all the new apartments around Wallace road and the two large ones on Linwood. Wallace road is already periodically backed up to Salem town. In an emergency, a life death possibility there is no way to get someone to the hospital quickly. If someone dies, can their relatives sue the city for negligence? The city cannot keep approving building without dealing with the bridge problem. Of course there is the debate on how to finance it, but that is a necessary situation. Nothing in life is free. I live in West Salem and know there will be costs involved. However, it is not only a West Salem project, but a transportation issue for trucks and cars going to and from the coast. This debate has gone on long enough now it is time to act and act quickly.

Judy Mears
1056 Twinwood Ct. NW
Salem, Oregon 97304
503-581-8941

Mike Evans Ward 8

Good evening councilors. Our city is facing the reality that we are certain to experience a Cascadia earthquake, which will likely be a 9.0 monster that will devastate homes, building, roads and our current bridges, we just don't know when.

What we do know is it has been 319 years since the last one, and they come on average every 246 years. We know that 84% of the time, the earthquake would have already happened. We are living on borrowed time.

Governor Brown declared January 26, 2019 "Cascadia Earthquake Preparedness Day" citing the need for "rapid earthquake resilience" and calling on "operators of our lifeline infrastructure to do more to prepare."

Unfortunately, our lifeline across the river will almost certainly be gone. The east end of these bridges is in the worst possible soil, a level 5 liquefaction zone, and they are not engineered to withstand a major earthquake.

The 2017 legislature passed a transportation bill that set aside \$60 million for retrofit of Center Street bridge in 2025. Unfortunately, as we sit here tonight the legislature is working on Senate Bill 652 which seems certain to pass. The purpose of this bill is to delay funding of the Center Street bridge seismic retrofit, moving it to be the very last project to be funded.

Every project funded by the 2017 bill including the three Portland area mega-transportation projects would have to be completed prior to any money being allocated for Center Street. That's the I5 Rose Quarter, I 205 Abernathy Bridge, and I 205 widening projects. This virtually assures that Cascadia will arrive in Salem prior to funding for the retrofit.

We only have one possible bridge that can be built in the next 20 year and it will be engineered to be useable after Cascadia.

Tonight, you will vote to either give our community the choice to build it or you will vote to take that choice away from your constituents.

The politicians in New Orleans faced similar choices, knowing that with a major hurricane, their leveys would fail. They chose to kick the can down the road and Katrina became a byword for political failure.

Tonight you face a similar choice. Will you lead your community toward a solution to a known problem, or will you kick the can down the road and hope it doesn't happen. *on your watch*

Tonight you will become either the council that got'r done...or you will earn the title of Katrina-Cascadia Council.

STATE OF OREGON
PROCLAMATION
OFFICE OF THE GOVERNOR

- WHEREAS:** Geologists have determined that major earthquakes of magnitudes 8 or 9 have occurred many times in the past, and another could occur at any moment in the Pacific Northwest; and
- WHEREAS:** Given our current lack of preparedness, such a quake could create the worst natural disaster in North American history; and
- WHEREAS:** As a society, we are increasingly recognizing this earthquake threat, but such recognition has not yet translated into a rapid increase in our earthquake resilience; and
- WHEREAS:** Much more can be done to increase resilience by individuals, families, community groups, businesses, government agencies, and operators of our lifeline infrastructure; and
- WHEREAS:** Greater recognition of the earthquake threat is key to motivating action by such individuals and groups.

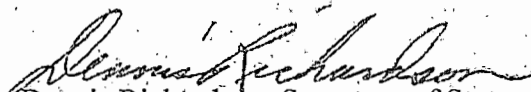
**NOW,
THEREFORE:** I, Kate Brown, Governor of the State of Oregon, hereby proclaim **January 26, 2019** to be

