

Association of Oregon Counties

Transportation Committee

Principles

- The integrated system of Oregon's roads, streets, highways and bridges are essential components of our community development system providing vital transportation links for all modes of transportation and the movement of goods and services.
- Declining revenues and increasing costs have caused a continuing decline in road and bridge maintenance and preservation. Maintenance and preservation are essential to preserving the investment of our existing infrastructure.
- Oregon's high growth counties have transportation needs unique to growth issues. Their projects tend to be high-cost modernization and capacity-adding projects and are well beyond the means of the primary revenue source: the gas tax. Addressing the growth issue is essential to the health of the entire system.
- Oregon's low growth counties and/or timber dependent counties are facing critical system needs that their reduced revenues cannot meet. It is essential to the entire transportation system that this issue be addressed.
- The traditional formula for distributing transportation funds needs to remain flexible. However, it must not become so complex and confusing that it becomes burdensome or meaningless.
- No preemption, limits or granting of exemptions to any local tax source should be legislated without an acceptable alternative.
- Support distribution of the state highway funds, 50 percent to the state, 30 percent to counties and 20 percent to cities.

- *Preserving and enhancing the efficiency of Oregon's freight system is essential for supporting economic and community development.*
- *A viable public transportation system is important for access to jobs, health care and quality of life for Oregonians through increased mobility, reduced congestion, enhanced economic development, and conservation of critical resources.*

Community Development Steering Committee

Principles

The Community Development's adopted principles include:

1. Support enhanced community-based economic and community development activities with maximum flexibility to recognize regional needs and differences.
2. Support local capacity to deliver on-site workforce development services for the retention/creation of jobs in all regions of the state.
3. Support increased flexibility in the land use system to better accommodate economic and community development.
4. Provide opportunities for connecting and partnering with the state and the business community involved in community development.
5. Support the retention, expansion, and creation of jobs especially for living wage jobs.

Community Development

PROPOSED RESOLUTION on support for reauthorization and appropriations for the U.S. Department of Commerce's Economic Development Administration (EDA).

Issue: Support appropriations and reauthorization legislation for the U.S. EDA to keep communities strong and economically viable at a time when our nation needs it the most.

Background: The EDA provides direct resources to counties to support economic development efforts through planning grants to regional Economic Development Districts to support comprehensive economic development strategy planning and implementation as well as financing for Public Works and Technical Assistance projects. It is focused solely on private sector job creation.

With its modest budget, EDA has developed an impressive track record of making strategic investments and building partnerships that help regions and communities respond to shifts in international markets, address severe unemployment challenges and recover from plant closures, major natural disasters and other chronic and sudden and severe economic hardships.

Despite its solid performance and traditional bipartisan support, EDA's regular budget has declined by nearly 36 percent since FY2001. EDA is facing an additional reduction of nearly 10 percent, or \$25 million, for its core programs under the House and Senate versions of the FY2012 Commerce-Justice-Science Appropriations bill (H.R. 2596 and S. 1572). While the Senate is proposing an additional \$135 million for EDA to assist communities impacted by major natural disasters in 2011 with long-term, post-disaster recovery assistance, both chambers fund the agency's core programs at a level nearly \$67 million below the administration's request.

At a time when the nation must make the regional and local investments necessary to compete in the modern global economy, the flexibility, partnership structure and accountability of EDA's programs should be at the forefront of the federal toolbox. EDA's portfolio of economic development infrastructure, business development finance, regional innovation strategies and public-private partnerships are tailored to support the unique needs of each region.

- EDA is unique among federal development programs. While other federal programs support broader community development activities, EDA is the only federal agency focused solely on economic development and job creation/retention. EDA investments do not go to private companies. Instead, EDA invests in local governments, nonprofits and communities.
- By federal law, EDA projects typically require a local cost share and significant private sector investment, ensuring that local leaders and businesses are committed to the project's success. EDA investments are focused on high quality jobs, especially in advanced manufacturing, science and technology, and emerging knowledge-based industries and sectors.
- By federal law, EDA project investments must be tied into a regional Comprehensive Economic Development Strategy developed and vetted by local officials and their

communities—this helps ensure projects have significant local support and are part of a broader regional plan, rather than just isolated, uncoordinated local projects.

