

**NOT
FOR
LOAN**

OREGON PETROLEUM CONTINGENCY PLAN

PLAN MEASURES APPENDIX

January, 1983

Table of Contents

PLAN MEASURES APPENDIX

Information

I. Supply Monitoring	I1
II. Other Information Measures	I6

Mobility

I. Transit Augmentation	M1
II. Parking	M20
III. Accelerated Community Ridesharing	M25
IV. Speed Reductions	M32
V. Other Mobility Measures	M36

Distribution

I. Service Station Plans	D1
II. Heating Oil and Diesel Fuel Plans	D11
III. Governors Energy Resource Emergency Powers	D19
IV. Other Distribution Measures	D31

Economic

I. Agricultural	E1
II. Commercial/Industrial	E9
III. Low-Income Home Heating Assistance.	E13
IV. Other Economic Measures	E27

Aviation Plans

Operations Plan

Alert	03
I. Mild	06
II. Moderate	09
III. Serious	12

STATE IN-HOUSE CURTAILMENT PLAN

LOCAL EMERGENCY PLANNING GUIDE

INFORMATION MEASURES

The following information measures are used to evaluate the performance of the system. These measures are derived from the data collected during the experiment and are used to compare the results of the different conditions.

The first measure is the mean response time, which is the average time taken for the system to respond to a request. This measure is important because it indicates the overall speed of the system. The second measure is the standard deviation of the response time, which indicates the variability of the response times. A low standard deviation suggests that the system is consistent in its performance. The third measure is the maximum response time, which is the longest time taken for the system to respond to a request. This measure is important because it indicates the worst-case performance of the system. The fourth measure is the number of requests that were not completed within the specified time limit, which is a measure of the system's reliability. The fifth measure is the number of requests that were completed within the specified time limit, which is a measure of the system's throughput. The sixth measure is the number of requests that were completed within the specified time limit and with a response time that was less than the specified time limit, which is a measure of the system's efficiency. The seventh measure is the number of requests that were completed within the specified time limit and with a response time that was greater than the specified time limit, which is a measure of the system's accuracy. The eighth measure is the number of requests that were completed within the specified time limit and with a response time that was less than the specified time limit and with a response time that was greater than the specified time limit, which is a measure of the system's overall performance. The ninth measure is the number of requests that were completed within the specified time limit and with a response time that was less than the specified time limit and with a response time that was greater than the specified time limit, which is a measure of the system's overall performance. The tenth measure is the number of requests that were completed within the specified time limit and with a response time that was less than the specified time limit and with a response time that was greater than the specified time limit, which is a measure of the system's overall performance.

I. SUPPLY MONITORING

A. ON-GOING SUPPLY MONITORING

ODOE receives several documents which track supply and demand for petroleum products. Included are statistical summaries (both government and the oil industry) of national and international stocks, refinery operating levels, prices, Oregon specific supply projections, and the state fuel tax data.

In addition, there is significant news media coverage of the petroleum exporting countries. The link between events there and U.S. "interests" is well enough established that same or next day coverage of significant events is the norm.

Under normal conditions, ODOE will informally review these documents and any pertinent international or national events with an eye toward significant changes. Upon, and in relation to, events that may affect petroleum supply and/or demand, monitoring efforts will be stepped up.

The mechanics of the supply system are such that there is a lag of several months between the point of origin and final delivery. We will know of an impending drop in supply well in advance of the actual reduction. While hoarding can shorten the lead time and create artificial shortages, price is now free to respond to increased demand and should dampen any such surges.

A determination by ODOE that there is a reasonable likelihood of supply difficulties that will disrupt normal activities and may require the involvement of government will move the monitoring effort into the contingency stage.

ODOE'S ONGOING SUPPLY MONITORING EFFORT includes, but is not limited to the following:

1. Daily: National and local press.
2. Weekly:
 - a. The Lundberg Letter - statistics and analysis in oil marketing.
 - b. API Weekly Statistical Bulletin - refinery operations, stocks by PAD, domestic production, and impacts.
 - c. Oil and Gas Journal - weekly trade publication.

3. Monthly: Aggregate ODOT Fuels Tax Data will be plotted monthly.
 - a. EIA-25 - a projection of the next month's, and a confirmation of the previous month's, supply broken down by product type and by company (EIA 782-783?).
 - b. EIA Monthly Energy Review - stock levels, imports, products supplied, world prices/supply.
 - c. American Petroleum Institute (API) - Heating Oil Sales by State; monthly statistical report.
 - d. ODOT Fuels Tax Data - actual fuel consumption as confirmed by tax reports. Revisions, based on late reports, coming one to two months after the first report period. This data is the best hard information on consumption we have.

4. Other:
 - a. ODOE forecast - a forecast of energy consumption by fuel and end-use and a monthly model of gasoline demand.
 - b. Suppliers forecast - a short term demand forecast by product, by month, and a six year demand forecast by produce and end-use.
 - c. EIA Annual Data Series
 - d. ODOT Annual Forecast.

B. CONTINGENCY MONITORING

This phase of monitoring assumes implementation of the Communication Network. Contacts established through the Network are the major means for increased monitoring. While there are guidelines for the frequency of monitoring for many of these areas, ODOE has flexibility in determining the appropriate monitoring level and frequency.

In addition to the aforementioned monitoring efforts, the following actions may be taken, by Sector:

1. Prime suppliers: As a supplement to the EIA-25, the prime suppliers may be contacted to get advance notice on things such as EIA-25 revisions, price information, and distribution shifts (see the Communication Network).

2. Distributors/Jobbers: Dealers around the state will be questioned about their supply, price, customer, and area needs (see the Communication Network).
3. Retail Service Stations: The dealers chosen for the periodic survey ("key dealers") should also be contacted. Survey information should include, but not be limited to:
 - price
 - estimate of gas lines
 - storage levels
 - supply relative to "normal"
 - any extraordinary situations

See the Communication Network.

4. Local governments:

Local governments will be asked to inform the state of what actions they are taking and what type of response program they are implementing.

ODOE may periodically conduct a phone survey of the local contacts.

Local Conditions Questionnaire

- Do you have gas lines at all your areas service stations?
- What, in general, is fuel availability, are any groups (business, farmers, etc.) unable to buy sufficient operating fuel?
- Are your areas "essential services" (police, fire, hospital, ambulance, nursing homes, schools) able to obtain sufficient fuel to operate at an effective level? Have there been any instances when fuel problems have prevented them from responding?
- Are your transit systems standing room only, or are they turning riders away during the rush hours?
- Do you have a rideshare program? How many people have applied/been matched?
- What is a rough, lowest available price, for fuel at area service stations, and at area bulk distributors?

ODOE will normally communicate with local governments through a regional body such as the county or COG. While ODOE will continue direct mailings of press releases, etc., working through the regional bodies for generic problems will make the local contact load more manageable and effective. If the need arises, ODOE will work with the local governments directly.

See the Communication Network.

5. State agencies: Contacts in the state agencies will be periodically surveyed to determine the impact of state operations and on the public. Contacts will be encouraged to notify ODOE if they are aware of any extraordinary problems (see the Communication Network).

The State Police, Community Action Agencies and ODOT District Engineers will be contacted frequently to determine the state-wide impact.

ODOT compiles a "Quarterly Report on Speed and Monitoring".

The Oregon Department of Agriculture, the OSU Ag. Extension Service, and the US Department of Agriculture Emergency Boards will cooperate to monitor fuel needs for the agricultural sector (see the Communication Network).

Other state subdivisions: This includes schools, water districts, etc., these will not be directly monitored unless ODOE learns of a specific problem through the local government contacts in the Communication Network.

6. Low-Income Home Heating Assistance

The Department of Human Resources operates a Low-Income Fuel Assistance Program and will assist in the monitoring of low-income families fuel needs during the heating season (see page E15).

7. Economic sector: High fuel prices, resulting from the shortfall may be more damaging economically than the simple absence of fuel would be. ODOE will monitor the following activities to assess damage to the state's economy (see the Communication Network).

Contact with several large industrial firms will be established to monitor the affects of the shortage on business.

Agriculture will be monitored by ODOA, OSU Extension Service, and the USDA Emergency Boards (as per #5 above). Other diesel consuming activities (logging, trucking, home heating) will also be monitored as per the Heating Oil and Diesel Fuel Plans, (see the Communication Network).

8. **Public:** The public reaction to the crisis will be indirectly monitored at each contact point of the Communication Network. In addition, direct monitoring will be through the Public Hotline. Calls will be logged to determine public reaction and potential trouble spots (see the Communication Network).

Retail service stations will be surveyed (see #3 above) to determine supply availability and public reactions (as will also be done for heating oil).

The ODOT Quarterly Report of Speed Monitoring will be used to measure changes in the public's driving habits.

II. OTHER INFORMATION MEASURES

A. Drivers Education Conservation Curriculum (in use)

ODOT and ODOE have prepared a curriculum unit on motor fuel conservation through correct driving techniques. This unit is available for the regular high school driver education curriculum.

B. Conservation Awareness Through Driver's Education Exam (for later consideration)

This would insure that newly licensed drivers are aware of energy efficient practices for operating a motor vehicle. By including questions about how to operate a vehicle efficiently on the drivers licensing exam the State can ensure that students and new drivers will have some awareness of the importance of fuel efficiency. Driver Education classes should also cover information on operating a vehicle as efficiently as possible. Such a change would require legislative action to alter current statutes, which are explicit as to test content.

MOBILITY MEASURES

I. TRANSIT AUGMENTATION

A. Triggering Sequence

Transit agencies should be aware of their options in a petroleum shortage well in advance of its actual occurrence. Transit should begin to act when a supply shortfall likely to impair mobility (and create an unusual increase in ridership demand) is projected by ODOE.

Suggested Implementation Sequence:

Pre-Alert

Provide information to the Transit Districts.

Alert

Inform Transit agencies of the shortfall. Begin follow-up information dissemination and any necessary technical assistance by ODOT.

1. Mild

Suggest that transit begin voluntary elements, public information (requesting employer flextime, ridesharing, citizen response, etc.)

2. Moderate

As appropriate

3. Serious

As appropriate, school bus utilization (note ORS 184.705 and 332.427 re: ODOT involvement).

B. Overview

1. Intent

A mobility maintenance measure, primarily to protect the work trip.

Greatly increased gasoline prices, as are likely under shortage conditions, will cause many commuters to seek alternatives to their cars. Unfortunately, transit systems could not currently accommodate more than an 8-10 percent increase in ridership during normal peak hours, a fraction of the commuter population.

2. Description

An information program to facilitate actions by transit districts to increase their effective carrying capacity in response to a shortage.

Prior to the alert level (after plan adoption), Oregon Transit agencies will receive a contingency planning information packet. The packet will contain: information on the state plan, the national policy of reliance on the market for shortage management, generic transit contingency information, and abstracts of the contingency plans of other transit agencies around the country - which will be available from ODOT. ODOT, in cooperation with the Oregon Transit Association, will provide technical assistance to the Transit Districts.

ODOT currently has a policy of requiring an energy contingency plan as part of any new transit development program, for which they control the funds.

C. Interaction with Other Plan Measures

The implementation and public information for this measure should be coordinated with the other mobility measures (Statewide Ridesharing Program, Accelerated Community Ridesharing), and with the Local Emergency Planning Guide. School bus use could be mandated through the Governor's Energy Resource Emergency Powers in an extreme emergency.

The 1981 Legislature has passed SB 71, which allows ODOT to act as a central purchasing agent for all transit districts in the state. SB 71 creates a fund (dependent on a surplus in the General Fund) for the acquisition of transit vehicles.

The fund will eventually allow for a pool of vehicles on hand for immediate delivery in an emergency.

D. Organization

1. Administration

ODOT will be the lead agency.

Oregon's Transit Districts will be forwarded the following adaptation from an earlier USDOT publication, the USDOT publication, Transportation Energy Contingency Strategies, and where appropriate, a guide specifically for small urban and rural districts. Abstracts of contingency plans for the Transit

Districts of Brownsville, Texas; Honolulu, Hawaii; Memphis, Tennessee; and of Lane County and Tri-Met in Oregon will be available from ODOT. The Districts will also be asked to name a contingency contact for the state program.

a. Actions to Improve Public Information

Accommodating demand during an emergency requires that past riders be informed about changes in service that will affect them. New and potential riders must be informed about the services that area available to them and about methods of using the system. For these purposes, a comprehensive multi-media public information program should be prepared in advance and implemented at the onset of an emergency. Contact and work with your local government in this effort. Such a program should provide information on such things as:

- Type of services
- Location of routes and stops
- Schedules and schedule changes
- Fare information
- Location of information centers
- Under-utilized services (time of day/route)
- How to use the system
- Auxiliary public transportation options (e.g. dial-a-ride services)
- Carpooling and ridesharing alternatives.

1. Establish an Expanded Public Information Program

In anticipation of rising prices and supply uncertainty, significantly upgrade and increase public information activity to inform potential riders of services (e.g., expand distribution of timetables on existing lines, etc.) and promote the concept of using transit.

2. Establish Multi-Modal Telephone "Hot Line"

An important medium of public information during the emergency can be an adequately staffed regional public transportation telephone information service. Such a service should provide coordinated and integrated information on all regional public transportation systems as well as paratransit and ridesharing services. The service may or may not be operated by the transit operator, but the transit operator will have an obvious stake in the effectiveness of the service. Coordinate with your local government.

3. Establish Emergency Media Program

An emergency media program should be prepared in advance and implemented when necessary. The program should use the print media, radio, and television. It should also involve preparation and dissemination of pamphlets, posters, etc.

b. Actions to Improve Fuel Efficiency

The actions discussed in this category are oriented primarily toward increasing the fuel efficiency of the transit system. That is to say, these actions aim at increasing the passenger-miles of services provided per gallon of fuel consumed. Such actions could be used either to expand system capacity with constant fuel supplies, or to maintain overall system capacity with shrinking fuel supplies. Also, because of the dramatic increase in diesel fuel prices, it may be desirable to change operating practices even in the absence of an actual shortage of fuel.

1. Reduce Vehicle Stops

Vehicle fuel efficiency is improved by reducing the frequency of stops and starts for individual vehicles. Vehicle stop frequency can be reduced in several ways, some of which do not require elimination of any stops on a route. For example, some high volume routes lend themselves to double or triple heading, where two or more buses begin the run together. On some routes, "skip stopping" is possible, (i.e., alternate buses stop at alternate stops). Finally, if it is deemed feasible to eliminate or reduce service at some route stops, perhaps at certain times of the day, then express or limited stop service can be substituted for local service. These actions also tend to increase the intensity of use of both equipment and drivers (albeit at some expense to some users in terms of quality of service).