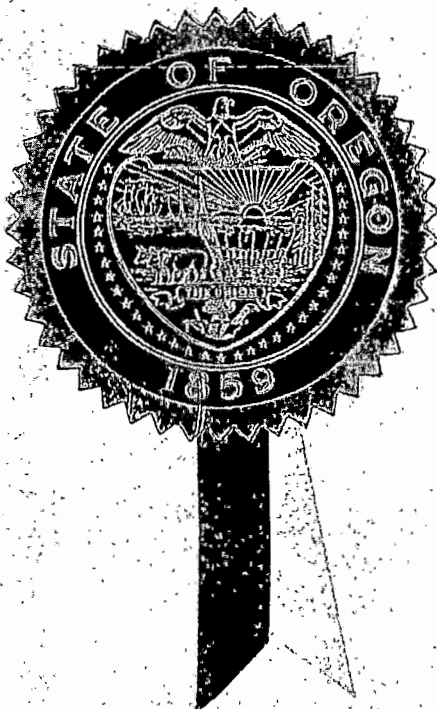
CASCADIA EARTHQUAKE PREPAREDNESS DAY

in Oregon and encourage all Oregonians to join in this observance.

IN WITNESS WHEREOF, I hereunto set my hand and cause the Great Seal of the State of Oregon to be affixed. Done at the Capitol in the City of Salem in the State of Oregon on this day, January 18, 2019.


Kate Brown, Governor


Dennis Richardson, Secretary of State



Senate Bill 652

Sponsored by Senator BOQUIST

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Modifies laws related to transportation projects.

A BILL FOR AN ACT

Relating to transportation; creating new provisions; and amending ORS 367.095, 367.097, 367.620 and 383.150 and section 71d, chapter 750, Oregon Laws 2017.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Section 71d, chapter 750, Oregon Laws 2017, as amended by section 5, chapter 93, Oregon Laws 2018, is amended to read:

Sec. 71d. (1) On and after January 1, 2020, the Oregon Transportation Commission shall use the proceeds of bonds, as defined in ORS 367.010, authorized under ORS 367.620 (3)(d) to finance the transportation projects listed in this section. The commission shall determine the order of completion for the projects listed in subsection (2) of this section[.], **except that the commission may allocate funds for the following projects only after the commission determines that remaining projects described in subsection (2) of this section and the mega transportation projects listed in section 2 (1) of this 2019 Act are completed:**

(a) **Southeast Powell Boulevard jurisdiction transfer as described in ORS 366.483, listed under subsection (2)(a)(E) of this section; and**

(b) **State Highway 22 and Center Street Bridge, seismic retrofit in the City of Salem, listed under subsection (2)(b)(H) of this section.**

(2) No later than January 1, 2024, the commission shall allocate the following amounts to each region, as described in ORS 366.805, for the projects listed below, provided that the commission determines that the projects could constitutionally be funded by revenues described in Article IX, section 3a, of the Oregon Constitution:

(a) Region 1: \$ 249,700,000

(A) State Highway 211
improvements beginning where
the highway intersects with
State Highway 213 and ending
where the highway intersects
Molalla Avenue in the
City of Molalla

(B) WaNaPa Street improvements

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

- 1 in the City of Cascade
- 2 Locks
- 3 (C) Port of Hood River bridge
- 4 replacement environmental
- 5 impact study
- 6 (D) Columbia Boulevard
- 7 pedestrian safety
- 8 (E) Southeast Powell
- 9 Boulevard jurisdiction
- 10 transfer as described
- 11 under ORS 366.483
- 12 (F) Interstate 205 active traffic
- 13 management project
- 14 (G) Interstate 205 corridor
- 15 bottleneck project
- 16 (H) State Highway 217
- 17 Northbound project
- 18 (I) State Highway 217
- 19 Southbound project
- 20 (J) Improvements to Graham
- 21 Road where it intersects
- 22 with Interstate 84 in
- 23 the City of Troutdale
- 24 (b) Region 2: \$ 201,950,000
- 25 (A) Oregon Manufacturing
- 26 Innovation Center
- 27 Access Roads in Columbia
- 28 County
- 29 (B) Interstate 5 at the
- 30 Aurora-Donald interchange,
- 31 Phase I
- 32 (C) State Highway 99E in
- 33 the City of Halsey
- 34 (D) State Highway 214
- 35 pedestrian safety
- 36 improvements at the
- 37 intersection with
- 38 Jefferson Street in the
- 39 City of Silverton
- 40 (E) Territorial Highway
- 41 jurisdiction transfer
- 42 as described under
- 43 ORS 366.483
- 44 (F) U.S. Highway 20 safety
- 45 upgrades from the