- EDA’s grants are awarded on a competitive basis by the agency’s six regional offices. EDA and its local partners focus on the fundamental building blocks for economic development. EDA’s infrastructure investments are targeted at essential facilities and assets like water and wastewater systems, middle mile broadband networks, workforce training centers, business incubators, intermodal facilities and science and research parks. These assets are often lacking in the nation’s most distressed areas, yet they are a prerequisite for private industry to remain or locate in these areas. As we have witnessed in recent years, private companies will relocate to places with these basic yet vital public infrastructure assets, including outside of the United States.
- Two major independent studies conducted within the past ten years have concluded that EDA projects have a significant impact on employment levels in communities where EDA investments are made. The most recent analysis released by Grant Thornton and ASR Analytics in September 2008 found that EDA’s public works program generates “between 2.2 and 5.0 jobs per \$10,000 in incremental EDA funding, at a cost per job of between \$2,001 and \$4,611.” These results mirror an exhaustive study of EDA’s public works and economic adjustment assistance programs by Rutgers University and a consortium of researchers in 1998. EDA’s job creation and private sector leveraging ratios are highly cost effective and rank at the very top of any public economic development agency.

EDA is a highly effective agency that serves as an invaluable partner for public and private sector leaders who are working diligently each and every day to enhance their regions’ economic vitality and competitiveness in today’s rapidly expanding global marketplace. The keys to EDA’s repeated successes remain its flexible program tools, its long-standing partnerships with regional and local economic development organizations, and its focus on investing in locally- and regionally-driven strategies and infrastructure projects that are tied to leveraging private sector job creation and retention activities.

Fiscal Urban/Rural Benefit

EDA’s programs dealing with economic development infrastructure, business development finance, regional innovation strategies and public-private partnerships have significant positive benefits for both urban and rural counties. It provides critical funding for economic and community development strategies, initiatives, infrastructure, and key projects important for creating and retaining jobs.

Public Lands

Transportation

PROPOSED RESOLUTION to expand SAFETEA-LU funding levels to match the expanded road network of the proposed Public Lands Highway Program

Issue: Support a resolution to expand SAFETEA-LU's funding levels to match the expanded road network of the proposed Public Lands Highway Program.

Background:

Providing safe and efficient access to recreational and commercial uses of vast expanses of federal lands imposes large costs on the state and local government road systems that derive very little revenue from these lands. Safe, adequate transportation access to and through the federal lands within counties must be provided for visitors, recreationists, and resource users.

The federal highway program recognizes federal lands transportation as a national responsibility. The existing Federal Lands Highway Program is important for rural and community development, economic development and promotion of tourism and travel. Reconstruction, rehabilitation, safety and preservation projects on roads serving the National Forest System are all eligible under the program.

SAFETEA-LU currently has two programs that provide a portion of the resources needed to preserve and improve state highways and county roads which access to forest lands: The Federal Forest Highway Program (roads accessing USFS land) and the Public Lands Highways Discretionary Program. Federal landownership, however, is frequently a matrix that may involve a number of federal land management agencies.

The Administration's authorization policy proposal would replace these two programs with a new Federal Lands Access Program (FLAP). FLAP would significantly expand the network of roads eligible for funding. In addition to roads accessing U.S. Forest Service lands, FLAP would include roads accessing Bureau of Land Management lands, national parks, wildlife refuges, and Army Corps of Engineers lands.

This new program would have negative impacts on states with large amounts of federal forest land unless there are proportionate funding increases to address the additional network of roads. While it is important that the program be expanded to recognize the impacts of other federal land ownerships on road systems, it is vital that additional funding is provided to address the needs for safe and efficient access to the additional federal lands.

Fiscal Urban/Rural Benefit

Support for the resolution is especially critical for small rural businesses that need access to and through federal land ownerships. The existing Federal Lands Highway Program is important for rural and community development, economic development and promotion of tourism and travel.

Draft NACo Resolution in Support of Legislation to Limit Closures of Rural Post Offices

Issue:

The United States Postal Service (USPS) is considering closing 3,700 post offices across the country, most of which are located in rural America. In Oregon, 41 post offices are proposed to be closed and 80% of those on the list are more than ten miles from the next nearest post office.

Proposed Policy:

NACo urges support of legislation to ensure that all Americans have adequate access to a post office and that rural communities are not isolated from this important service. There is bipartisan support for S. 1668, which will require that a post office closure cannot result in more than a ten-mile distance between post offices, measured on roads that are accessible year-round.

Background:

The U.S. Postal Service is designed to be a self-supporting government enterprise and receives no tax dollars for operating expenses. It relies on the sale of postage, products and services to fund its operations. USPS is currently facing an \$8.3 billion budget deficit and closing post offices is one of several proposals the Postal Service has put forth recently to cut costs. Other proposals include transitioning to a national five-day per week delivery schedule and closing or consolidating over 250 mail processing facilities.