2. Reduce Deadheading

While unnecessary deadheading should be avoided even in normal times, the exigencies of a fuel emergency could justify certain measures to reduce deadheading that would not make sense under conventional circumstances. In general, deadheading may be reduced by relocating vehicle storage and maintenance sites; by downtown storage during the day of buses used at peak hours only; and by modifying existing routes.

3. Reduce Vehicle Idling and Delay

A variety of measures can reduce the amount of fuel wasted in idling and delaying of vehicles. These measures range from improved driver and supervisor training, to improved passenger flow at terminals and on vehicles, to improved vehicular flow on streets. Many actions to reduce transit vehicle delay require the cooperation of authorities (such as local government or police) other than the transit operator.

4. Transit Vehicle Hardware Modification

Actions in this category aim at improving transit vehicle fuel efficiency by adjusting the physical characteristics of the vehicle: e.g., through augmented engine maintenance procedures, reduced operation of air conditioning, monitoring of tire inflation pressures, etc. While some of these measures may have the effect of reducing passenger comfort or increasing vehicle maintenance costs, fuel availability problems and high fuel prices may warrant their adoption.

5. Cut Back Service on Least Efficient Operations

Actions in this category involve reductions in or possible elimination of service provided on routes or route segments (or during time periods that are characterized by low fuel efficiency.) Since actions in this category involve a reduction in transit service at a time when people will need that service more than ever, service cutbacks will be justified only when the transit authority faces severe fuel availability problems, or when transit demand on more fuel efficient services is far outstripping transit capacity and satisfactory service by alternate suppliers (e.g., school buses, charter buses, taxis, vanpools, etc.) can be arranged. In general, service cutbacks are a last resort emergency action. If such action is warranted, public hearings probably will have to be held.

c. Actions to Improve Fuel Supply Availability

The actions discussed in this category are oriented primarily toward increasing the quantity and reliability of fuel supplies. It should be noted that operators who have bulk storage facilities may not need to consider the first action listed below unless fuel prices rise so quickly that the strategy becomes desirable from a purely economic point

of view. Operators who do not have bulk storage facilities should consider this action immediately. Further, with the elimination of the Emergency Petroleum Allocation Act of 1973, in September, 1981, an operator's fuel supplies are determined by his willingness to pay the market price of fuel, not by his entitlement under any allocation program. Finally, there is a third action not described below which many operators who use diesel fuel could employ. This action would involve substituting Number 2 diesel fuel for Number 1 diesel fuel in bus operations.

1. Build or Expand Fuel Storage

Building/expanding fuel storage is both a means of ensuring fuel availability during a supply interruption, and also a means of reducing average fuel costs during an emergency in which prices rise rapidly. Additional fuel storage can be obtained by leasing, buying, or building a storage facility. Further, with fuel prices expected to rise, an investment in storage capacity could be self-liquidating in a relatively short period of time. The size, cost, and locational proximity of the facility are important considerations.

Consider forming a Coop with other agencies to increase your purchasing power.

d. Actions to Expand System Capacity or Availability

Actions discussed in this category are oriented primarily to an emergency expansion in the number of seat-miles (or passenger space-miles) offered by a transit system per day. This increased capacity will be necessary during a fuel emergency because of increased peak demand for transit which is brought on by the inability of motorists to buy gasoline. A severe fuel supply crisis could cause an enormous percentage increase in transit demand.

Expansion of transit service may involve an expanded service area, new service to specific sites not previously served, and increased service frequency on existing routes. This service expansion should be undertaken only in areas of high demand so that the new service will be productive and fuel-efficient.

Increased service will, other things being equal, require increased funding. Some revenue should be realized from increased ridership and fees. In addition, increased government funding from local, state, or federal sources may be forthcoming, but it may be slow in coming and only partially offset increased costs and should not be counted

on. To the extent that transit operators decide to fund expanded service by fare increases, the option of differential fares -- limiting increases to peak hour or premium services -- should be considered. Fare increases prior to an emergency will serve to reduce ridership somewhat, providing some slack capacity which will be useful when the crisis hits. On the other hand, a conscious low fare policy can be an important conservation tool to encourage more transit use prior to a crisis. All these factors should be thoroughly considered in each locality and a strategy should be adopted before the onset of a crisis.

1. Increase the Number of Vehicles Available

The number of vehicles available for operation at a given time is a basic determinant of overall transit capacity. The number of vehicles available during an emergency can be increased in a variety of ways:

- Old vehicles can be stockpiled and stored in operating condition instead of being sold when they are replaced by newly purchased vehicles. This may involve some rehabilitation of vehicles;
- Some maintenance operations which are not essential or which can be deferred without risk to public safety or fuel efficiency (e.g., cosmetic maintenance) can reduce the percent of the fleet that is down on a given day;
- The maintenance effort can be increased through more efficient and/or more resource-intensive maintenance procedures (e.g., expanded maintenance crews and facilities, larger parts inventories, contracted maintenance arrangements), thereby reducing vehicle "down-time";
- Additional new or used buses can be purchased;
- The transit operator's vehicle fleet can be augmented by the use of supplemental vehicles such as school buses, church buses, charter buses, through special agreements negotiated in advance of the emergency.

Since additional vehicles are useless without additional people to drive and maintain them, plans must be developed for personnel augmentation as well. Possible actions in that regard include, among others;

- Develop and maintain a list of retired drivers and mechanics willing to work part- or full-time during an emergency;
- Explore the feasibility of temporarily contracting with other agencies or companies for additional driver and maintenance personnel during the emergency (e.g., private mechanics, private bus companies, school bus companies, etc.);
- Obtain modifications in collective bargaining agreements allowing for the temporary use of full- or part-time non-union workers during an emergency.

Different types and levels of actions will be appropriate to increase the number of vehicles available for various different stages or types of emergencies.

2. Increase Vehicle Capacity and Utilization

This includes measures to increase the number of passenger trips which can be served by a given number of vehicles, and includes measures which physically alter the vehicle (e.g., removing or rearranging seats on buses of transit vehicles to increase standing room) as well as measures to improve vehicle utilization (through use of HOV lanes, priority signalization, or increased use of express or skip-stop techniques). Actions which increase vehicle utilization have also mentioned in Section B, Actions to Improve Fuel Efficiency.

3. Establish Emergency Park-and-Ride Facilities

Transit service can be expanded, particularly in low density areas, by the establishment of park-and-ride lots along transit routes.

PROVIDERS AND REGULATORS OF AUXILIARY MASS TRANSPORTATION SERVICES

Transit Districts will be asked to forward, where appropriate, the following information to local agencies involved with auxiliary transit services.

Auxiliary Mass Transportation Services are responsible for a large share of the public transportation of passengers in the U.S. Consequently, they should play an important role in responding to and planning for transportation energy emergencies.

Examples of the types of organizations and agencies included within this category are:

- Private Bus Companies (Charter, Tour, and Scheduled Buses)
- School Bus Operators
- Taxicab and Limousine Companies
- Rental Vehicle Agencies
- Social Service Agencies
- State Public Service Commissions
- State Departments of Education
- State Departments of Human Services
- Local and Regional Level Governments

Emergency actions by these actors should have two objectives: first, maintaining the essential services for which these actors are responsible; and second, expanding, improving, and diversifying those services rapidly in coordination with mass transit and private ridesharing actions to provide the most effective overall transportation system possible in a fuel-short environment.

The emergency actions discussed below are grouped into two closely related categories: those oriented toward removal of regulatory barriers, and those oriented toward service expansion, improvement, and diversification. As noted, the list of actions discussed here is illustrative only. It is not meant to imply that all of these actions should necessarily be taken, or that there are not other actions which might be useful.

A. Actions Aimed at Removing Legal and Institutional Barriers to Expanded or Improved Services

Public passenger transportation operations conducted by private and non-transit carriers are governed by a multitude of service, equipment, safety, insurance, and economic regulations administered principally by state and local levels of government. It is very important for responsible authorities to review these regulations in the light of the current energy and economic environment. Many substantive and procedural rules may merit streamlining, updating, or total elimination. Other rules should be changed or suspended temporarily, upon declaration of an emergency by a responsible authority.

In reviewing the effect that a fuel shortage may have on public transportation services, responsible authorities should keep four points in mind:

1. There will be an overwhelming public need for new and expanded public transportation services of many types, and that need may arise very suddenly;
2. It will be very important for public transportation services to be provided in a fuel-efficient and economic manner;
3. There will be a need for both creative and flexible responses to the crisis on the part of transportation service providers; and,
4. There will be a need for inter-model coordination, cooperation, and, in some cases, even substitution.

The items discussed below reflect these general considerations.

1. Remove Ridesharing Restrictions on Taxicabs

Many jurisdictions which regulate taxicabs have fare and service restrictions which prevent or discourage taxicabs from offering shared-ride service (i.e., combining trips of separate parties traveling in the same general direction). With appropriate rules regarding fare structure and service choice, such shared-ride services could allow passengers to enjoy less expensive service and allow cab operators to increase their income, while at the same time conserving fuel and preserving the right of those who wish to pay higher fares to obtain an exclusive ride. A variety of methods exist for implementing such systems, ranging from differential franchising to the use of zone fares and computer-aided dispatching. Shared-ride rules should provide for reasonable equity in the division of ride costs among sharing parties, and should provide a monetary incentive to both the taxi operator and the potential passenger to select a shared-ride service.

Finally, there are more extreme shared-ride measures which remove the option not to share (and the monetary incentive to share) from the passenger.

2. Remove Regulations Restricting Use of School Buses for Other Transportation

In many jurisdictions, state and local laws or regulations prohibit the use of school buses for other than school and school-related purposes. Yet school buses represent a considerable standing capability to rapidly increase public transit capacity, assuming of course that ways can be found to accommodate their normal patrons, the school children. During the summer, or with changes in school hours, school buses could be used during peak travel periods. Otherwise, they could be used in the evening peak and the morning and noon off-peak periods. They could be operated under contract to mass transit operators, or to employers, or on their own according to a regional contingency plan that coordinates their operation with that of other modes and carriers. (Several additional documents on school bus utilization are listed later in this measure.)

3. Remove Restrictions Preventing Jitneys

Most jurisdictions have laws or regulations preventing the operation of taxicabs or other vehicles (e.g., station wagons, vans) along fixed or semi-fixed routes. These laws generally originated in the early days of automobile mass production, when early transit providers feared competition from the increasing number of jitneys. While there may be some circumstances, even during a fuel emergency, in which this shared-ride mode would be counter-productive, there will be numerous other instances where jitneys can play a useful role. They may, for example, provide feeder service to transit lines or shuttle service to or from transit termini. They may also be useful supplements along transit routes that are overcrowded.

4. Remove Barriers to Market Entry for Cabs, Private Bus Services, Jitneys

One of the most sensitive issues in attempting to allow private and auxiliary transit providers to respond to the need for expanded auxiliary transit capacity is the degree to which barriers to market entry should be relaxed. In many cities the number of taxicabs is limited by a "medallion" system. Most localities provide some degree of market protection to existing private bus companies on some routes. In other cases, public transit authorities have exclusive rights to provide public transportation service and have the power to keep other providers out (there may also be pressure from labor to keep out other providers). Historically, jitney service has been prohibited in order to protect transit and cab markets.

The energy situation is likely to require modification, or at least temporary relaxation of these prohibitions to market entry. Because the providers who are protected by these prohibitions can be expected to defend their economic interests, this issue is likely to be much more complex than the temporary relaxation of safety, comfort, or performance standards. A successful effort will require very careful planning and possibly packaging of modifications (including items of importance to existing providers, such as priority access to fuel for all providers, or emergency fare relief to cover increased fuel costs).

B. Other Actions Aimed at Service Maintenance or Expansion

The removal of regulatory barriers discussed above will often be a necessary action to maintain and expand the transportation services that are provided during a fuel emergency by private and auxiliary carriers. In addition, at least two other types of actions will be generally necessary: 1) securing fuel supplies and 2) effective planning and implementation of new services.

The actors who are in various ways responsible for the auxiliary transit services described in this section will have to undertake these actions during and prior to fuel supply emergencies.

1. Plan and Implement New Transportation Services

Private and auxiliary transit carriers can provide a variety of useful transportation services in a crisis. Their services could assume various forms -- express, subscription, street hail, demand-responsive and shuttle services -- and they could be used in a variety of ways -- neighborhood collector/feeder, express to activity center, extra peak hour capacity parallel to transit, relatively inexpensive off-peak service, etc. Realization of this potential will require considerable advance and ongoing planning by carriers, regulators, interested parties, and responsible political and administrative officials. The will to implement services must be established and a realistic financial plan based upon fares, public financing, or a combination of the two, must be developed. Issues such as adequate incentive to private providers, fare levels consistent with consumer protection, and availability of funds must be considered and resolved.

2. The Use of New Organizations to Organize Transportation Brokerage Services

Perhaps the most significant reason to proceed with a brokerage concept relates to human service transportation needs. Elderly and handicapped people will experience a disproportionate disruption of their mobility during energy shortages. As public transportation options become overcrowded, the availability of specialized door-to-door services (e.g., taxis) and the use of crowded mass transportation services will diminish for the elderly and handicapped. The organization of a brokerage type operation that includes development of contractual relationships with private providers in advance of a shortage could be an important method of responding to the particular needs of the elderly and handicapped.

SAMPLE PLANS AVAILABLE FROM ODOE

1. Transportation Energy Contingency Strategies
USDOT, March 1980 (see Section D.1.), 38 pages.
2. The Brownsville Urban System
Brownsville, Texas, 1982, 11 pages.

SECTION I - INTRODUCTION -----
SECTION II - SYSTEM CAPACITY -----

- A. Increasing the Number of Vehicles
and Personnel -----
- B. Increasing Vehicle Capacity and
Utilization -----
- C. Establishing Emergency Park and Ride
Facilities -----
- D. Supporting Efforts to Establish
Alternate Work Hour Programs -----

SECTION III - FUEL EFFICIENCY -----

- A. Reduction of Vehicle Stops -----
- B. Reduction of Deadheading -----
- C. Reduction of Vehicle Idling and Delay -----
- D. Modification of Transit Vehicle Hardware -
- E. Reduction of Service on Least Efficient
Operations -----

SECTION IV - PUBLIC INFORMATION -----

- A. Public Information Program -----
- B. Telephone Hot Line -----

3. Energy Conservation and Emergency Contingency Plans

Department of Transportation Services, City and County of Honolulu, 1980, 53 pages.

