



# Oregon Innovative Partnerships Program

Oregon is at the forefront in seeking new ways to fund transportation systems. In 2003, the Oregon Legislature created the Oregon Innovative Partnerships Program, opening new project development and delivery opportunities for the state, local governments and the private sector. The program, housed in ODOT's Office of Innovative Partnerships and Alternative Funding, is charged with:

- increasing the speed in which projects are delivered;
- enhancing public-private partnerships to develop innovative projects; and
- accessing new revenues and financing arrangements.

ODOT, through the Office of Innovative Partnerships, will accomplish these goals with the following approaches:

- allowing private sector partners to enter transportation project development early in the process;
- soliciting proposals or accepting unsolicited proposals for transportation projects from private firms or government units; and
- exempting private sector participants from most requirements of the state procurement law, so projects can be selected based on a best value rather than lowest bid.

Key elements of this innovation include:

- Public-private transportation projects may be financed by funds or property contributed by private entities or government units.
- Special funding districts may be formed to raise revenues for transportation projects within the district.
- Grant anticipation revenue bonds (based on future federal funds) may be issued for public-private initiatives.

- A special "holding" account, the Oregon Transportation Enterprise Fund, is available to help finance or secure debt obligations related to public-private transportation projects. The Fund was capitalized with \$20 million from the OTIA III bond program to use for development and/or delivery of projects of statewide significance.
- Partners may obtain financing under the federal Transportation Infrastructure Finance and Innovation Act for public-private initiatives.
- Bonding of transportation project revenue is authorized under a public-private agreement.
- ODOT has expanded authority to use eminent domain to allow private sector ownership of any transportation project facilities.

In 2005, the Partnerships Program awarded its first contract to the Oregon Transportation Improvement Group, or OTIG. Throughout 2006, OTIG is investigating the technical and financial feasibility of building and operating three large projects of statewide significance:

- the Newberg Dundee Bypass;
- the Sunrise Corridor; and
- the I-205 South Project.

ODOT is also exploring other opportunities through the Partnerships Program, as it both solicits and accepts unsolicited proposals for transportation-related projects. At any time, a project to benefit Oregonians may be brought to the table. For more information, visit [www.oregon.gov/ODOT/HWY/OIPP](http://www.oregon.gov/ODOT/HWY/OIPP).