Although the USPS is facing difficult financial times, the Postal Regulatory Commission has reportedly found that maintaining rural post offices amounts to only 0.7% of the Postal Service's budget. Reducing service to rural communities and senior citizens will have little or no benefit to their balance sheet and making residents have to drive 20 or 30 miles one-way to reach the nearest post office would have a detrimental effect on the community. Rural post offices are often a community hub and a place where citizens congregate and talk to neighbors. In addition, there are legitimate concerns related to a potential lack of predictable avenues for sending and receiving certified or registered mail, as well as the additional loss of communication in rural communities that lack quality high speed internet service.

Fiscal Urban/Rural Impact

Tangible benefits to rural communities include the service to small businesses, many of whom rely on the post office in order to stay in business. The impact would also be felt in the loss of jobs. It has been estimated by the Postal Service that the proposed closures would result in about 3,000 postmasters, 500 station managers, and between 500 and 1,000 postal clerks losing their jobs nationwide. Rural communities that have already been decimated by the recent recession, as well as long-term economic issues, cannot afford another blow.



Welcome to the Oregon Lottery[®]



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Oregon Lottery[®]

- Created in 1984 through a constitutional amendment by a 2 to 1 margin
- Lottery is self-funded and receives no taxpayer dollars.
- Currently has a 66% favorability rating overall among Oregonians



It does good things™

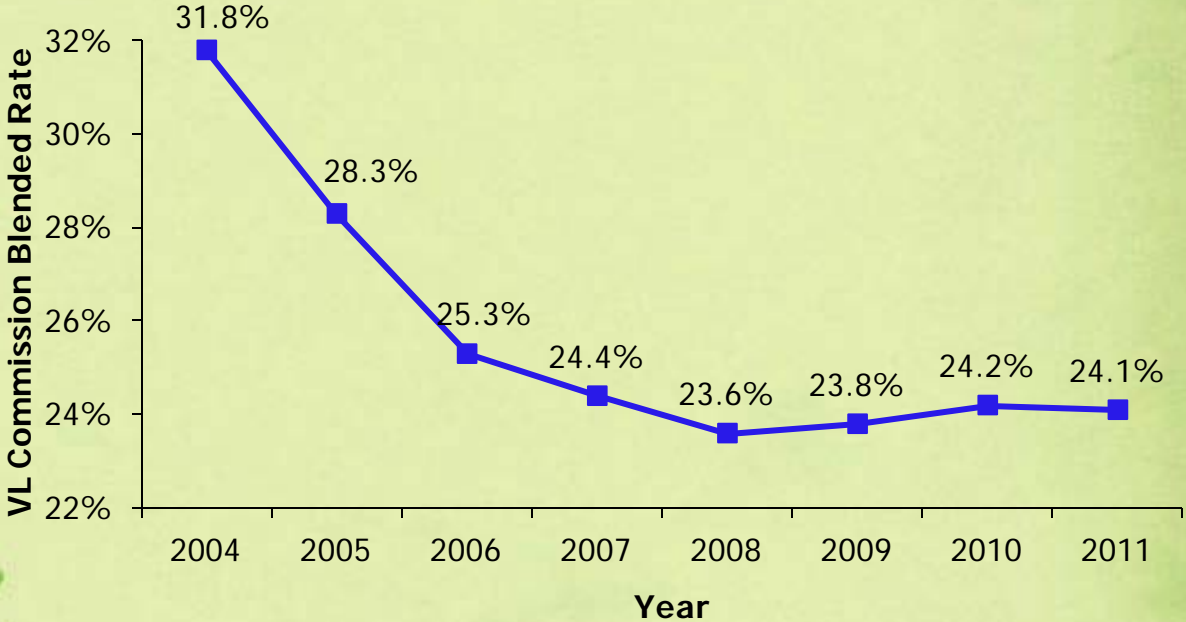
Administrative Expenses

- By law, no more than 16% of gross sales
- Consistently operating at approximately 3%