- 1 City of Albany to the
- 2 City of Corvallis
- 3 (G) State Highway 58, adding
- 4 passing lanes west of the
- 5 City of Oakridge
- 6 (H) State Highway 22 and Center
- 7 Street Bridge, seismic
- 8 retrofit in the City
- 9 of Salem
- 10 (I) State Highway 99 in
- 11 City of Eugene
- 12 jurisdiction transfer
- 13 as described
- 14 under ORS 366.483
- 15 (J) State Highway 126
- 16 Florence-Eugene
- 17 Highway for
- 18 environmental impact study
- 19 (K) 42nd Street in the City
- 20 of Springfield
- 21 (L) Newberg and Dundee Bypass,
- 22 State Highway 99W,
- 23 Phase II,
- 24 shovel ready preparations
- 25 (c) Region 3: \$ 75 million
- 26 (A) Scottsburg Bridge on
- 27 State Highway 38 in
- 28 Douglas County
- 29 (B) Southern Oregon seismic
- 30 triage transportation
- 31 project
- 32 (d) Region 4: \$ 76,493,000
- 33 (A) U.S. Highway 97 Cooley
- 34 Road mid-term
- 35 improvements
- 36 (B) U.S. Highway 97 at
- 37 Terrebonne
- 38 (C) Improvements to Alder
- 39 Creek Road in
- 40 Wheeler County
- 41 (D) Pedestrian safety
- 42 improvements
- 43 in the City of Dufur
- 44 (E) Pedestrian safety
- 45 improvements in the

- 1 City of Prineville
- 2 (F) Tom McCall Road
- 3 roundabout
- 4 (G) Pedestrian safety
- 5 improvements
- 6 in the City of Arlington
- 7 (e) Region 5: \$ 43,647,000
- 8 (A) Port of Umatilla Road
- 9 (B) Hermiston North First
- 10 Place Project in the
- 11 City of Hermiston
- 12 (C) State Highway 30 and
- 13 Hughes Lane intersection
- 14 in Baker County
- 15 (D) Eastern Oregon Trade and
- 16 Event Center access road
- 17 (E) Pedestrian safety
- 18 improvements in the
- 19 City of Heppner
- 20 (F) Pedestrian safety
- 21 improvements in the
- 22 City of Milton-Freewater
- 23 (G) Columbia Development
- 24 Authority Access Road
- 25 (H) Pedestrian safety
- 26 improvements
- 27 in the City of Burns
- 28 (I) Pedestrian safety
- 29 improvements
- 30 in the City of Irrigon
- 31 (J) U.S. Highway 20 freight
- 32 mobility enhancements
- 33 (K) Cedar Street and Hughes
- 34 Lane enhancements in
- 35 Baker County

36

37

38 (3)(a) When the commission determines that a project described in this section is completed, the
 39 commission shall reallocate any amount remaining from the allocation made under this section to
 40 another project described in the same region.

41 (b) When the commission determines that all of the projects within a region are completed, the
 42 commission shall reallocate any amount remaining from the allocation made under this section to
 43 any other project listed in this section.

44 (4) The amounts described in this section for jurisdiction transfers described in ORS 366.483 may
 45 not be allocated until after the transfer for which the allocation is dedicated occurs.

SECTION 2. (1) The Oregon Transportation Commission shall use the proceeds of bonds, as defined in ORS 367.010, authorized under ORS 367.620 (3)(e) to finance the following mega transportation projects:

- (a) The Interstate 5 Rose Quarter Project.
- (b) The Interstate 205 Abernethy Bridge Project.
- (c) The Interstate 205 Freeway Widening Project.

(2) The commission shall determine the amount to be allocated to each mega transportation project listed in subsection (1) of this section and the order of project completion.