SUMMARY

CHAPTER 1 INTRODUCTION

Purpose and Scope -----
Methodology and Approach -----
Review of Existing Data -----

CHAPTER 2 ENERGY CONSERVATION PLAN

Increased Use of Public Transit -----
Transit System Actions -----
Increased Use of Paratransit -----
Increased Use of Other Modes -----

CHAPTER 3 GASOLINE SHORTAGE PLAN

Additional Bus Needs and Deployment -----
Service Revision Considerations -----
Acquiring Additional Vehicles -----
Management of Additional Buses -----
Emergency Public Information Program -----
Fare Structure Modification -----
Preferential Treatment for Mass Transit Vehicles -----
Other Actions -----

CHAPTER 4 TRANSIT FUEL SHORTAGE PLAN

State Set-Aside System -----
Previously Discussed Actions -----
Measures to Assure Fuel Supply -----
Fuel Storage Capabilities -----
Waiver of Public Hearing Requirement -----
Service Reduction Program -----

CHAPTER 5 IMPLEMENTATION AND STAGING

Institutional, Legal and Financial -----
Implementation Sequences -----
Phasing Sequence -----

APPENDIX

List of References -----

4. Lane Transit District Energy Emergency Implementation Plan,
Lane Transit District, 1980, 14 pages.

Outlines actions under short-range and long-range emergencies for the General Manager, Department of Administrative Services, Department of Planning and Development, and the Department of Operations. Includes a plan Status Report and a draft Emergency Contractual Services Agreement.

5. The Use of School Buses for Public Transportation, USDOT, 1978, 40 pages.

This report examines the feasibility of using public school buses for nonpupil transportation purposes. Case studies involving the actual use of school buses for nonpupil transportation in various areas of the United States are examined. Feasibility studies which consider the use of school buses for nonpupil purposes are also examined. The issues and problems involved in the nonpupil school bus use, such as state laws, insurance, and safety, are discussed. The report concludes that several legal and institutional changes are needed to encourage a more widespread nonpupil use of school buses.

6. School Bus Use for Non-School Transportation, Urban Consortium 1980, 66 pages.

A. ISSUES AND PROBLEMS

School Bus Availability
Regulatory Environment--Federal and State
Local Support
Insurance
Safety
Design and Comfort
Added Maintenance
Labor
Administration--Coordination and Financing

B. CONTACTS AND CURRENT PROGRAMS

Contacts

U.S. Department of Transportation
U.S. Department of Health and Human Services
Community Services Administration
U.S. Department of Agriculture
U.S. Department of Housing and Urban
Development
U.S. Department of Labor
U.S. Environmental Protection Agency
National Association for Pupil Transportation
National School Transportation Association

Current Programs

C. ANNOTATED BIBLIOGRAPHY

General
Elderly and Handicapped Transportation
Emergency Transportation
Feasibility Studies
Insurance
Rural and Exurban Transportation

APPENDIX

Crisis-Related Use Supplementing Regular Transit:
Dade County

Non-Crisis Related Use for Special User Groups:
Johnson County, Kansas, and Rhode Island

Non-Crisis, Publicly-Operated Service for Special
Users: Arlington County, Virginia

Non-Emergency, Regular Use, No Existing Transit:
Klamath Falls, Oregon, and Morehead, Kansas

Employer Sponsored, Regular Transit: Inland Steel
Corporation

7. Governor's Task Force on School Buses and Petroleum Shortages, (Washington) Meeting Minutes, 1981, 22 pages.

Provided as an aid to Transit Districts wishing to pursue the option of School Bus use in extreme emergencies, includes a sample Emergency Transportation Services Agreement and Reserve Supply Contract (petroleum).

2. Coordination with ODOE

The Transit Division project head and the ODOT Coordinator will work directly with ODOE.

3. Public information

Public information (via the Communication Network) will be designed to make the public aware of the available transit options and how to best take advantage of them.

4. Monitoring

To be determined by each Transit Agency, possibly ridership levels, for the "rush hour" and total operations.

5. Enforcement - N/A

6. Evaluation

Effectiveness will be judged by the increased ridership capacity during peak hours and the percentage of that capacity utilized.

E. Affected Groups (and coping strategies for side effects)

Transit employes- will likely be subject to overtime. Compensation agreements should be worked out in advance.

Employers - requested to adopt flextime. Good communication of the advantages of flextime is necessary.

F. Legal, Regulatory, Policy Requirements

The Public Utility Commissioner's Office will reexamine its regulations relating to transportation and petroleum.

G. Actions, Time Required

1. To readiness

- Actions: prepare and mail program information packets, Transit agencies identify necessary resources, complete any necessary contract amendments, etc.

- Time requirements: three months to distribution.

2. To implementation

- Actions: Transit Districts implement plans...

- Time requirements: varying with District.

3. Funding source

The Emergency Board will be asked to appropriate funds to cover these measures, and to reimburse agencies for funds they have already expended as part of this plan. Recognizing that there may be a significant time lag between the need to implement the plan and final E-board action, interim costs will be borne by ODOT (see page 04, Operations Plan). Costs for the initial packet will be borne by ODOE and are not included in this plan.

4. Sunset

As demand decreases for assistance and for Transit Services.

H. Effects

1. Energy Savings: None created, but sizeable potential savings if Transit is fully utilized.

2. Economic: (Will the measure result in any special economic hardship on a specific business or sector of the economy, how will it affect the "transfer of wealth" to the oil producers?)

Should facilitate lower demand for petroleum products (and lower price).

3. Non-Economic:

a. Environmental - Positive, slightly increased diesel emissions, offset by fewer automobile emissions, reduced congestion.

b. Safety - Positive, reduced traffic accidents.

c. Life-style (Increased travel times, colder homes, less disposable income?)

Increased travel time, less dependence on the automobile

4. Energy shifts:

Some increased use of diesel

I. Desired Level of Implementation

See G.1

J. Planning Reviewing Group and Tasks

ODOE, ODOT, Tri-Met, LCOG, School Boards Association, Oregon Transit Association, DMV, PUC, AOI and the Salem and Lane Transit Districts.

See G.1.

II. PARKING MEASURES

A. Triggering

When a disruptive supply shortfall exists and/or public response warrants State actions (as determined by ODOE).

Suggested Implementation Sequence:

1. Alert

Continue priority access for ridesharing state employees.

2. Mild

State -- the state will take further actions to encourage ridesharing by its employees. Options include, but are not limited to:

- Expansion of the preferential parking program for ridesharers.
- Programs promoting car and vanpooling to include newsletters, coordination points for riders and other ways to make carpooling easier to accomplish.

Other sectors -- publicize the state actions and suggest that other sectors follow. Suggest a program providing priority access and/or preferential parking for their ridesharing employees (designate the most desirable employee parking spaces as "rideshare only").

3. Moderate

State -- the state will take further actions to encourage ridesharing. Options include, but are not limited to:

- Designate additional spaces as Rideshare Only. Preference will be given to vanpools, 4 person carpools, 3 person carpools, etc., in that order.
- Allocating all unobligated parking spaces to ridesharers.

Other sectors -- urge their participation through a preferential and priority access parking program.

4. Serious

State -- the state will take further actions to encourage ridesharing. Options will additionally include:

- Providing state employe time to assist in carpool and public transit coordination for possible users.
- Requiring a greater level of carpool for every user of employe lots.

State political subdivisions -- consider mandating a program (see page D22, Governor's Energy Resource Emergency Powers, Proclamation of Lack of Energy Resource).

Private sector -- urge their participation through a preferential parking program. Mandatory participation, contingent on a declaration of an Energy Resource Emergency by the Governor etc., is an unlikely option. That program would likely be: designate the most desirable x percent of your employe parking spaces as rideshare only.

B. Overview

1. Intent

A coping measure - creating an incentive to rideshare.

To create a climate conducive to ridesharing. The measure does not create consumption reductions (except possibly in a mandatory phase). It demonstrates a commitment on the part of government, business, etc., to adapt to the conditions of scarcity and to continued economic productivity. It only indirectly affects overall consumption.

2. Description

An outline of actions the state can take, and suggest to the other sectors, to progressively reward its ridesharing employes. The measure employs financial and convenience rewards such as preferential parking spaces, priority access, and (current practice) reduced fees. Commuters are targeted (long-term parking), not shoppers. Mandatory participation by the private sector (businesses and private lot operators) is likely inappropriate, but is reserved as an option. Mandated participation by state agencies and "political subdivisions". (Local governments, schools, etc.) is always an option.

C. Interactions (with other plan measures)

Communication Network will be utilized for PR. It may cause increased transit demand. The Emergency Rideshare measures is complimentary (PR should interrelate).

D. Organization

1. Administration

ODOT is the lead agency, and will coordinate the involved parties (The Department of General Services will coordinate the State Capital Mall area).

Voluntary participation will be asked of business, local governments, schools, and private lot operators. See Section B, Triggering for a suggested implementation sequence.

The severity of this measure may be varied by:

- increasing the priority access to ridesharers
- increasing the per passenger parking fee deductions.
- adding a restriction on parking for driver-only autos.
- extending the number of employers affected.
- mandatory/voluntary participation

2. Coordination with ODOE

ODOT and DGS staff responsible will communicate directly with the ODOE Plan Coordinator.

3. Public Information

Public information will be released through the Communications Network element (in concert with other measures implemented at that time), major employers and parking lot managers would be informed also.

4. Monitoring

State and political subdivision employers might be asked to report on the utilization of the rideshare spaces. Compliance with the (mandatory) program could be checked.
5. Enforcement

Any mandatory elements will be the responsibility of the local police and Capitol Mall Security.
6. Evaluation

On the basis of how fully the rideshare spaces are utilized, and on how many employers participate in the program.
- E. Affected Groups (and coping strategies for side affects)

Employees unable to rideshare may have to park in less desirable spaces, have a lower priority in obtaining parking or pay increased parking fees. An exceptions process should be established for the handicapped and other unusual circumstances, where necessary.
- F. Legal, Regulatory or Policy Requirements

Authority for mandatory actions is covered under the Governor's Energy Resource Emergency Powers.
- G. Actions, Time Required
 1. To readiness

Actions - compile contact lists for parking lot managers.
Time - approximately 3 weeks.
 2. To implementation

Actions - prepare options for different program levels (internal employer PR, etc.). Prepare PR for Communication Networks.
Time - one month total, partial implementation sooner.
 3. Funding Source

Costs will be borne by DGS and ODOT, as they are incurred (see page 04, Operations Plan). The Emergency Board may be asked to appropriate funds to cover capital expenditures for activities beyond the scope of these measures, and to reimburse agencies for funds they have already expended as part of this plan. Recognizing that there may be a significant time lag between the need to implement the plan and final E-board action, interim costs will be borne by DGS and ODOT, as they are incurred (see page 04, Operations Plan).

4. Sunset

Voluntary measures may remain in place indefinitely unless they conflict with other programs, it is good public policy to encourage ridesharing. Any mandatory elements should be lifted as soon as possible.

H. Effects

1. Energy Savings: Hard to estimate and harder to credit to this measure. In concert with other measures (and increased gasoline prices), the savings from ridesharing will be substantial.
2. Economic: Reduced consumption (assuming that increased ridesharing results), minor increase in transit demand.
3. Non-Economic:
 - a. Environmental - positive, reduced driving, reduced emissions, etc.
 - b. Safety - positive, reduced traffic, reduced accidents.
 - c. Life style - move away from the single-occupant automobile.
4. Energy Shifts: minimal, some increase in diesel use by transit may result.

I. Desired Level of Implementation

This element should be completed (rules and guidelines prepared) and contact lists prepared. Once the guidelines are prepared, implementation of the early levels should be relatively easy.

J. Planning Group, Tasks

ODOT, Tri-Met, DGS, Metro, Portland Energy Office, FHWA.

III. ACCELERATED COMMUNITY RIDESHARING

A. Triggering

ODOE is the responsible agency.

An expansion of the existing ODOT Statewide Ridesharing Project, designed to increase the opportunities for ridesharing in Oregon's smaller communities. The program uses rideshare promoters in those communities.

Suggested Implementation Sequence:

1. Alert

For the unfunded option.

Identify rideshare promoters in communities not yet covered and provide them with the necessary education and materials.

For a funded option.

Ideally the program would be implemented and matches made prior to a crisis (at least a pilot project), providing an immediate alternative to driving alone.

For either option, the state should be prepared to provide additional materials on the request of its promoters. The state public information effort will highlight ridesharing (see the Communication Network).

2. Mild

For the unfunded option.

Continue to identify promoters in new communities. At this level, this may entail responding to (and enlisting) local businesses or governments requesting assistance. ODOT will begin providing backup technical assistance, regional workshops, etc.

For a funded option.

If possible, the measure should be expanded to serve additional communities. Current efforts to gather data in targeted communities should be accelerated and match lists should be made available as soon as possible (but definitely before the next level is reached).

Rideshare promoters may use public service announcements, etc. to publicize the ridesharing option. PSA's will be provided as part of the state public information effort also.

3. Moderate

In progress by this time, the feasibility of implementation in additional areas must be determined. In any case, the local rideshare promoters should be working on publicity promoting informal matches as well as formal matching services. Additional technical and material assistance will be provided by the state.

4. Serious

Continue to promote ridesharing, emphasizing informal matches.

B. Overview

1. Intent

To facilitate ridesharing, primarily in Oregon's smaller communities. Ridesharing has the best potential for absorbing a petroleum shortage while maintaining mobility and is often the only commuting alternative for rural areas. This program will both utilize and contribute to the state-wide network of individuals knowledgeable in ridesharing.

2. Description

The basis of the program is the utilization of "Rideshare Promoters" in communities who will promote ridesharing through both informal arrangements and formal matching services. ODOT will be responsible for educating and providing assistance to those individuals. The initial rideshare network is being established by the ODOT Statewide Rideshare Project. In an emergency, that network of knowledgeable individuals will be expanded in an attempt to provide rideshare assistance to all Oregon communities.

Two options are presented, one which assumes limited or no special funding prior to a crisis, and another requiring advance funds. The first involves volunteer promoters, and the second, paid promoters.

For the unfunded option.

Volunteer rideshare promoters will be established in Oregon communities to provide technical assistance to local governments/employers/groups initiating ridesharing programs in response to a shortage.

The state will assist in making contact with area employers to inform them of the promoter.

Promoters will be drawn from the chamber of commerce, a local business or the local government. They will be chosen through existing rideshare contacts, area chambers of commerce, likely businesses, local government entities, etc. ODOT District Engineers may be used for the initial contact and identification.

For the funded option.