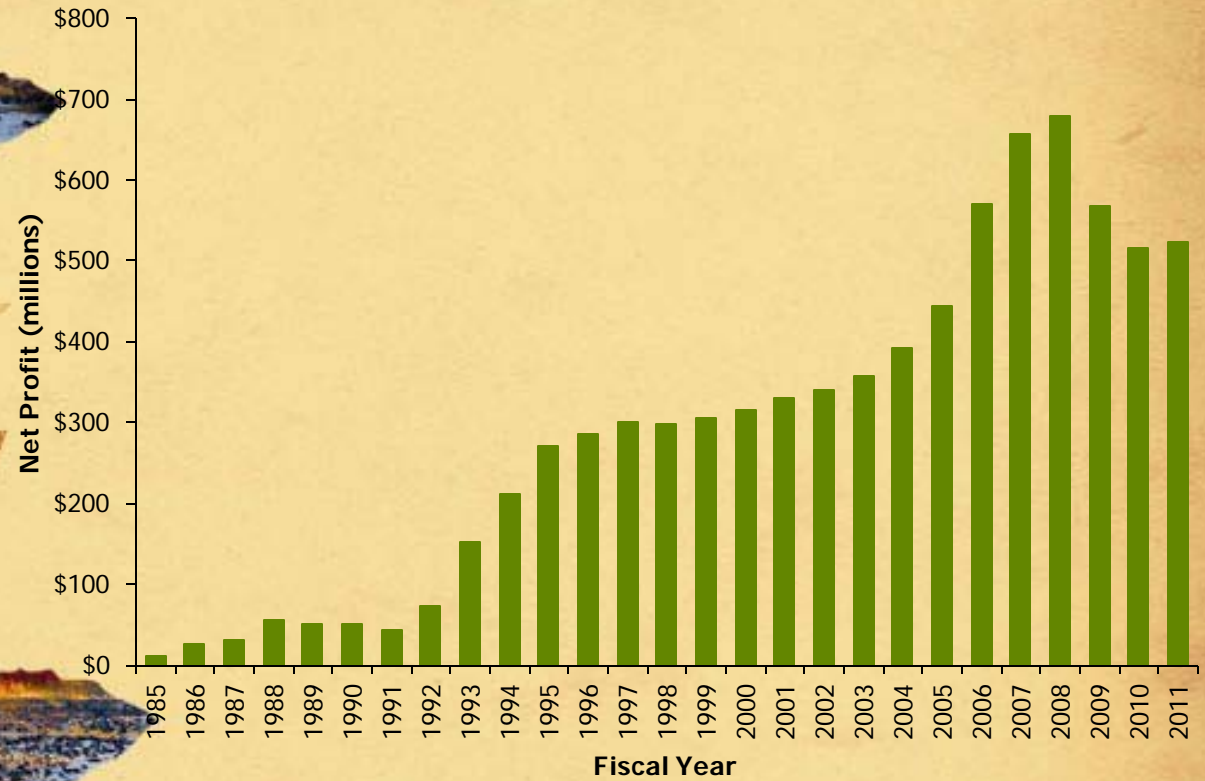
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Video LotterySM Commission Rates by Year



It does good thingsSM

Historical Growth



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The Oregon Lottery® Dollar

- Since 1985, over \$8 billion in Lottery transfers
- FY 2011 – over \$1 billion in sales and over \$559.9 million in transfers
- Seventh consecutive year of over \$1 billion in sales
- Lottery returns nearly \$.97 of every dollar to Oregon in the form of contributions and prizes.



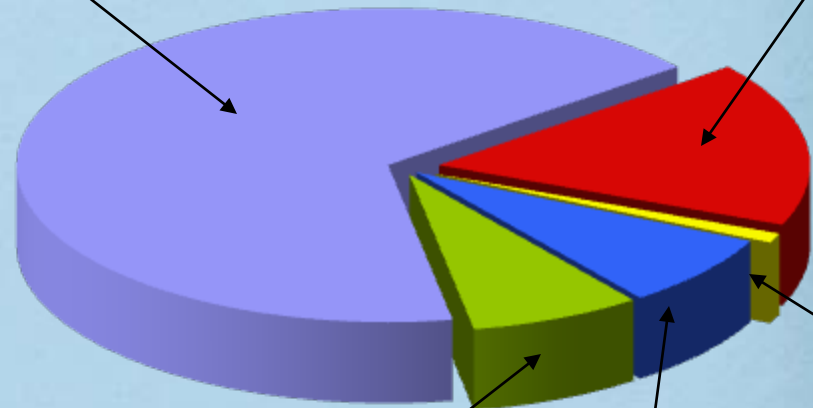
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Oregon Lottery[®] Funds Allocation