(3) When the commission determines that the mega transportation projects listed in subsection (1) of this section are complete, the commission shall reallocate any remaining amounts in the Mega Transportation Projects Account established under section 8 of this 2019 Act to the transportation projects listed in section 71d, chapter 750, Oregon Laws 2017.

SECTION 3. ORS 367.620, as amended by section 71i, chapter 750, Oregon Laws 2017, is amended to read:

367.620. (1) The principal amount of Highway User Tax Bonds issued under ORS 367.615 shall be subject to the provisions of ORS 286A.035.

(2) Highway User Tax Bonds may be issued under ORS 367.615 for the purposes described in ORS 367.622 in an aggregate principal amount sufficient to produce net proceeds of not more than \$500 million.

(3)(a) Highway User Tax Bonds may be issued under ORS 367.615 for bridge purposes described in section 10 (1), chapter 618, Oregon Laws 2003, in an aggregate principal amount sufficient to produce net proceeds of not more than \$1.6 billion.

(b) Highway User Tax Bonds may be issued under ORS 367.615 for modernization purposes described in sections 10 (2) and 11, chapter 618, Oregon Laws 2003, in an aggregate principal amount sufficient to produce net proceeds of not more than \$300 million.

(c) Highway User Tax Bonds may be issued under ORS 367.615 for the purposes described in section 64, chapter 865, Oregon Laws 2009, in an aggregate principal amount sufficient to produce net proceeds of not more than \$840 million. The proceeds from bonds issued as described in this paragraph that are not required for the purposes described in section 64, chapter 865, Oregon Laws 2009, shall be allocated to transportation projects, as defined in ORS 367.010.

(d) Highway User Tax Bonds may be issued under ORS 367.615 for purposes described in section 71d, chapter 750, Oregon Laws 2017, in an aggregate principal amount sufficient to produce net proceeds of not more than [~~\$480~~] \$400 million.

(e) Highway User Tax Bonds may be issued under ORS 367.615 for purposes described in section 2 of this 2019 Act, in an aggregate principal amount sufficient to produce net proceeds of not more than \$80 million.

[(e)] (f) The Department of Transportation, with the approval of the State Treasurer, may designate the extent to which a series of bonds authorized under this subsection is secured and payable on a parity of lien or on a subordinate basis to existing or future Highway User Tax Bonds.

SECTION 4. The amendments to ORS 367.620 by section 3 of this 2019 Act do not impair the interest of the holders of Highway User Tax Bonds that are outstanding on the effective date of this 2019 Act or any obligations of the agreements of the Department of Transportation under its Amended and Restated Master Highway User Tax Revenue Bond Declaration dated June 1, 2006, as amended and supplemented.

SECTION 5. ORS 367.097 is amended to read:

367.097. (1) Notwithstanding ORS 367.095 (4), the Department of Transportation may use amounts available under ORS 367.095 to pay debt service for the purposes described in ORS 367.620 (3)(d) and (e).

(2) Any amounts remaining after the payment of debt service shall be used as described in ORS 367.095 (4).

SECTION 6. If rates determined under ORS 319.020 (1)(b) and 319.530 (1) are increased by two cents under section 45 (1), chapter 750, Oregon Laws 2017, the following amounts shall be deposited into the Mega Transportation Projects Account, established under section 8 of this 2019 Act:

(1) Notwithstanding ORS 367.095 (3)(b), of the amounts allocated to counties, the first \$9 million shall be deposited into the account.

(2) Notwithstanding ORS 367.095 (3)(c), of the amounts allocated to cities, the first \$6 million shall be deposited into the account.

SECTION 7. Section 6 of this 2019 Act is repealed on January 2, 2040.

SECTION 8. (1) The Mega Transportation Projects Account is established within the State Highway Fund. Moneys in the account are continuously appropriated to the Department of Transportation for the purpose of completing mega transportation projects described in section 2 of this 2019 Act. Interest earned by the account is credited to the State Highway Fund.

(2) The Mega Transportation Projects Account shall consist of:

(a) Moneys deposited into the account under ORS 367.095 and section 6 of this 2019 Act.

(b) Tolls as prescribed under ORS 383.150.