A rideshare promoter will be funded in targeted Oregon communities. The promoter will do the bulk of the work for the employer. The program will be marketed to employers as a way for them to assure the presence of their workforce during a petroleum shortage, with minimal time demands on him and on his employees.

Matches will be made primarily by hand, a computer-match capability will be available if necessary. The rationale is to have ridesharing information available to commuters during a shortage (when the incentive is great). Commuters will be provided with match lists which they may use now or during an emergency. Any area with an existing rideshare program will not be subject to this program, and should design its own response program.

In both cases, the ODOT Statewide Rideshare Project will utilize its own contacts to expand the network. It will educate the promoters and periodically update them as necessary. Whenever natural groupings of employers allow, inter-employer matching will be encouraged. Such cooperative programs lessen the administrative burden and, by enlarging the data pool, increase the number of possible matches. Most Oregon communities don't have the large employers capable of supporting their own in-house programs. The intent of this measure is to make ridesharing available to as many people as possible.

Rideshare programs currently exist in Portland, Salem, and Eugene. The Salem program also matches inter-city commuters between Eugene and Portland. Contacts for those programs (as of 8/82) are:

Portland

Byron York
Tri-Met Carpool Project
4012 SE 17th
Portland, OR 97202
228-4897

Salem

Lyman Wagoner
Traffic/Public Works
555 Liberty SE
Salem, OR 97301
588-6086

Eugene

Jarvia Shu
Eugene Paratransit
990 Oak Street
Eugene, OR 97401
687-5218

C. Interaction with Other Plan Measures

Public information released by the Communication Network will promote ridesharing (a special effort should be made to employers). ODOE press releases will go to the rideshare promoters. The program will be coordinated by the ODOT Statewide Ridesharing Program (SRP). The SRP will educate the promoters and provide additional assistance to employers and local governments wishing to continue this effort and establish a permanent program. The measure will provide valuable information on ridesharing in Oregon.

Existing rideshare programs should determine how they might best respond. Programs should examine ways to: speed their response time, strengthen their telephone response capability, increase marketing, arrange emergency program with employers, and allow for inter-employer matching through emergency clauses in any special employer matching service contracts.

D. Organization

1. Administration

ODOT is the responsible agency.

For the unfunded option.

A volunteer rideshare promoter will be located in as many Oregon communities as possible. Promoters will be chosen by the Oregon Rideshare Project (ODOT, ODOE, and possibly the State Rideshare Coordinating Committee). They may be drawn from an area chamber of commerce, business, government, or other group (but they should be familiar with their respective community).

The ODOT Rideshare Project will educate the promoters, as is necessary, in rideshare program techniques (ODOT

Employers Handbook, handmatching, rideboards, etc.), and update them periodically. Once established, promoters will contact their area employers and, essentially, wait for a petroleum shortage or the request for assistance.

For the funded option.

A rideshare promoter will coordinate the program in each of the areas involved (possibly a COG employe, definitely someone familiar with the locality). The ODOT Rideshare Project will educate the promoters, as is necessary, in rideshare program techniques (ODOE Employers Handbook), and update them periodically. That rideshare promoter will be responsible for gathering data, preparing the grid map, doing hand-matches and coding applications when necessary for computer matching. Matches will be made within any logical groupings of employers as opposed to strictly intra-employer.

The rideshare promoter will approach area employers, emphasizing that the plan will help insure that his employes are able to get to work in the event of a gas shortage. He will point out the emergency response potential of ridesharing (that it is part of the overall state contingency plan) while explaining the minimal time demands on both the employer and the employes.

The employer will be asked to distribute a brief letter to his employes requesting their participation in the "survey", explaining the advantages of the system and its potential in an emergency. Form letters will be provided for that purpose. The survey questionnaire will be printed on the reverse side.

Employes will be asked to complete the brief survey, which will be collected by a supervisor and returned to the rideshare promoter, who will then compile the data for the community. After collecting as much data on the community as is productive, the matches will be made. If it is appropriate, the promoter will forward the forms (after coding) to the central office for matching.

Employes included in the matching system will receive a list of possible rideshare matches, in order of proximity, whom they can contact when they choose. The list will indicate whether or not the employes are interested in ridesharing prior to an emergency.

If the project is to be ongoing, the data base should be updated at least every year, and/or anytime a shortage or a significant price boost seems imminent.

2. Coordination with ODOE.

The ODOT staff person responsible will communicate directly with the ODOE Plan Coordinator.

3. Public Information

In addition to the normal channels of the Communication Network, special efforts to reach employers will be made by the rideshare promoters.

4. Monitoring

Vehicle occupancy, gas lines, and worker absenteeism could be monitored.

5. Enforcement. N/A This is a voluntary measure.

6. Evaluation

A follow-up on the percentage of "reasonable" matches made (this will vary with the severity of the shortage/price increase, what is reasonable under \$2.00/gallon conditions is different than under \$4.00/gallon circumstances), what percentage of those matches were utilized, and the percentage of area commuters surveyed. Such detail may be inappropriate. The important statistic is -- how many "reasonable" matches were made, to what extent did we provide an alternative to the "lone commuter"?

E. Affected Groups (and coping strategies for side affects)

As a voluntary measure, N/A.

F. Legal, Regulatory, Policy Requirements

G. Actions, Time Requirements

1. To readiness

Actions:

Unfunded - continued operation of the Statewide Rideshare Project.

Funded - identify test community..., arrange for area rideshare promoter, run a pilot program and evaluate emergency potential/percentage of incidental ridesharing, check computer matching need...

Time requirements: two months to pilot program, if priority

2. To implementation

Actions:

Unfunded - identify, train rideshare promoters, contact their area employers, and assist (through the promoters) local businesses, etc. in establishing programs.

Funded - collect data from involved communities, do hand matches, return match lists to employes

Time requirements: two months ?

3. Funding source

The Emergency Board will be asked to appropriate funds to cover these measures, and to reimburse agencies for funds they have already expended as part of this plan. Recognizing that there may be a significant time lag between the need to implement the plan and final E-board action, interim costs will be borne by ODOT (see Operations Plan).

4. Sunset

Unfunded - N/A

Funded - as funding dictates, data need be updated only once a year, and it provides an on-line contingency measure once implemented.

H. Effects

1. Energy Savings: Ridesharing has a terrific potential for energy savings, a doubling of the vehicle occupancy rate would halve consumption for those commuters.
2. Economic: Positive, the measure offers the potential for maintaining the commuting ability of the workforce with a 50 percent reduction in it's gasoline consumption.
3. Non-Economic:
 - a. Environmental - positive
 - b. Safety - positive, reduced traffic
 - c. Life-style - positive, help maintain mobility

I. Desired Level of Implementation

Unfunded - Operation of the Statewide Rideshare Project, beginning the identification of rideshare promoters.

Funded - pilot program in progress.

J. Planning/Reviewing Group, Tasks.

ODOE, ODOT, TRI-MET, FHWA, City of Salem, City of Eugene

IV. SPEED REDUCTIONS

A. Triggering

ODOE is the determining agency, and will make recommendations to ODOT and the State Speed Control Board. Implementation of any real speed limit reductions must only be undertaken after careful consideration of the potentially substantial problems. Public resistance will be considerable (and compliance low) if there is no perceived need, and the backlash will be felt by the enforcing agencies. Reductions should be implemented only in emergency situations, when it is necessary to artificially reduce consumption by highway vehicles (perhaps because the short-run demands of motorists have exceeded those of activities such as agricultural and manufacturing which are more valuable to society in the long run). Vital industrial and agricultural activities may be fuel starved because motorists are willing to pay much higher prices than those vital activities can afford.

Suggested Implementation Sequence

1. Alert

Public information on 55 mph limit.

2. Mild

Increased enforcement will be advocated, publicity.

3. Moderate

Increased enforcement (\$25,000/month fund may be established for trooper overtime pay for 55 mph compliance monitoring -- subject to E-Board reimbursement - see the Operations Plan), publicity.

4. Serious

Increased enforcement and publicity on 55 mph compliance (a decrease in the statewide maximum speed limit will be considered).

B. Overview

1. Intent

A demand restraint measure for serious shortages only (mandatory phase).

To reduce motor fuel consumption by reducing traveling speeds to levels at which the average automobile operates more efficiently.

2. Description

There are 2 basic options:

- Increase compliance with the existing 55 mph limit through increased public information and/or increased enforcement.
- Decrease the State's maximum speed limit accompanied by increased enforcement.

A Governor's Announcement, and intensive public information, would accompany any speed limit reduction.

C. Interaction with other plan measures

Heavy demands on the Communication Network, especially if a decrease in the speed limit is implemented.

D. Organization

1. Administration

ODOE, in consultation with ODOT, will recommend the option to be implemented. ODOT will be the lead agency, coordinating actions with the State Speed Control Board and members of the Highway Commission.

2. Coordination with ODOE

The ODOT program head will communicate directly with ODOE.

3. Public Information

Public information will be prepared explaining the measure and its goals, for distribution (via the Communication Network).

4. Monitoring

"Priority" economic activities (agriculture, industry, etc.) must be monitored to determine the effects of the shortage.

The ODOT State Highway Division will continue the "Quarterly Report Of Speed Monitoring", and continue to forward a copy of that report to ODOE.

5. Enforcement

State, local police, and the Department of Justice.

All state law enforcement agencies and courts currently involved in speed enforcement should be informed and educated of the change before it is announced publicly.

6. Evaluation

The "Quarterly Report Of Speed Monitoring" published by the ODOT State Highway Division and fuel consumption reports from the ODOT Fuels Tax Division will be analyzed. Informal reports by the state patrol will provide the quickest feedback.

E. Affected Groups (and coping strategies for side affects)

Truckers, mail carriers, speeders, commuters. There is no way to avoid the increased travel times. However, it should be pointed out that a trip of 50 miles (approximately the distance between Salem and Portland), which takes 54-1/2 minutes at the current speed limit of 55 mph, would only take 12 minutes longer at a speed of 45 mph. An automobile traveling at 45 mph consumes 5-10 percent less fuel than at 55 mph. Extensive publicity must be employed.

F. Legal, Regulatory, Policy Requirements

New legal speed limit, enforcement, etc. would need to be adopted at that time.

G. Actions, Time Required

1. To readiness

Actions - Options should be spelled out and a judgment made as to the measure's costs/benefits. Any necessary policy changes should be drafted, and public information should be copy-ready.

Time - One month if a priority

2. To implementation

Actions - chose option to be implemented, release public information, adopt policy or legislation as necessary. A federal grant of \$355K is currently being used by the State Police for Highway Enforcement. This buys approximately 12 overtime hours per trooper per month, for the year. A suggested contingency enforcement funding level is \$25K per month.

Time - Two weeks

3. Funding Source

The Emergency Board will be asked to appropriate funds to cover these measures, and to reimburse agencies for funds they have already expended as part of this plan. Recognizing that there may be a significant time lag between the need to implement the plan and final E-board action, interim costs will be borne by the State Patrol (see Operations Plan).

4. Sunset

Whenever the supply situation eases or indications are that demand on motor fuel will not return to its former high level.

H. Effects

1. Energy Savings: positive, reduced consumption
2. Economic: Whatever results from increased travel times.
3. Non-Economic:
 - a. Environmental - positive, reduced consumption, emissions, etc.
 - b. Safety - positive, reduced highway accidents.
 - c. Life style - will increase the "costs"(time) of long-distance commuting and travel. Law enforcement may be put in confrontation with motorists if the measure is implemented inappropriately and it is not accepted.
4. Energy Shifts: Travelers may find the train a more attractive option than before.

I. Desired Level of Implementation

All options should be fully outlined, with impacts and side effects defined. This measure could be very quickly implemented (outside of political considerations) in response to a serious shortage.

J. Planning/Reviewing Group, and Tasks

ODOE, ODOT, DMV, Department of Justice, AAA, Oregon Trucking Association, FHWA, State Police.

V. OTHER MOBILITY MEASURES

A. ODOT Statewide Ridesharing Program (in progress)

The statewide ridesharing program offers technical assistance and materials to major employers and local governments establishing ridesharing programs. The program has a potential for emergency response by establishing a ready network of persons experienced in ridesharing.

B. Comprehensive Plan Energy Review (in progress)

The design of our communities has a significant influence on our energy consumption. ODOE is reviewing all Oregon comprehensive plans and analyzing them for their energy impact. Local planning that considers energy use will result in significant reductions in our long-range energy dependence.

C. Ramp Metering (this is already on line in Portland)

Stop/go lights are used to regulate access to intensively used freeways to prevent traffic from exceeding the carrying capacity of freeways. Congestion and idling times are then reduced during rush hours. Limited to high density traffic corridors.

D. High Occupancy Vehicle Lanes (this is currently on line in Portland)

This measure rewards ridesharing with increased ease of travel and less congestion by reserving one lane of any three lane traffic flow for vehicles with three or more occupants. Limited to high density traffic corridors.

E. Curfews for Commercial Establishments (for later consideration)

This would reduce travel after specified hours in the evening. Stores would be asked to close by a given hour for the day, removing an important reason for auto trips (voluntary only).

F. Four-Day Work Week (for later consideration, see the Heating Oil and Diesel Fuel Plans)

This measure would reduce the number of work-related commuter trips per week. The State and other employers would switch to 4 ten-hour work days. Employers would select one day in the middle of the work week, Tuesday, Wednesday or Thursday as the day when business would not be conducted. This should increase the capacity of transit systems and not encourage increased travel on weekends (voluntary only).

It may be necessary to change over-time compensation regulations so that employers can require 10 hour work days four times a week.

G. Increased Driving Age (for later consideration)

The driving age would be raised to 18 years old so fewer students would be driving. This measure would upset present school curricula and scheduling for driver's education. A statutory change would be required.

H. Traffic Signal Synchronization (for later consideration)

To minimize stop and go traffic, signal lights should be synchronized along major traffic routes in all cities or metropolitan areas with populations over 20,000. Technical assistance could be provided by the Oregon Department of Transportation.

I. Drive-Up Window Closures (for later consideration)

This measure would publicize the disadvantages of, or ask that drive-up window services be restricted, to minimize idling waste (voluntary only).

DISTRIBUTION MEASURES

I. SERVICE STATION PLANS

B. Triggering

ODOE is the responsible agency. This measure will not be appropriate if free-market mechanisms work, and supply and demand are in equilibrium. The measure should be implemented if ODOE determines (through its Communication Network contacts) that the market is not working and demand is exceeding supply, e.g. that gas lines are forming and stations are restricting their hours, creating undue hardships and inequities.