2011-2013 biennium - \$1.1 billion

Education 59%

Economic
Development 25%



Problem
Gambling 1%
Treatment

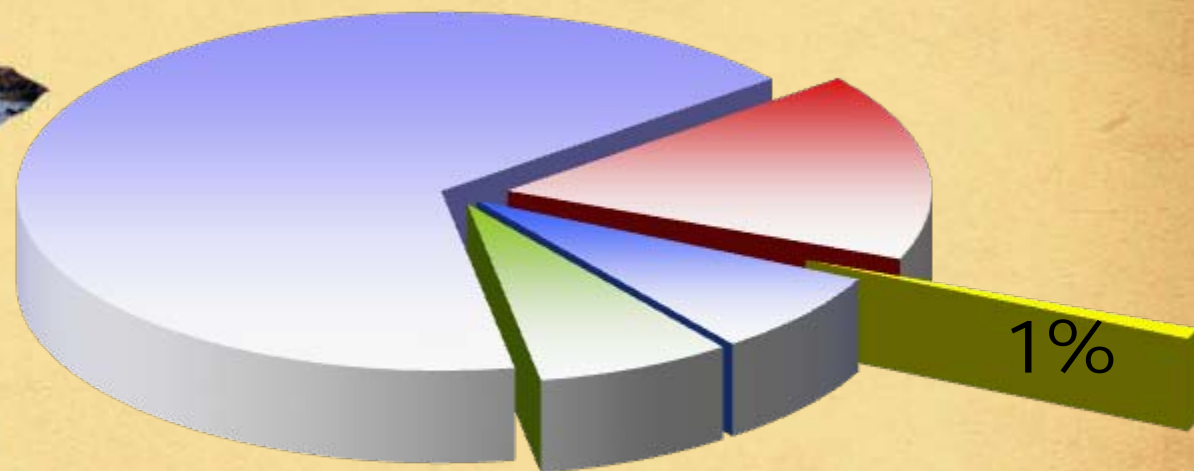
State Parks 7.5%

Salmon Habitat
Restoration 7.5%



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Problem Gambling Treatment



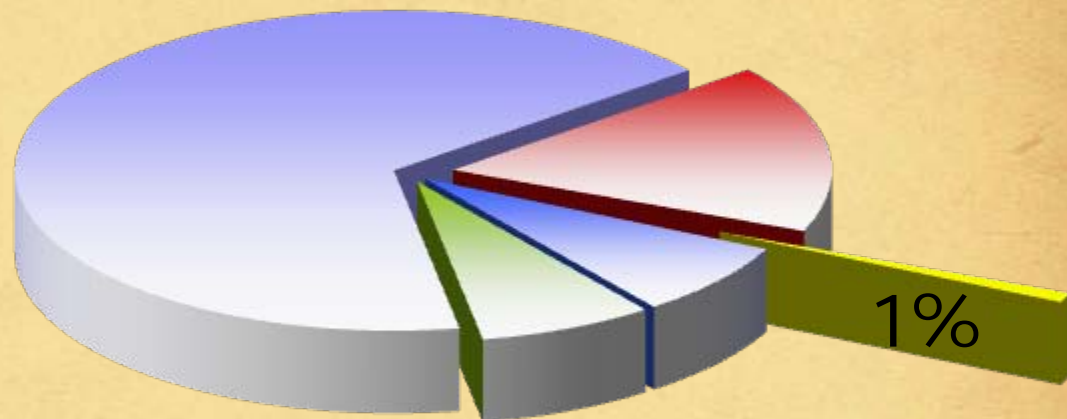
2011-13 Biennium - \$11 Million

Lottery dollars dedicated by statute to fund free treatment programs throughout the state



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Problem Gambling Treatment



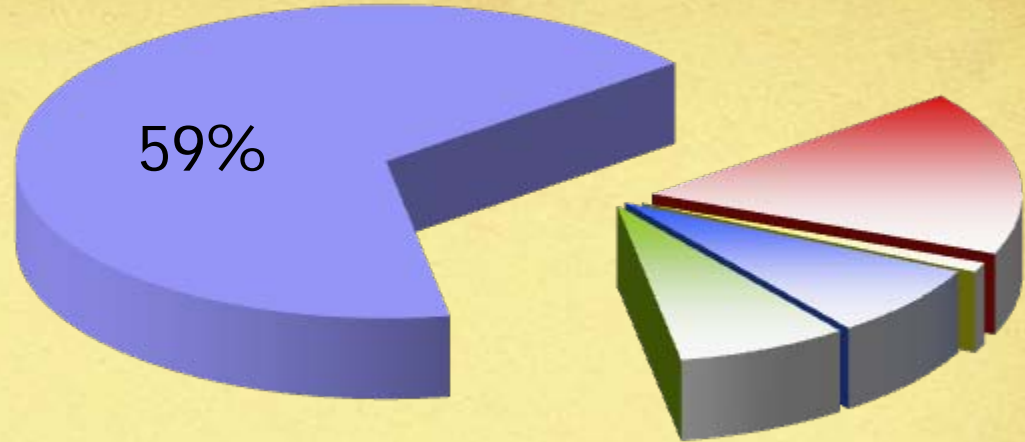
Responsible gambling education program for public and retailers:

- Set a budget and time limit
- Recognition and treatment availability



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Public Education



Over \$5 billion since 1995

(18% Constitutionally dedicated to ESF)

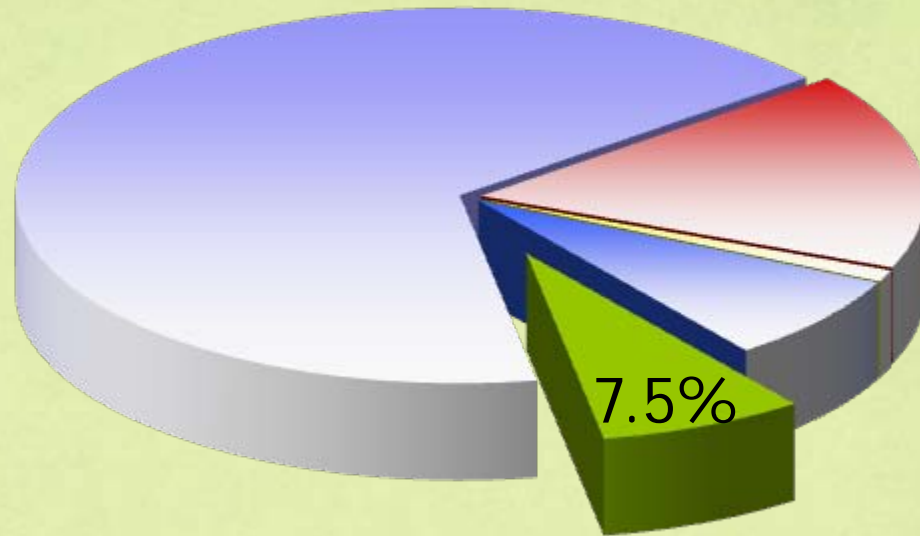
2011-13 Biennium - \$648 million

State School Fund -	\$374.7 million
Education Stability Fund -	\$203 million
ODE (Debt Service) -	\$47.8 million
Higher Ed. (Debt Service) -	\$13.4 million
Higher Ed. Sports Programs –	\$8.8 million



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State Parks



Over \$450 million since 1999
(Constitutionally dedicated)

2011-13 Biennium - \$84.2 Million

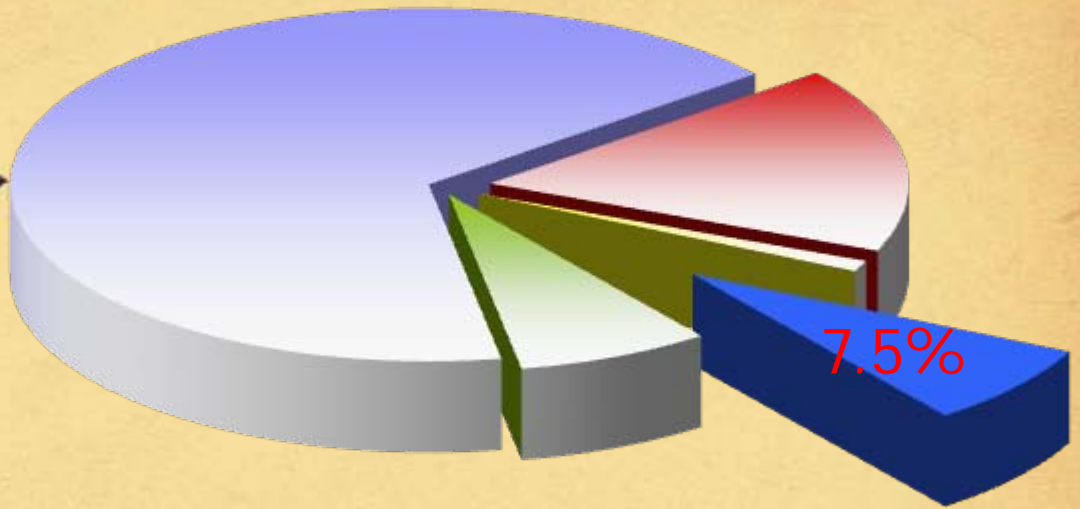
Lottery profits help provide:

- New park lands
- Parks open year round.