(c) Moneys appropriated to the account by the Legislative Assembly.

(d) Earnings on moneys in the account.

(e) Moneys from any other source.

(3) Moneys collected from tolls shall be used first to pay the expenses of the mega transportation projects described in section 2 of this 2019 Act.

SECTION 9. Section 8 of this 2019 Act is amended to read:

Sec. 8. (1) The Mega Transportation Projects Account is established within the State Highway Fund. Moneys in the account are continuously appropriated to the Department of Transportation for the purpose of completing mega transportation projects described in section 2 of this 2019 Act. Interest earned by the account is credited to the State Highway Fund.

(2) The Mega Transportation Projects Account shall consist of:

(a) Moneys deposited into the account under ORS 367.095 [*and section 6 of this 2019 Act*].

(b) Tolls as prescribed under ORS 383.150.

(c) Moneys appropriated to the account by the Legislative Assembly.

(d) Earnings on moneys in the account.

(e) Moneys from any other source.

(3) Moneys collected from tolls shall be used first to pay the expenses of the mega transportation projects described in section 2 of this 2019 Act.

SECTION 10. The amendments to section 8 of this 2019 Act by section 9 of this 2019 Act become operative on January 2, 2040.

SECTION 11. ORS 367.095, as amended by section 30c, chapter 93, Oregon Laws 2018, is amended to read:

367.095. (1) The following amounts shall be distributed in the manner prescribed in this section:

(a) The amount attributable to the increase in tax rates by section 45, chapter 750, Oregon Laws 2017, and the amendments to ORS 319.020 and 319.530 by sections 40 to 43, chapter 750, Oregon Laws 2017.

(b) The amount attributable to the vehicle registration and title fees imposed under ORS 803.091 and 803.422.

(c) The amount attributable to the increase in taxes and fees by the amendments to ORS 803.420, 803.645, 818.225, 818.270, 825.450, 825.476, 825.480 and 826.023 by sections 34, 35, 48, 49, 51, 52, 54, 57, 63, 64, 66, 67 and 70, chapter 750, Oregon Laws 2017.

(2) The amounts described in subsection (1) of this section shall be distributed in the following order and for the following purposes:

(a) For calendar years beginning on or after January 1, 2022, \$30 million shall be **deposited in to the Mega Transportation Projects Account established under section 8 of this 2019 Act and** used for the Interstate 5 Rose Quarter Project. This amount shall be used for the Interstate 5 Rose Quarter Project only until the later of the date on which the project is completed or on which all bonds issued to fund the project have been repaid.

(b) \$10 million per year shall be deposited into the Safe Routes to Schools Fund for the purpose of providing Safe Routes to Schools matching grants under ORS 184.742. The remainder of the moneys shall be distributed as described in subsection (3) of this section.

(3) The moneys described in subsection (1) of this section that remain after the allocation of moneys described in subsection (2) of this section shall be allocated as follows:

(a) 50 percent to the Department of Transportation.

(b) 30 percent to counties for distribution as provided in ORS 366.762.

(c) 20 percent to cities for distribution as provided in ORS 366.800.

(4) The moneys described in subsection (3)(a) of this section or equivalent amounts that become available to the Department of Transportation shall be allocated as follows:

(a) \$10 million for safety.

(b) Of the remaining balance:

(A) Forty percent for bridges.

(B) Thirty percent for seismic improvements related to highways and bridges.

(C) Twenty-four percent for state highway pavement preservation and culverts.

(D) Six percent for state highway maintenance and safety improvements.

SECTION 12. ORS 367.095, as amended by section 71b, chapter 750, Oregon Laws 2017, and section 30d, chapter 93, Oregon Laws 2018, is amended to read:

367.095. (1) The following amounts shall be distributed in the manner prescribed in this section:

(a) The amount attributable to the increase in tax rates by section 45, chapter 750, Oregon Laws 2017, and the amendments to ORS 319.020 and 319.530 by sections 40 to 43, chapter 750, Oregon Laws 2017.

(b) The amount attributable to the vehicle registration and title fees imposed under ORS 803.091 and 803.422.