Suggested Implementation Sequence

1. Alert

Possible Phase I, (1)

2. Mild

Possible Phase I, (1)

3. Moderate

Phase I options

4. Serious

Possible (if the market is failing...) mandatory Phase III (declared state of emergency)

B. Overview

1. Intent

A distribution management measure

The intent of this measure is the orderly distribution of gasoline supplies at the retail level during times of shortage, when demand outstrips supply. A small demand reduction may result (1 percent for odd-even).

2. Description

A series of distribution management measures, at the retail level, including a flag system, odd-even and purchase restrictions. The measures are organized into three phases, two voluntary and one mandatory (requiring a declaration of emergency by the Governor, see Governor's Energy Resource Emergency Powers).

C. Interaction with Other Plan Elements

Extra demands on the Communications Network

D. Organization

1. Administration

ODOE is the responsible agency. ODOE will determine the extent of the problem and choose the option for implementation.

When ODOE determines that these measures are necessary, it will recommend the appropriate elements to the Governor.

a. Phase I -- Voluntary Guidelines

Oregonians may be asked to voluntarily comply with any or all of the following gasoline purchase guidelines.

Response Options

(1) Information Display: Gasoline retailers will be asked to provide and display the following items:

(a) Color-coded flags or signs designating the availability of gasoline as follows:

- green: gasoline available for the general public.
- yellow: gasoline available only for specified classes of vehicles and automobile servicing available for the general public. (Sales might be limited to emergency, commercial, industrial, and agricultural vehicles, and designated car and van pools.)
- red: out of gasoline or closed.

(b) A sign or signs indicating

- (i) the next days hours of operation including opening hours, and
- (ii) the grades of gasoline available.

(2) Container sales: Gasoline retailers will be asked not to deliver more than two gallons of gasoline into any container other than a motor vehicle, aircraft, or boat fuel tank which is an integral part of a vehicle.

Exceptions:

- (a) Gasoline purchased for agricultural or commercial purposes.
 - (b) When, in the judgment of the retail attendant, an emergency exists.
- (3) Hours of retail gasoline sales: Local governments will be asked to work with retail dealers to establish a plan to coordinate hours of retail operations suitable to meet the needs of the community (i.e. staggered hours of operation). ODOE will work with local government associations to make contingency planning assistance available to local governments.
- (4) Minimum purchase requirements. Retailers will be requested to restrict gasoline sales to a five gallon minimum purchase, with one exception: In a case where the driver of a motor vehicle demonstrates the vehicle has a rated gas tank capacity of eight gallons or less, the minimum purchase provision will not apply.
- (5) Maximum purchase requirements. Retailers will be requested to limit gasoline sales to a fifteen gallon maximum purchase with the following exceptions:
- (a) Emergency vehicles (see Addendum A for definition);
 - (b) Commercial vehicles (see Addendum A for definition);
 - (c) Vehicles used for agricultural purposes (see Addendum A for definition);
 - (d) Vehicles used for public transportation, including taxicabs (may include designated car and vanpools);
 - (e) Vehicles used by the U.S. Postal Service;
 - (f) Personal motor vehicles operated by handicapped persons; and
 - (g) Any vehicle which, in the judgment of the gasoline retailer, is being operated in an emergency situation.

b. Phase II -- Voluntary Odd-Even Guidelines

Oregonians will be asked to continue to comply with minimum purchase, container sales, hours of retail sale, information display, and conservation provisions of Phase I. In addition, participation in the following odd-even plan will be requested.

(1) Odd/Even Plan

- (a) Gasoline is to be dispensed to vehicles with license plates whose last digit is an odd number only on odd-numbered days of the month.
- (b) Gasoline is to be dispensed into vehicles with license plates whose last digit is an even number only on even-numbered days of the month.
- (c) Vehicles with custom plates (no numbers) are to purchase gasoline on even-numbered days.
- (d) Newly purchased vehicles, without license plates, are to purchase gasoline on odd-numbered days.
- (e) Any driver may purchase gasoline on the 31st day of any month and February 29.
- (f) Vehicles with out-of-state license plates are subject to the odd/even plan unless it can be proven to the satisfaction of the attendant that the driver is more than 100 miles from home.

Exceptions: The following vehicles are not subject to the odd/even plan:

- (a) Emergency vehicles (see Addendum A for definition);
- (b) Commercial vehicles (see Addendum A for definition);
- (c) Vehicles used for agricultural purposes (see Addendum A for definition);
- (d) Vehicles used for public transportation, including taxicabs (may include designated car and vanpools);
- (e) Vehicles used by the U.S. Postal Service;

- (f) Personal motor vehicles operated by handicapped persons; and
- (g) Any vehicle which, in the judgment of the gasoline retailer, is being operated in an emergency situation.

c. Phase III -- Mandatory Requirements

Upon proclamation of a state of emergency by the Governor, any of the following actions may be mandated (see the Governor's Energy Resource Emergency Powers).

Response Options:

- (1) Minimum purchase requirement: Retail sales will be subject to a 5 gallon minimum purchase with one exception: In a case where the driver of a motor vehicle demonstrates the vehicle has a rated gas tank capacity of eight gallons or less, the minimum purchase provision will not apply.
- (2) Maximum purchase requirements. Retailers will be requested to limit gasoline sales to a fifteen gallon maximum purchase with the following exceptions:
 - (a) Emergency vehicles (see Addendum A for definition);
 - (b) Commercial vehicles (see Addendum A for definition);
 - (c) Vehicles used for agricultural purposes (see Addendum A for definition);
 - (d) Vehicles used for public transportation, including taxicabs (may include designated car and vanpools);
 - (e) Vehicles used by the U.S. Postal Service;
 - (f) Personal motor vehicles operated by handicapped persons; and
 - (g) Any vehicle which, in the judgment of the gasoline retailer, is being operated in an emergency situation.

- (3) Container sales: Gasoline retailers shall not deliver more than two gallons of gasoline into any container other than a motor vehicle, aircraft, or boat fuel tank which is an integral part of that vehicle.

Exceptions:

- (a) Gasoline purchased for agricultural or commercial purposes. Including gasoline used to mix for 2 cycle engines when necessary--up to a maximum of 6 gallons.
- (b) When, in the judgment of the retail attendant, an emergency exists.

(4) Odd/Even Plan

- (a) Gasoline is to be dispensed into vehicles with license plates whose last digit is an odd number only on odd-numbered days of the month.
- (b) Gasoline is to be dispensed into vehicles with license plates whose last digit is an even number only on even-numbered days of the month.
- (c) Vehicles with custom plates are to purchase gasoline on even-numbered days.
- (d) Newly purchased vehicles, without license plates are to purchase gasoline on odd-numbered days.
- (e) Any driver may purchase gasoline on the 31st day of any month and February 29.
- (f) Vehicles with out-of-state license plates are subject to the odd/even plan unless it can be proven to the satisfaction of the attendant that the driver is more than 100 miles from home.

Exceptions: The following vehicles are not subject to the odd/even plan:

- (a) Emergency vehicles (see Addendum A for definition);
- (b) Commercial vehicles (see Addendum A for definition);
- (c) Vehicles used for agricultural purposes (see Addendum A for definition);

- (d) Vehicles used for public transportation, including taxicabs (may include designated car and vanpools);
 - (e) Vehicles used by the U.S. Postal Service;
 - (f) Personal motor vehicles operated by handicapped persons;
 - (g) Any vehicle which, in the judgment of the gasoline retailer, is being operated in an emergency situation; and
 - (h) Any vehicle which, in the judgment of a police officer, is being operated in an emergency situation.
- (6) Information Display: Gasoline retailers shall be responsible for providing and displaying the following items:
- (a) Color-coded flags or signs designating the availability of gasoline as follows:
 - green: gasoline available for the general public.
 - yellow: gasoline available only for emergency vehicles, and automobile servicing available for the general public. (Sales might be limited to emergency commercial, industrial, and agricultural vehicles, and designated car and vanpools.)
 - red: out of gasoline and/or closed.
 - (b) A sign or signs indicating
 - days and hours of operation, including opening hours for the next day (if conditions are too uncertain to do otherwise);
 - the grades of gasoline that are available.

2. Coordination w/ODOE. -N/A

3. Public Information

Public information must be a strong effort, the success of this measure is highly dependent on a high percentage of public (and service station operator) awareness (of need, expected results, equity).

4. Monitoring

Through the Communications Network, ODOE will monitor the effectiveness of the measure (changes in gasoline queues, station hours, product availability etc.). See Supply Monitoring.

5. Enforcement

Enforcement of the mandatory portions of this measure would occur under a declared state of emergency. Specific penalties for non-compliance or violation are found in ORS 176.990. The Oregon State Police and Department of Justice will be responsible for enforcing the mandatory portions of this measure.

6. Evaluation

This measure will be evaluated in terms of its effectiveness at reducing gas station queues and increasing product availability (improving the orderly distribution of gasoline). Elements of this measure may prove inappropriate for an unregulated market; those elements should be retained as they may be useful if controls are reimposed.

E. Affected Groups (and coping strategies for side affects).

The motoring public-effective communication will minimize objections and maximize acceptance.

Retail service station owners-again other good communication is vital. Also, the inclusion of the OGDAs and industry representatives in the review of this measure and their help in communicating with dealers will help.

F. Legal, Regulatory, Policy Requirements

Mandatory portions of this plan are authorized under the Governor's Energy Resource Emergency Powers, ORS 176.750-176.990.

G. Actions, Time Requirements

1. To readiness:

Actions - review with involved groups

Time requirements - 1 month

2. To implementation:

Actions - press releases, communication with involved parties, through the Communications Network.

Time - 1 week.

3. Funding source

The Emergency Board will be asked to appropriate funds to cover these measures, and to reimburse agencies for funds they have already expended as part of this plan. Recognizing that there may be a significant time lag between the need to implement the plan and final E-board action, interim costs will be borne by ODOE (see Operations Plan).

4. Sunset - when no longer necessary (as indicated by the constant green flag)

H. Effects

1. Energy Savings: Primarily a distribution mechanism although a 1 percent demand reduction potential has been suggested for the Odd-Even element (N/A if the price rises).
2. Economic: positive, should aid in the maintenance of equity,
3. Non-Economic:
 - a. environmental
 - b. safety
 - c. life-style - positive, less confusion about availability, price

I. Desired Level of Implementation

Measure reviewed, recommunicated to involved parties, ready to go.

J. Planning/Reviewing Group and Tasks

ODOE, ODOT, OGDA, DMV, Shell Oil, Burns Brothers.

ADDENDUM A

Definitions

1. Emergency vehicle means:
 - A. A vehicle equipped and used by a fire protection agency, police department, or airport security police.
 - B. A vehicle of a federal agency which is designated as an emergency vehicle by that agency.
 - C. Any other vehicle authorized in writing by the Administrator of the Motor Vehicles Division.
 - D. Ambulances.
 - E. Any other emergency repair and service vehicle, whether public or private, used for functions directly related to the protection of life, property or public health.

2. Commercial vehicle includes vehicles used for commercial purposes and recognized by their:
 - A. Design, size or company identification.
 - B. Vehicle registration.
 - C. Evidence of specialized equipment or tools of the trade, professional supplies, or sales products.
3. Agricultural vehicle includes:
 - A. Tractors, harvestors, trucks with farm license plates, or other machinery designed and used primarily in agricultural production.
 - B. Trucks used in the production and transportation of perishable goods.

II. HEATING OIL AND DIESEL FUEL PLANS

A. Triggering

When ODOE determines that a supply reduction of up to 10 percent of the actual middle distillate supply requirement exists on either a regional or state-wide basis, and/or that significant economic disruption or hardship may result, the Department will notify the Governor of the situation and recommend action.

Suggested Implementation Sequence

1. Alert

ODOE supply monitoring efforts stepped up.

2. Mild

Possible Phase I, requests for voluntary conservation.

3. Moderate

Phase I, requests for voluntary conservation.

4. Serious

Possible Phase II, Possible Phase III

B. Overview

1. Intent

A distribution correction measure.

The protection of essential activities (including home heating) from market disruptions during serious supply reduction.

2. Description

Heating oil and diesel supply problems will be addressed in three phases depending on the severity of the supply reduction. Actions under each phase may be implemented on either a statewide or regional basis.

The primary concern here is heating oil, but the use of diesel heating oil may be offset not only by other middle distillates but also by other energy resources. Thus, the plan addresses

some actions which affect the use of middle distillates specifically, and others which deal with broader energy use (such as restriction on space heating).

If the supply situation warrants a declaration of an emergency, the primary tool under the plan is curtailment of diesel fuel for non priority activities. **Under this plan, escalating prices are expected to obviate any government mandated curtailments.** Voluntary actions will be suggested to provide guidelines and to foster a consistent response. The mandatory option does remain as allowed under the Governor's Energy Resource Emergency Powers (page D19).

The nature, duration and timing of a specific crisis will require careful choices to alleviate the problem with minimum disruption.

C. Interaction With Other Plan Elements

Extra demands on the Communications Network measure.

DEQ may alter the regulations concerning fuel burning, see the Commercial/Industrial measure, page E12.

D. Organization

1. Administration

ODOE is the responsible agency. ODOE will determine the extent of the problem and recommend action to the Governor.

Under the plan, state government use of Diesel Fuel and Heating Oil will be reduced sooner and at least as much as the reduction requested of the private sector or the public. Local governments will be requested or ordered to achieve similar reductions. Government activities essential to the public health and safety may be exempt.

a. Phase I - Pre-Emergency Supply Reduction (Mild-Moderate)

When ODOE determines that a supply reduction of less than 10 percent of the actual middle distillate supply requirement exists on either a regional or state-wide basis, and/or that the availability of essential services, transportation or the operation of the economy is threatened, the Department will notify the Governor of the situation and recommend action.

Response Options:

- (1) Business and industry will be asked to limit space conditioning to no lower than 85°F for cooling, no higher than 65°F for heating and no higher than 120°F for domestic water heating, except where such action might jeopardize health, safety or sanitation.
- (2) Requests may be made for voluntary general conservation of fuel and reduction of heating levels to 65°F or lower during the day and 55°F or lower at night to private residences, except where such action might jeopardize health, safety, or sanitation.
- (3) Fuel distributors in affected areas will be asked to curtail deliveries (when possible) to individuals who have fuel in storage beyond their needs for the next 30 days.
- (4) ODOE will maintain contact with suppliers and US DOE officials to attempt to arrange for additional heating oil and diesel in shortage areas (as per the Communication Network).
- (5) ODOE, in cooperation with other state agencies, may establish an emergency telephone hot line to deal with concerns of the public (as per the Communication Network).
- (6) Governor's proclamation of lack of energy resource or resource emergency (see Governor's Energy Resource Emergency Powers, page D20), providing the Governor with certain controls over state agencies and political subdivisions.

b. Phase II - Declared Emergency (Moderate-Serious)

If ODOE determines that the reduction in supplies is more than 10 percent of required supply, and/or there is an existing or imminent shortage of heating oil and other middle distillate which threatens the availability of essential services, transportation, or operation of the economy, the Department will so inform the Governor and recommend action. If the Governor determines that the situation jeopardizes the peace, health, safety and welfare of the people of Oregon, he may declare a state of emergency. Upon such declaration, the following options may be mandated (see Governor's Energy Resource Emergency Powers).