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Watershed Enhancement & Salmon Habitat Restoration



Over \$450 million since 1999
(Constitutionally dedicated)

2011-13 Biennium - \$84.2 Million

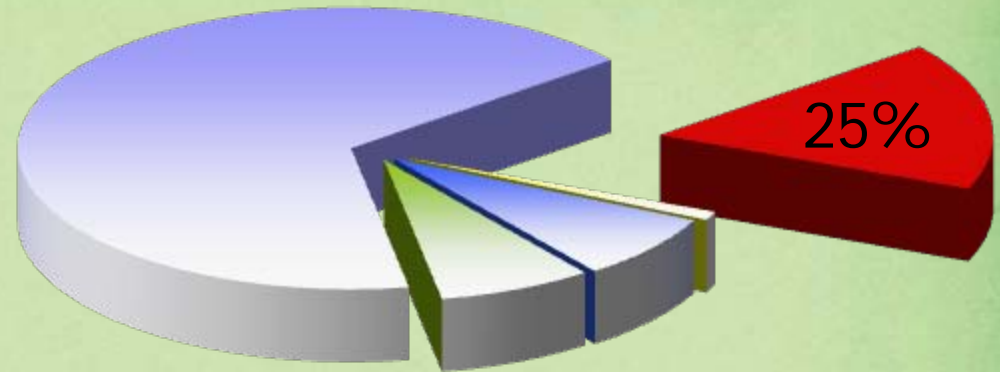
Lottery profits help the environment by:

- Restoring wildlife habitat
- Removing invasive plants
- Improving water quality.



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Economic Development



Over \$2.1 billion since 1985

2011-13 Biennium - \$275 million

Lottery profits help create jobs by:

- Attracting new businesses
- Helping existing companies to grow
- Creating a skilled workforce.



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ConnectOregon

- Provides Lottery-backed bonds for Oregon's multi-modal transportation fund
- Invests in Oregon trade, travel and transportation
- Attract business and improve quality of life
- ConnectOR I & II - \$100 million for 30 projects each in 05-07 & 07-09 respectively
- ConnectOR III - \$100 million for 09-11, with \$5 million of that dedicated to rural airports
- ConnectOR IV - \$40 million for transportation projects in 11-13.



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Short and Long Term Impacts on Video Lottery Revenues



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Lottery Challenges

- January 1, 2009 smoking ban effect on sales
- Economic downturn effect on sales
- Other forms of gaming and entertainment
- Continually evolving demands from consumer markets
- Keeping pace with emerging technologies.
- Constitutional and Legislative changes



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Stability of Revenue and Future Growth

- Platinum Spin Series - New Video LotterySM games with prizes up to \$10,000. Helps Lottery compete against high-end casino video games
- Continue to update and refresh Lottery game offerings, video terminals, etc.
- Timely and effective retailer promotions



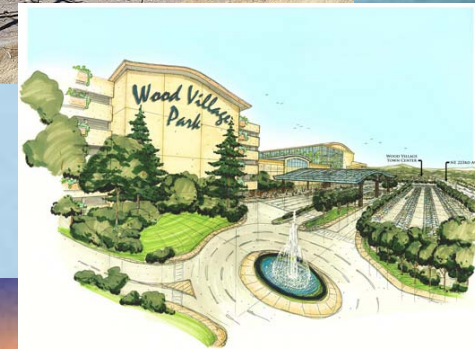
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New & Proposed Casinos

Warm Springs Tribe
Indian Head Casino



Wood Village
(proposed private)



Bridge of the Gods
Warm Springs Tribal Casino
(proposed Cascade Locks)



Cowlitz Tribe Casino
(proposed Washington)



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Of Local Interest



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Local Ordinances and Economies

Retailers must address certain local requirements and ordinances to keep their businesses successful and operating:

- Signage and advertising restrictions
- Regulations unique to certain jurisdictions, such as social gaming
- Local economic considerations that impact a stable revenue stream