(c) The amount attributable to the increase in taxes and fees by the amendments to ORS 803.420, 803.645, 818.225, 825.476, 825.480 and 826.023 by sections 34, 35, 48, 49, 51, 52, 63, 64, 66, 67 and 70, chapter 750, Oregon Laws 2017.

(2) The amounts described in subsection (1) of this section shall be distributed in the following order and for the following purposes:

(a) \$30 million shall be **deposited in to the Mega Transportation Projects Account estab-**

lished under section 8 of this 2019 Act and used for the Interstate 5 Rose Quarter Project. This amount shall be used for the Interstate 5 Rose Quarter Project only until the later of the date on which the project is completed or on which all bonds issued to fund the project have been repaid.

(b) \$15 million per year shall be deposited into the Safe Routes to Schools Fund for the purpose of providing Safe Routes to Schools matching grants under ORS 184.742. The remainder of the moneys shall be distributed as described in subsection (3) of this section.

(3) The moneys described in subsection (1) of this section that remain after the allocation of moneys described in subsection (2) of this section shall be allocated as follows:

(a) 50 percent to the Department of Transportation.

(b) 30 percent to counties for distribution as provided in ORS 366.762.

(c) 20 percent to cities for distribution as provided in ORS 366.800.

(4) The moneys described in subsection (3)(a) of this section or equivalent amounts that become available to the Department of Transportation shall be allocated as follows:

(a) \$10 million for safety.

(b) Of the remaining balance:

(A) Forty percent for bridges.

(B) Thirty percent for seismic improvements related to highways and bridges.

(C) Twenty-four percent for state highway pavement preservation and culverts.

(D) Six percent for state highway maintenance and safety improvements.

SECTION 13. ORS 383.150 is amended to read:

383.150. (1) The Oregon Transportation Commission shall establish a traffic congestion relief program.

[(2) No later than December 31, 2018, the commission shall seek approval from the Federal Highway Administration, if required by federal law, to implement value pricing as described in this section.]

[(3)] (2) After seeking and receiving approval from the Federal Highway Administration, the commission shall implement value pricing to reduce traffic congestion. Value pricing may include, but is not limited to, variable time-of-day pricing. The commission shall implement value pricing in the following locations:

(a) On Interstate 205, beginning at the Washington state line and ending where it intersects with Interstate 5 in this state.

(b) On Interstate 5, beginning at the Washington state line and ending where it intersects with Interstate 205.

(3) After seeking and receiving approval from the Federal Highway Administration, the commission shall implement tolling to pay the expenses of the following projects, including adding lanes to portions of Interstate 5 and Interstate 205:

(a) The Interstate 5 Rose Quarter Project.

(b) The Interstate 205 Abernethy Bridge Project.

(c) The Interstate 205 Freeway Widening Project.

(4) In addition to areas listed in subsection *[(3)]* (2) of this section, the commission may implement value pricing in other areas of this state.

(5) Notwithstanding ORS 383.009, the revenues received from value pricing under **subsection (2)** of this section shall be deposited into the Congestion Relief Fund established under ORS 383.155 for the implementation and administration of the congestion relief program established pursuant to this section, including but not limited to the Value Pricing Set-Up Project.

1 **(6) Notwithstanding ORS 383.009 and 383.155, the revenues received from tolling under**
2 **subsection (3) of this section shall be deposited into the Mega Transportation Projects Ac-**
3 **count established under section 8 of this 2019 Act to pay for the costs of the completing the**
4 **projects for which the revenues were received.**

5 [(6)] (7) Subject to any restrictions in an agreement with the Federal Highway Administration
6 or other federal law, in addition to the amounts received from value pricing under this section, the
7 moneys in the Congestion Relief Fund shall be used to implement and administer the traffic con-
8 gestion relief program.

9 [(7)] (8) Before imposing value pricing **or tolling**, the commission shall report to the Joint
10 Committee on Transportation established under ORS 171.858.

11 [(8)] (9) The commission may enter into agreements with the State of Washington, or the State
12 of Washington's designee, relating to establishing, reviewing, adjusting and collecting tolls for the
13 program described in this section.
14