Response Options:

- (1) The Department and the Governor will seek direct assistance from the federal government and energy suppliers to alleviate specific shortages.
- (2) The Oregon Department of Environmental Quality will re-examine all restrictions relating to air quality where middle distillate use would be affected directly or offset by other fuels, and recommend action to the Governor.
- (3) The Public Utility Commissioner will re-examine all restrictions relating to fuel hauling and transportation and recommend action to the Governor (PUC has determined that the regulations are not restrictive in regard to fuel hauling).
- (4) Residential energy consumers will be asked to further voluntarily reduce thermostat settings except in cases when such action might jeopardize health, safety, or sanitation.
- (5) Commercial/industrial and government activities will be selectively asked to shorten work weeks where significant energy savings will result.
- (6) Governor's Energy Resource Emergency Powers: The Governor may, under certain conditions, redirect the allocation of fuel, among classes of consumer and areas of the State, as necessary for the State's economic health. Highest priority will be given to situations which pose or may pose a danger to the public health, safety and welfare. The Governor will, to the extent possible, act to **protect the following classes of consumer in extreme emergencies:** (Uses are not prioritized within this group.)
 - Space heating in situations where the life or health of individuals is threatened. During the heating season, emergency cases will be defined as those with 7 days heating oil supply or less and no delivery scheduled before the supply is depleted. ODOE will attempt to direct immediate assistance in such cases.
 - Emergency services.
 - Sanitation and essential public works.
 - Transport of perishable food and other essential products.
 - Food production and processing.

- Support of any medical facility providing services.
- Mass transit.
- Essential communications.

(7) Temperature restrictions for business and industry, beyond those in effect under Phase I will be requested, except in cases when such action might jeopardize health, safety, or sanitation.

c. Phase III - Severe Emergency (Serious)

If ODOE determines that the shortage has reached more than 15 percent of required supply and/or a severe emergency has occurred, it will notify the Governor, and recommend any or all of the following actions.

Even under these severe conditions, mandated curtailments are not necessarily appropriate. Escalating fuel prices will likely have curtailed consumption more than government controls ever could have. Mandatory options are retained as tools for the Governor in the event that they prove necessary.

Response Options (except where it can be demonstrated that such action will additionally jeopardize health and safety).

- (1) Commercial and industrial activity will be required to curtail or discontinue fuel oil and diesel use by a percentage to be specified at that time. Distributors will be required to curtail deliveries accordingly.
- (2) All non-essential government operations which rely on those energy resources which are in short supply will be closed or transferred to buildings which do not use those resources.
- (3) Guide for all remaining commercial and industrial space heating will be reduced to temperatures to be specified at that time (applicable to petroleum space heating only).
- (4) Further voluntary reduction by residential consumers will be requested.
- (5) Distributors will be asked to curtail deliveries where more than two weeks storage exists.

- (7) The Oregon National Guard may be called upon to assist in such a peace time energy emergency to protect human life, health or property or alleviate human suffering, under the following conditions:¹[Authority: Disaster Relief Act of 1974 (P.L. 93-288, 42 USC 5121); Executive Orders 11725, June 27, 1973 and 11795 July 11, 1974; DOD directive 3025.15. Oregon Constitution, Article V9, and ORS Chapter 396.]
- The community has exhausted all other resources. (The Guard must be a last resort.)
 - The Guard's involvement is terminated at the earliest practical time.
 - Such action does not conflict with the Guard's military mission.
 - Actions requested of the Guard could not be performed by private commercial business and will not prevent employment of civilians.

Curtailment priorities (as per ORS 176.770). ODOE reviewed several classification systems in an attempt to prioritize curtailment of middle distillate users. None of these systems appear to be appropriate for an unregulated market nor do they adequately address Oregon's mix of commercial/industrial energy use, economic factors, or energy shifts which might result from curtailments. Therefore, if curtailment becomes necessary, it will be based on exclusion from the priority group contained under the Governor's Energy Resource Emergency Powers Measure, page D22, and under phase II, #9 of this measure, page D15. In effect, it would be an increase in supplies made available to those priority groups, indirectly reducing general allocation levels. Use of this priority group is advantageous because it is part of the priority system used during the 1979 shortage and is familiar to fuel distributors and users.

2. Coordination with ODOE. -N/A
3. Public Information

Public information must be a strong effort, the success of this measure is dependent on high public awareness (of the need, expected results, and equity). PI will be handled through the Communication Network.

4. Monitoring

Through the Communication Network, ODOE will monitor the effectiveness of the measure including the activity level of diesel consuming activities, trucking, home-heating, etc.

5. Enforcement

Enforcement of the mandatory portions of this measure would occur under a declared state of emergency. Specific penalties for non-compliance or violation are found in ORS 176.990. The Oregon State Police and Department of Justice will be responsible for enforcing the mandatory portions of this measure.

6. Evaluation

This measure will be evaluated in terms of its effectiveness at managing product shortages and maintaining productivity in the economic sectors targeted, and in its maintenance of minimum heating needs for the poor and elderly (improving the equitable distribution of middle distillate).

While elements of this measure may prove inappropriate for an unregulated market, they should be retained as they may be useful if regulations are reimposed.

E. Affected Groups (and coping strategies for side affects).

Middle-Distillate consuming sectors of the economy.

Heating-Oil dealers. The inclusion of the Oil Heat Institute in the review of this measure will help insure its appropriateness and subsequent acceptance.

F. Legal, Regulatory, Policy Requirements

Mandatory portions of this plan are authorized under the Governor's Energy Resource Emergency Powers, ORS 176.750-176.990.

G. Actions, Time Requirements

1. To readiness:

Actions - review with involved groups

Time requirements - 1 month.

2. To implementation:

Actions - press releases, communication with involved parties through the Communications Network.

Time - 1 week.

3. Funding source

The Emergency Board will be asked to appropriate funds to cover these measures, and to reimburse agencies for funds they have already expended as part of this plan. Recognizing that there may be a significant time lag between the need to implement the plan and final E-board action, interim costs will be borne by ODOE (see Operations Plan).

4. Sunset - when no longer necessary (as indicated by the availability and price of Middle-Distillate fuels).

H. Effects

1. Energy Savings: Primarily a distribution mechanism.
2. Economic: positive, should aid in the maintenance of equity.
3. Non-Economic:
 - a. Environmental
 - b. Safety
 - c. Life-style

I. Desired Level of Implementation

Measure recommunicated to involved parties, ready to go.

J. Planning/Reviewing Group, Tasks

ODOE, ODOT, OHI, Shell Oil, AOI, Tri-Met, Oregon Transit, DHR, Oregon School Boards, DEQ, City of Portland, EMD.

III. GOVERNOR'S ENERGY RESOURCE EMERGENCY POWERS

A. Triggering

ODOE is the responsible agency, and will make recommendations to the Governor.

ORS 176.775 Lack of Energy Resource -- When the lack of an energy resource or any energy resource emergency threatens or is likely to threaten the availability of essential services, transportation or the operation of the economy, and it proves necessary to mandate actions by state agencies and political subdivisions.

ORS 176.785 State of Emergency -- A finding that a severe extraordinary shortfall is imminent for a region of the state, or for a specific class of consumer within the state and it proves necessary to mandate certain actions by energy suppliers and consumers.

ODOE will then recommend action to the Governor.

Suggested Implementation Sequence:

1. Alert

ODOE monitoring stepped up

2. Mild

Communication with prime suppliers. Proclamation unlikely

3. Moderate

Possible but unlikely implementation of 176.755, Proclamation of Resource Emergency. Communication to generate voluntary cooperation (as per Communication Network).

4. Serious

Possible implementation of either element.

B. Overview

1. Intent

The Governor's Energy Resource Emergency Powers provide the Governor with certain powers, in energy shortage conditions,

both over state agencies and political subdivisions, and over energy suppliers and consumers. These powers exist as a last resort, to be enacted only when necessary and when attempts to gain cooperation have failed or are inappropriate.

2. Description

ORS 176.750 through 176.990, the Governor's Energy Resource Emergency Powers (attached) authorizes the Governor to:

Under a "Proclamation of Lack of Energy Resource or Resource Emergency" (ORS 176.775), by executive order direct actions by state agencies and political subdivisions to reduce energy usage, promote conservation, and comply with federal energy programs.

Under a "Proclamation of State of Emergency " (ORS 176.785), take actions to protect "the peace, health, safety and welfare of the people of Oregon". He "may order involuntary curtailment, adjustments or allocations in the supply and consumption of energy resources applicable to all suppliers and consumers". The Governor is required to make a finding that an emergency exists or is imminent and to consult with the leaders of the House and Senate, prior to the proclamation.

C. Interaction With Other Plan Measures

If enacted, would place demands on the Communication Network. May help fill needs identified by measures such as Agriculture, Heating Oil and Diesel Fuel Plans, Low Income Home Heating Assistance, and the Communication Network.

D. Organization

1. Administration - ODOE is the responsible agency, and will provide the appropriate information and recommendations to the Governor.

ORS 176.750 through 176.990, the Governor's Energy Resource Emergency Powers (attached), authorizes the Governor to take certain actions in an energy emergency. These powers are effective for 30 days unless the legislature extends or renews them by a joint resolution, unless 60 days have elapsed since the original proclamation (this is not a definitive explanation of the Governor's Energy Resource Emergency Powers, see attached ORS section).

LACK OF ENERGY RESOURCE

A Governor's "Proclamation of Lack of Energy Resource or Resource Emergency" (ORS 176.775), requires the Governor to state the nature of the shortage, and authorizes him to;

- 1) reduce energy resource usage by state agencies and political subdivisions in this state,
- 2) promote conservation, prevention of waste and salvage of energy resources and the materials, services and facilities derived therefrom or dependent thereon, by state agencies and political subdivisions in this state,
- 3) direct the establishment by state agencies and political subdivisions in this state of programs necessary to implement and comply with federal energy conservation programs, including but not limited to allocation or rationing of energy resources and the distribution of the state's discretionary allotments.

Those political subdivisions include local governments, school districts, etc. If all attempts to gain cooperation fail, and if certain actions are vital to the state's peace, health, safety, and welfare, the Governor can mandate those actions.

STATE OF EMERGENCY

A Governor's "Proclamation of State of Emergency" (ORS 176.785), broadens those powers, if necessary to protect, "the peace, health, safety and welfare of the people of Oregon". The Governor "may order involuntary curtailment, adjustments or allocations in the supply and consumption of energy resources applicable to all suppliers and consumers. However, he may not order such curtailments, adjustments or allocations which discriminate within any class of consumer". The Governor must make a finding that an emergency exists or is imminent, consult with the President and majority and minority leaders of the Senate and the Speaker and majority and minority leaders of the House, and recite with specificity the nature of the shortage.

During a shortage, ODOE will be monitoring the supply situation and directing the state response. This will enable ODOE to identify any problems, such as an extraordinary regional/class of consumer shortage or an unresponsive government agency, before it reaches a critical stage. ODOE will then inform the Governor and recommend action. Recommended actions might include:

- A special Governor's request, to an unresponsive political subdivision, for cooperation with the state plan.
- Proclaim a Lack of Energy Resource or Resource Emergency (this is necessary to empower the Governor).

- Mandate action by an unresponsive political subdivision, where necessary.
- Work with a prime supplier for voluntary cooperation in shifting product or in maintaining a dealership in an area where it is the sole supplier.
- Proclaim a State of Energy Resource Emergency, if not already in effect (this is necessary to empower the Governor).
- Prevent a prime supplier(s) from withdrawing from an area(s).
- Order a prime supplier(s) to increase its product flow to a specific area or class of consumer by a given percentage.
- Order all prime suppliers to allocate supplies (as per 1979-EPAA) in accordance with Oregon's priority system and the judgment of the Governor. (Critical Situation only.)

Consideration in these orders will be given to equitable treatment among the prime suppliers.

ODOE will then act on the Governor's decision and work with the political subdivision/prime supplier as a follow-up to the Governor's request/order, assuring that the shortage is managed as efficiently and equitably as possible.

Highest priority will be given to situations which pose or may pose a danger to public health, safety and welfare. The following classes of consumer will, to the extent possible, be protected in extreme emergencies (uses are not prioritized within the group):

- Space heating in situations where life or health of individuals is threatened. During the heating season, emergency cases will be defined as those with 7 days heating oil supply or less and no delivery scheduled before the supply is depleted. ODOE will attempt to direct immediate assistance in such cases.
- Emergency services.
- Sanitation and essential public works.
- Transport of perishable food and other essential products.
- Food production and processing.
- Support of any medical facility providing services.
- Mass transit.
- Essential communications.

Curtailment priorities (as per ORS 176.770). ODOE reviewed several classification systems in an attempt to prioritize curtailment of middle distillate users. None of these systems appear to be appropriate for an unregulated market nor do they adequately address Oregon's mix of commercial/industrial energy use, economic factors, or energy shifts which might result from curtailments. Therefore, if curtailment becomes necessary, it will be based on exclusion from the priority group contained in this measure, page D22, and under phase II, #9 of the Heating Oil and Diesel Fuel Plans, page D14. In effect, it would be an increase in supplies made available to those priority groups, indirectly reducing general allocation levels. Use of this priority group is advantageous because it is part of the priority system used during the 1979 shortage and is familiar to fuel distributors and users.

2. Coordinate with ODOE - N/A

3. Public Information

Public information will be prepared explaining the actions, need, etc. and be released through the Communication Network.

4. Monitoring

ODOE will monitor shortage levels and their effect around the state, through Communication Network contacts and the monthly prime suppliers projected sales report.

5. Enforcement

ORS 176.750 through 176.990 spells out the necessary authority. The Energy Resource Emergency Powers have not been enacted since established in 1973.

6. Evaluation

ODOE will continue its monitoring efforts to evaluate the effects of the measure.

E. Affected Groups (and coping strategies for side affects)

Groups affected by either mandatory option may challenge the legality of the measure. Efforts to gain cooperation in a shortage and eliminate the need for mandated actions should be stressed.

F. Legal, Regulatory, Policy Requirements

The Governor must make the necessary proclamations, see the attached ORS section.