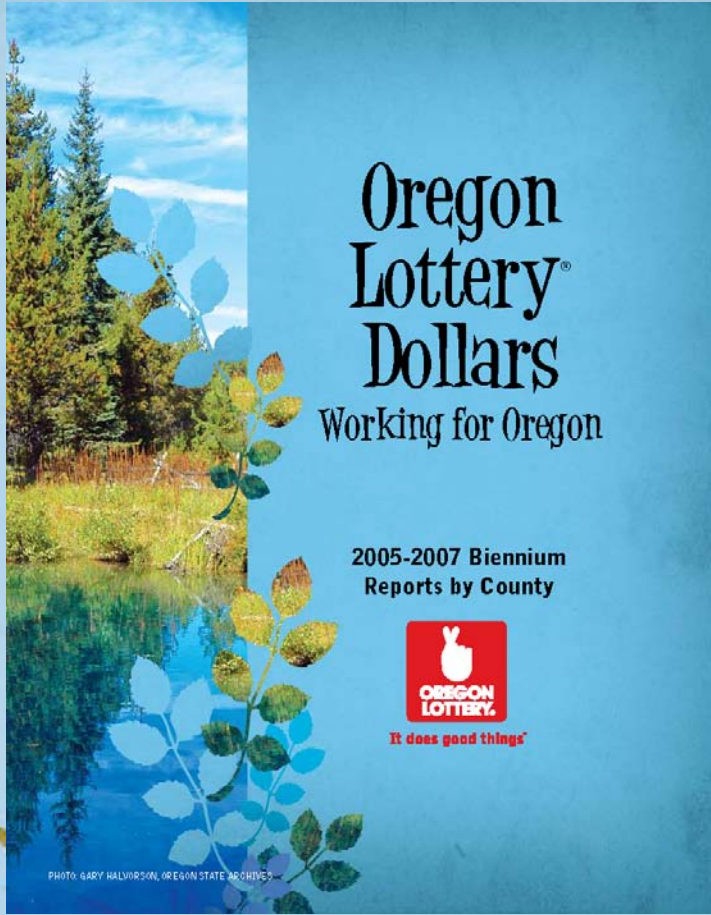
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Distribution to Counties

- ORS 461.547 - provides for 2.5% of net receipts from Video LotterySM to counties for economic development.
- HB 3188 (2011 Legislative Session) – Counties required to annually report to DAS all money received directly or indirectly from Lottery (amount & use) and Lottery has no part in reporting process.



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County-by-county
report of Lottery
profit allocations for
09-11 Biennium

New online brochure at
www.oregonlottery.org



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Agency Contact Information

Parks

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OWEB

Bonnie Ashford

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Business Development Department

(aka Business Oregon)

(503)986-0123 or (866)467-3466

www.oregon.4biz.com



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Thank you



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Welcome

Rural Development Initiatives

A Pacific Northwest nonprofit dedicated to helping rural communities and people achieve the visions and goals they set for themselves



Heidi Khokhar

Operation's Director

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541-968-2542

Foundations & Counties

- **Hood River & Harney County**
- **Lane County**
- **Others**



Grant Writing Basics

GOOD Idea,
GOOD Proposal

GOOD Idea,
WEAK Proposal

WEAK Idea,
GOOD Proposal

WEAK Idea,
WEAK Proposal

What is a “good idea”?

- **Compelling Story**
- **Consistent with Your Mission**
- **High Impact in Community**
- **A Fit with The Foundation’s Priorities**



What is a “good proposal”?

- Well-developed (NOT half-baked)
- Strong Community Support
- Capable Leadership
- Partnerships And Collaborations
- Pragmatic Budget
- Realistic Time Frames



Common Mistakes

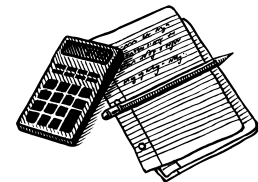
- **Not Following Directions**



- **Not Answering All Questions**



- **Not Doing Your Homework**



Tips for Success

- **Research the Foundation - know their timelines, requirements, size of grants.**
- **Forming collaborations takes time & energy**
- **Plan, plan plan your project including a funding plan – include collaborators**
- **Know what else is going on**
- **Show broad base of community support**
- **If in doubt, call the foundation – they often welcome good questions .**



Rural Development Initiatives

www.rdiinc.org

Thank You!!

**RDI builds leadership networks and rural communities
by working in 5 Areas of Services**

- Economic Vitality
- Community Building
- Organizational Development
- Leadership Development
- Networking & Policy



Special Emphasis on Youth, Tribal and Latino Services