G. Actions, Time Requirements

1. To readiness

Actions - Attorney General review in progress.

Time - one month

2. To implementation

Actions - ODOE recommendation to Governor, Governor's decision, political subdivision/prime supplier action.

Time - one week

3. Funding Source

The Emergency Board will be asked to appropriate funds to cover these measures, and to reimburse agencies for funds they have already expended as part of this plan. Recognizing that there may be a significant time lag between the need to implement the plan and final E-board action, interim costs will be borne by ODOE (see Operations Plan).

4. Sunset

When mandatory options are no longer necessary.

When supply levels rise enough to permit alternate suppliers to establish themselves in the community or for the previous supplier to return.

H. Effects

1. Energy Savings: N/A

2. Economic: positive, designed to prevent an economically debilitating fuel shortage in an area or to a class of consumer.

3. Non-economic

a. Environmental -

b. Safety - positive, could help maintain emergency services

c. Life style - positive, designed to preserve equity in critical situations.

4. Energy Shifts - N/A

I. Desired Level of Implementation

Attorney General Review (in progress).

J. Planning/Review Group and Tasks

Department of Justice, AOI, Shell Oil, ODOT.

ADDENDUM A

EXECUTIVE ORDER NO. _____

WHEREAS, by the authority vested in me in Oregon Revised Statutes Chapter 176.775; and

WHEREAS, I, as Governor of the State of Oregon, have been advised by the Director of the Department of Energy that the lack of _____ (an energy resource) threatens the availability of essential services, transportation, and the operation of the economy, and that deterioration in the current supply level and changes in consumer purchasing patterns require the implementation of contingency measures to assure continued protection of the public health, safety, and welfare;

THEREFORE, I, Victor Atiyeh, Governor of the State of Oregon, by the authority vested in me, hereby proclaim that a lack of energy resource condition exists.

IT IS HEREBY ORDERED THAT:

EXECUTIVE ORDER NO. _____

WHEREAS, by the authority vested in me in Oregon Revised Statutes Chapter 176.785; and

WHEREAS, I, as Governor of the State of Oregon, have been advised by the Director of the Department of Energy that a fuel crisis exists and that deterioration in the current supply level and changes in consumer purchasing patterns require the implementation of contingency measures to assure continued protection of the public health, safety, and welfare;

THEREFORE, I, Victor Atiyeh, Governor of the State of Oregon, by the authority vested in me, hereby proclaim that a state of emergency condition exists.

IT IS HEREBY ORDERED THAT:

ADDENDUM B

(ORS 176.750 - 176.990)

176.750 "Energy Resources" Defined. As used in ORS 176.750 to 176.815, unless the context requires otherwise, "energy resources" includes electricity, natural gas, petroleum, coal, wood fuels, geothermal sources, radioactive materials and any other resource yielding energy.

176.755 Policy.

(1) The Legislative Assembly finds that the lack of energy resources and other energy resource emergencies may threaten the availability of essential services and transportation, and the operation of the economy, jeopardizing the peace, health, safety and welfare of the people of Oregon.

(2) The Legislative Assembly finds it necessary to provide an orderly procedure for anticipating and responding to energy resource shortages and to grant, under conditions prescribed in ORS 176.750 to 176.815, emergency powers to order involuntary curtailments in the use of energy resources to the Governor and other state and local officers.

(3) The Legislative Assembly declares it the policy of Oregon to assist the President of the United States in effective management and control of such factors and situations as contribute to an emergency affecting or likely to affect Oregon; to cooperate with other states in matters related to an emergency affecting or likely to affect Oregon; to meet extraordinary conditions in Oregon arising out of the crisis, by taking such steps as are necessary and appropriate; and generally to protect the peace, health, safety and welfare of the people of Oregon.

176.760 Information to be available to Governor.

(1) On a continuing basis the Governor may obtain all necessary information from energy resource producers, suppliers and consumers, doing business within Oregon, and from political subdivisions in this state, as necessary for him to determine whether shortages or an emergency will require energy resource conservation measures. Such information may include, but is not limited to:

- (a) Sales volumes.
- (b) Forecasts of energy resource requirements.
- (c) Inventory of energy resources.
- (d) Local distribution patterns of information under paragraphs (a) to (c) of this subsection.

(2) In obtaining information at any time from energy resource producers or suppliers under paragraph (c) of subsection (1) of this section, and in obtaining any other information under subsection (1) of this section during a state of emergency proclaimed under ORS 176.775 to 176.785, the Governor may subpoena witnesses, material and relevant books, papers, accounts, records and memoranda, administer oaths, and may cause the depositions of persons residing within or without Oregon to be taken in the manner prescribed for depositions in civil actions in circuit courts, to obtain information relevant to energy resources that are the subject of the proclaimed emergency.

(3) In obtaining information under this section the Governor:

- (a) Shall seek to avoid eliciting information already furnished by a person or political subdivision in this state to a federal, state or local regulatory authority that is available for his study; and
- (b) Shall cause reporting procedures, including forms, to conform to existing requirements of federal, state and local regulatory authorities.

176.765 Confidentiality of information; use; liability.

(1) Notwithstanding any other law, information furnished under ORS 176.760 and designated by that person as confidential, shall be maintained as confidential by the Governor and any person who obtains information which he knows to be confidential under ORS 176.750 to 176.815. The Governor shall not make known in any manner any particulars of such information to persons other than those specified in subsection (4) of this section. No subpoena or judicial order may be issued compelling the Governor or any other person to divulge or make known such confidential information, except when relevant to a prosecution for violation of subsection (5) of this section.

(2) Nothing in this section prohibits use of confidential information to prepare statistics or other general data for publication, so presented as to prevent identification of particular persons.

(3) Any person who is served with a subpoena to give testimony orally or in writing or to produce books, papers, correspondence, memoranda, agreements or other documents or records as provided in ORS 176.750 to 176.815 may apply to any circuit court in Oregon for protection against abuse or hardship in the manner provided in ORCP 36 C.

(4) References to the Governor in this section include only individuals designated for this purpose in writing by the Governor.

(5) In addition to any penalties under ORS 176.990, a person who discloses confidential information in violation of this section wilfully or with criminal negligence, as defined by ORS 161.085, may be subject, notwithstanding any other law, to removal from office or immediate dismissal from public employment.

176.770 Curtailment priorities. In consultation with appropriate federal, state officials and officials of political subdivisions in this state the Governor, unless otherwise provided by law, shall cause to be established, and revised as appropriate, standby priorities for curtailment in the use of energy resources. However, involuntary curtailments may be ordered only by means of executive orders issued under ORS 176.750 to 176.815.

176.775 Content of Governor's proclamation of lack of energy resource or resource emergency. Whenever the Governor declares by proclamation that lack of an energy resource or any energy resource emergency threatens or is likely to threaten the availability of essential services, transportation or the operation of the economy, he shall state the nature of the energy resource shortage or emergency.

176.780 Action authorized by proclamation under ORS 176.775. Whenever the Governor has issued a proclamation under ORS 176.775, he may by executive order direct actions:

(1) Reducing energy resource usage by state agencies and political subdivisions in this state;

(2) Promoting conservation, prevention of waste and salvage of energy resources and the materials, services and facilities derived therefrom or dependent thereon, by state agencies and political subdivisions in this state;

(3) Directing the establishment by state agencies and political subdivisions in this state of programs necessary to implement and comply with federal energy conservation programs, including but not limited to allocation or rationing of energy resources and the distribution of the state's discretionary allotments.

176.785 Proclamation of state of emergency. Whenever the Governor determines that an existing or imminent severe disruption in the supply of one or more energy resources, in Oregon or elsewhere, threatens the availability of essential services, transportation or the operation of the economy, jeopardizing the peace, health, safety and welfare of the people of Oregon, after consultation with the President and majority and minority leaders of the Senate and the Speaker and majority and minority leaders of the House of Representatives, he may by proclamation declare that a state of emergency exists with regard to such resources. In the proclamation, he shall recite with specificity the nature of the severe disruption in the supply of one or more energy resources.

176.790 Duration of emergency under proclamation; renewal or extension of proclamation.

(1) A proclamation of emergency and all orders and rules issued as a result of the proclamation under ORS 176.750 to 176.815 shall continue in effect for 30 days unless the Governor rescinds it and declares the emergency ended before the expiration of the 30-day period.

(2) A proclamation may be renewed or extended only by joint resolution of the Legislative Assembly unless 60 days have elapsed from the date of the original proclamation.

176.795 Actions authorized by proclamation under ORS 176.785.

(1) During any emergency proclaimed under ORS 176.785, the Governor by executive order may order involuntary curtailments, adjustments or allocations in the supply and consumption of energy resources applicable to all suppliers and consumers. However, he may not order such curtailments, adjustments or allocations which discriminate within any class of consumers. It is the intent of the Legislative Assembly that any such curtailments, adjustments and allocations be ordered and continue only so long as demonstrably necessary for the maintenance of essential services or transportation, or the continued operation of the economy; and that all such curtailments, adjustments and allocations be applied as uniformly as practicable within each class of suppliers and consumers.

(2) Any involuntary curtailments of electrical or natural gas load, pursuant to subsection (1) of this section, shall be made by executive order to the Public Utility Commissioner of Oregon requiring him to implement plans for curtailment adopted pursuant to ORS 757.710 to 757.730.

(3) In addition to orders issued pursuant to subsection (1) of this section, the Governor by executive order may:

(a) Modify transportation routes and schedules as necessary to conserve energy resources to the extent permissible under federal law and regulations.

(b) Specify the times and manner in which energy resources are supplied or consumed, consistent with the restrictions imposed by subsection (1) of this section.

(4) Any restrictions or involuntary curtailments, adjustments or allocations ordered, except those ordered under ORS 176.775 and 176.780, shall give due consideration to the needs of commercial, retail, professional and service establishments whose normal function is to supply goods or services or both of an essential nature including but not limited to food, lodging, fuel, medical care facilities, during times of the day other than conventional daytime working hours.

(5) During an emergency proclaimed under ORS 176.785, the Governor by executive order may prescribe and direct activities promoting the conservation, prevention of waste and salvage of energy resources and the materials, services and facilities derived therefrom or dependent thereon.

176.800 Construction of ORS 176.750 to 176.815.

(1) Nothing in ORS 176.750 to 176.815 is intended as a delegation of legislative responsibility for the appropriation or authorization of expenditure of public funds, as provided in the Constitution and laws of this state.

(2) The powers vested in the Governor under ORS 176.750 to 176.815 are in addition to, and not in lieu of, emergency powers vested in him under ORS chapter 401 or any other law of Oregon.

(3) It is the intent of the Legislative Assembly that if ORS 176.750 to 176.815 and 176.990 are held unconstitutional as applied to contracts executed before February 26, 1974, ORS 176.750 to 176.815 and 176.990 nevertheless are effective with respect to contracts executed on or after February 26, 1974, and with respect to renewals or extensions of existing contracts on or after February 26, 1974.

176.805 Status of proclamation, order or directive as rule; judicial review.

(1) Any proclamation, executive order or directive issued pursuant to ORS 176.750 to 176.815 shall be deemed to be a rule subject to ORS 183.310 to 183.550, except that jurisdiction for judicial determination of the validity thereof pursuant to ORS 183.400 is conferred upon the Court of Appeals.

(2) Any such proceeding in the Court of Appeals shall be given precedence on the docket over all other cases, except prior cases arising under ORS 176.750 to 176.815 and 176.990. The court may appoint a master to take evidence and make proposed findings of fact and conclusions of law in such case.

176.810 Energy Department Account. There is continuously appropriated from the Motor Vehicle Division Account to the Department of Energy, for deposit in the Energy Department Account, sufficient moneys for the payment of expenses incurred under chapter 606, Oregon Laws 1975; subject to limitations on payment of expenses as approved under legislative authority.

176.990 Penalties.

(1) Violation of ORS 176.765 (5) is punishable, upon conviction, by a fine of not more than \$1,000 for each offense.

(2) Any person who wilfully fails or neglects to comply with an executive order issued under ORS 176.750 to 176.815, or a directive of the Governor implementing such an executive order, shall forfeit and pay into the State Treasury a civil penalty not to exceed \$1,000 for each such failure for each day such failure persists.

(3) In addition to or in lieu of the civil penalty available under subsection (2) of this section, the Governor may direct the reduction or termination of supply of any or all energy resources being supplied to the noncomplying party by any person or political subdivisions in this state whose activities in furnishing energy resources are subject to allocation, rationing, regulation or other control under ORS 176.750 to 176.815 or any other law of Oregon. A noncomplying party is entitled to restoration of supply as soon as he has achieved compliance.

(4) The Governor may apply to any circuit court for appropriate equitable relief against any person who violates or fails to carry out an executive order or directive under ORS.

IV. OTHER DISTRIBUTION MEASURES
(for later consideration)

A. Petroleum Tax

A gasoline surtax, or a petroleum products tax, could be applied by the Governor under a declared state of emergency to be based on the price elasticity for gasoline and the level of shortfall. Resulting revenues could be rebated directly to the public to minimize hardship and adverse public opinions. The Low-Income Home Heating Assistance Measure is a likely option for such funds. This measure has implications for the interstate movement of gasoline if unilaterally implemented.

B. Vehicle Registration Based on Fuel Efficiency

Vehicle registration fees would be based on fuel efficiency rather than on the dollar value of the vehicle. This would encourage car buyers to switch to smaller more efficient vehicles.

C. Marine Fuels Tax

Imposing a surtax on marine fuels would significantly discourage fuel consumption by large pleasure craft. Commercial fishing and charter boats could be directly exempted from the tax. Small recreational fishermen may be moderately impacted by this measure.

D. Aviation Fuels Tax

A surtax on aviation fuel would penalize private pleasure craft, business planes, local carriers, and charters. This measure would have to be examined separately in relation to the supply of aviation fuels.

Appropriate exemptions and procedures would be required by any of these measures. In general, they are not appropriate for a market run economy. They may be suitable if controls are reimposed.

ECONOMIC MEASURES

I. AGRICULTURAL CONTINGENCY

A. Triggering

Suggested Implementation Sequence

1. Alert

Begin monitoring the crop or seasonal cycle (including support services such as trucking, delivery, etc.) to identify minimum agricultural needs. The Oregon Department of Agriculture, as lead agency, in cooperation with Oregon State University Extension Service will work with County USDA Emergency Boards to determine those fuel needs.

2. Mild

ODOE (through the USDA Emergency Boards, ODA and OSU Ag. Extension) will monitor the fuels needs of the agricultural economy.

3. Moderate

Any time the USDA Emergency Boards indicate, and ODOE concurs, that sufficient fuel is not available to agriculture steps (through communication with prime suppliers, and if necessary, through the Governor's Energy Resource Emergency Powers) can be taken to protect the agricultural economy.

4. Serious

The state will act to protect its agricultural economy (food production and processing) through communication with prime suppliers, and if necessary, through the Governor's Energy Resource Emergency Powers.

B. Overview

1. Intent

A coping measure, intended to protect the agricultural production and distribution sectors from damage in a critical fuel situations.

Agricultural activities are a high priority (and have been so classified in past shortages), because its products are vital to the nation's economic health. Agriculture is highly dependent on petroleum products (and has been largely ignored by contingency planners). This measure establishes a program to identify the ability of Oregon's agricultural producers to withstand fuel supply reductions and protect the agricultural economy.

In future supply reductions, unprotected by allocation and pricing regulations, agriculture will pay "market-clearing" prices (high) for fuel. Forced to compete with motorists, the resulting economic pass-through (or possibly high bankruptcy rate) may not be in the best societal interest.

If controls are reimposed, the fuel needs of agricultural support activities (such as distribution, supply delivery, fertilizer, etc.) should be considered to insure that these are not weak links in the system.

2. Description

A warning system, using the existing United States Department of Agriculture (USDA) Emergency Boards cooperatively with the Oregon Department of Agriculture and the Oregon State University Extension Agents, to enable the state to identify critical situations to protect its agricultural economy.

C. Interaction with Other Plan Measures

The Governor's Energy Resource Emergency Powers would be used for any mandatory reallocation of product.

D. Organization

1. Administration

Department of Agriculture will be the lead agency, in cooperation with the Oregon State University Extension Service.

Beginning at the "Alert" level, the Department of Agriculture and the OSU Extension Service working with the County USDA Emergency Boards to determine the fuel requirements of Oregon crops throughout their seasonal cycle (including support services such as trucking, delivery, etc.) and estimate fuel requirements for the state's crops.

The state will take corrective action whenever fuel availability threatens Oregon's agricultural economy (as per the Governor's Energy Resource Emergency Powers, and Heating Oil and Diesel Fuel Plans).

2. Coordination with ODOE

The ODA program head will communicate directly with ODOE, and the OSU Extension Service will act as liaison with the USDA Emergency Boards.

3. Public Information

To the extent possible, it will be handled through the Communication Network (in addition to other public information channels which may be more appropriate for the agricultural community).

4. Monitoring

The farm community (and necessary support services) will be monitored to determine fuel needs and reduction impacts. Petroleum supply, demand and price will be monitored by ODOE.

5. Enforcement

N/A unless mandatory measures are adopted.

6. Evaluation

On the basis of the affects on agriculture production, distribution and price.

E. Affected Groups (and coping strategies for side effects)

N/A (voluntary measures).

F. Legal, Regulatory, Policy Requirements

N/A (unless needed for the Extension Program).

G. Actions, Time Required

1. To readiness

Actions - involved parties contacted.

Time - 3 weeks

2. To implementation

Actions - determine where the agricultural cycles are in the season, estimate fuel needs, activate county USDA Emergency Boards.

Time - 3 weeks

3. Funding source

The Emergency Board will be asked to appropriate funds to cover these measures, and to reimburse agencies for funds they have already expended as part of this plan. Recognizing that there may be a significant time lag between the need to implement the plan and final E-board action, interim costs will be borne by ODA (see Operations Plan).

4. Sunset

The voluntary measures need no mandated sunset, they provide valuable information. Mandatory measures should be repealed as soon as possible.

H. EFFECTS

1. Energy savings: positive

2. Economic: positive, the measure is designed to minimize the impacts of a shortage and maximize productivity.

3. Non-economic:

a. Environmental - positive

b. Safety - N/A

c. Life style - positive, should help facilitate adaptation and continued production.

4. Energy shifts: May increase move to diesel farm equipment, alternate fuels.

I. Desired Level of Implementation

Involved parties should be ready.

J. Planning/Reviewing Group and Tasks

Department of Agriculture, OSU Extension Service, ODOT

ADDENDUM A

Extension Service Representatives

STATE EMERGENCY BOARD - SUCCESSION IN COMMAND - AGENCY ALTERNATIVES

Cooperative Extension Service

Name/Address/Telephone

Home Address/Telephone

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March 1982

II. COMMERCIAL/INDUSTRIAL

A. Triggering

Determined by ODOE, in consultation with AOI.

Suggested Implementation Sequence

1. Alert

Upon a reasonable likelihood of difficulties, the information effort will begin (assuming this will be necessary to get an audience). Direct mailings, media announcements and trade publications will be utilized.

2. Mild

Continue as appropriate.

3. Moderate

As appropriate.

Use industry contacts to monitor economic damage.

4. Serious

As appropriate.

Use industry contacts to monitor economic damage.

B. Overview

1. Intent: A coping/conservation measure.

To minimize and monitor the adverse impact of a petroleum shortage on Oregon businesses and the state's economy. Commercial and industrial activities consumed roughly 34 trillion Btu equivalents of petroleum products in 1980. Product scarcity, or its high price due to a supply reduction, poses a serious economic threat to the state.

To help the business sector adapt to such a crisis,

2. Description:

Efforts will be made to inform Oregon's commercial and industrial sectors of the probable workings of the next petroleum supply reduction (free-market, etc.) and possible coping actions. The effort will primarily be through the media, with some other actions such as direct contacts with large users/employers. The measure will be triggered by a reasonable likelihood of difficulties (and resultant increase in sector interest), with efforts being made during the July 1982 public meetings process.

C. Interaction with Other Plan Measures

This measure would be implemented through the Communication Network.

DEQ may allow industry to take actions to burn alternate fuels, etc. in order to reduce consumption of the scarce fuel.

Including, but not limited to, options such as altering the sulphur content regulations for residual fuels.

Accelerated Community Ridesharing and Existing Urban Rideshare Programs should be referenced.

D. Organization

1. Administration

ODOE is the lead agency.

At the Alert level, or when a reasonable likelihood of supply difficulties makes the business sector more receptive to contingency planning, the education effort will begin. Coordinated with other "Alert" level awareness efforts, the news media, trade publications, and any other appropriate vehicles such as conferences will be used. The measure assumes that the business sector best understands its own activities best and therefore how to curtail in response to a crisis.

Large users may receive more direct contact by phone, etc. due to their greater impact on employment and consumption. The general media and specific trade journals will also be used as marketing tools.

Contacts with several large employers/petroleum consuming businesses will be established to help monitor any economic impacts.

2. Coordination with ODOE

DEQ will work with ODOE, ODOT, AOI, and DED to determine any appropriate air/water quality changes.

3. Public information

AOI will be the likely first channel for communications. DEQ also maintains a good Oregon Business list for this purpose.

4. Monitoring

Petroleum suppliers will be monitored (see Supply Monitoring) to determine triggering.

Rough economic impacts will be monitored through the contacts established here.

5. Enforcement

N/A

6. Evaluation

The success of this measure will be evaluated by how well business is prepared for and adapts to the shortage.

E. Affected Groups

N/A

F. Legal, Regulatory, Policy Requirements

DEQ regulations allow sufficient flexibility.

G. Actions, Time Required

1. To readiness

Actions - prepare Alert-level strategy, media strategy, check mailing list.

Time - one month.

2. To implementation

Actions - begin information effort, have articles published, establish phone contacts.

Time Required - 3 weeks.

3. Funding source

The Emergency Board will be asked to appropriate funds to cover these measures, and to reimburse agencies for funds they have already expended as part of this plan. Recognizing that there may be a significant time lag between the need to implement the plan and final E-board action, interim costs will be borne by ODOE (see Operations Plan).

4. Sunset

The information dissemination efforts sunset after initial dissemination and requests for information have ceased. Economic monitoring contacts should be maintained and periodically survey for at least 6 months after supplies have returned to normal.

H. Effects

1. Energy Savings

N/A

2. Economic

Intended to minimize the economic impact.

3. Non-Economic

a. Environmental

Potentially negative through the burning of "dirtier" alternate fuels by industry. However, DEQ can require that this pollution be balanced by reduced emissions from other on-site sources (such as transportation through car and vanpooling).

b. Safety

N/A

c. Life-style

May result in altered production levels, increased carpooling.

4. Energy shifts

Increased burning of natural gas through fuel-switching.

I. Desired Level of Implementation

J. Planning/Reviewing Groups, Tasks

ODOT, AOI, DEQ, DED.

III. Low-Income Home Heating Assistance

A. Triggering

Suggested Implementation Sequence

This program operates seasonally, providing energy price relief to low income Oregonians, contingent on federal funding, not energy emergencies.

1. Alert

Contact involved agencies, as per Communication Network activation, and monitor price impacts on low income Oregonians.

2. Mild

Continue as appropriate. The state must be alert to the potential need to augment the program with state dollars if sufficient federal funds or time constraints threaten health and safety.

3. Moderate

Continue as appropriate.

4. Serious

As appropriate. Local emergency shelter programs, etc. (through local governments).

B. Overview

1. Intent

Many low-income Oregonians, particularly the elderly and handicapped, will be unable to pay for heating their homes this winter due to the rising costs of energy.

To help meet this need, the State of Oregon has developed the following coordinated approach for providing Energy Assistance to low-income households in Oregon. The program relies on federal funds and cannot operate until those funds are appropriated each year.

2. Description

a. Low-Income Home Energy Assistance Program

Oregon has been receiving funds from the Department of Health and Human Resources to operate a Low Income Energy

Assistance Program since 1979. The program is administered by the Department of Human Resources, State Community Services Program. Federal funds are normally not available until December. Funds are received in block grant form and the following regulations used:

- (1) Households at or below 125 percent of poverty level will be eligible for assistance.
- (2) Participants will be eligible to apply for a **one-time only payment** based on household income, fuel type and region of state where they reside.
- (3) Assistance can include:
 - (a) Payment of a participant's fuel bill, either as a line of credit or for past due bills.
 - (b) Direct assistance for those who have previously paid their winter bills, have suppliers who will not sign contracts with the state or renters whose heat is included in their rent.
 - (c) Purchase of non-cash assistance in the form of warm blankets or clothing.
 - (d) Repairs that pertain to loss of energy from homes.
- (4) Eligibility of households will be established at the local level by either Community Action Agencies (CAPs) or Senior Agencies.
- (5) All payments will be made by the State through State Community Services Program.
- (6) All vendors participating must sign contracts with the State verifying that they will not discriminate against LIEAP households.

*b. Emergency Assistance

Limited funds may be available to needy families with children through the State Adult and Family Services Emergency Assistance Program. Funds are to alleviate the families' "abject destitution" (including destitution due to high fuel costs) during one 30-day period in any 12 consecutive months. Funds for this may come from the regular Low-Income Energy Assistance Program or AFS funds.

* Oregon could receive between \$15 and \$23 million from the Department of Health and Human Services to operate the Low-Income Energy Assistance Program during the 1982-83 winter.

There are also some emergency assistance funds to help those households who pay 25 percent or more of their annual income for fuel costs or have other special problems pertaining to energy-related crisis situations. This will come out of the regular Low-Income Home Energy Assistance Program.

c. Weatherization

The Department of Human Resources, State Community Services Program administers federal Department of Energy funds which pay for weatherization. Families or individuals with household incomes at or below 125 percent of the poverty level are eligible. Through grants to local Community Action Agencies, these funds directly finance weatherization costs such as weatherstripping, storm windows, and insulation. A similar program is operated with Low-Income Energy Assistance Program (LIEAP) funds.

d. State Funding

At some point, federal funds and programs limitations may prove insufficient or inappropriate for a petroleum crisis. The state must then consider designating additional funds to the program, and possibly altering its guidelines, as circumstance dictates. DHR (SCSP) will notify the Governor and ODOE (conferring with ODOE as much in advance as is possible) of such an impending crisis and recommend appropriate action.

C. Interaction With Other Plan Measures

CAPs and Senior Agencies (or other SCSP subgrantees) involved in the field work for the program will serve as Communication Network contacts. They will be in a good position to monitor the impacts on low income persons.

D. Organization

1. Administration

The Oregon Department of Human Resources (DHR), through its State Community Services Program (SCSP), has the authority to allocate funds for low-income assistance. The program has operated since 1979.

Eligibility is established at the local level by Community Action Agencies (CAPs) or Senior Agencies.

The program is administered independently of ODOE.

2. Coordination With ODOE

The SCSP program head will communicate directly with ODOE. SCSP (through its field contacts) will keep ODOE informed of local conditions, the impacts of price hikes on low-income Oregonians, etc. Any recommendation that state funds be involved will originate from DHR and discussed as early as possible with ODOE. DHR will recommend the specific action to the Governor.

3. Public Information

Any SCSP, planned public information will be augmented by Communication Network channels in a petroleum contingency.

4. Monitoring

Normal SCSP program procedures will be maintained.

5. Enforcement

Normal SCSP program procedures will be maintained.

6. Evaluation

Normal SCSP program procedures will be maintained.

E. Affected Groups

N/A (households under 125 percent of poverty level).

F. Legal, Regulatory, Policy Requirements

Federally funded, regulated.

G. Actions, Time Required

1. To readiness

Actions - ready

Time - normal timeframe, December to April.

2. To implementation

Actions - Activate program, publicize, distribute funds.

Time - 1 week.

3. Funding Source

The Oregon Department of Human Resources has authority to allocate federal funds for low-income energy assistance. A specific dollar amount will not be known until late each year, a request will be made to the Emergency Board for spending authority for that amount at that time. That action will:

- a. Initiate the Energy Assistance Program by December 1, pending the availability of federal funds, and;
- b. Authorize distribution of program support funds to the local agencies administering the program by October 1, in order to facilitate identifying eligible households prior to the start of the program, and train staff.

4. Sunset

Normal program timeframe, December to April.

H. Effects

1. Energy Savings:

N/A

2. Economic: positive designed to maintain essential home-heating needs.

3. Non-economic:

a. Environmental - N/A

b. Safety - positive

c. Lifestyle - positive, designed to maintain.

4. Energy Shifts - Increase in the use of wood has been observed as the program includes wood as a fuel.

I. Desired Level of Implementation

Ready, all involved agencies prepared.

J. Planning/Reviewing Group and Tasks

ODOE, ODOT, DHR (SCSP), Union County Emergency Management Office, City of Baker.

ADDENDUM A

LOW-INCOME HOME ENERGY ASSISTANCE ACT OF 1981

OREGON STATE PLAN FOR ADMINISTERING THE 1981/82 ENERGY ASSISTANCE PROGRAM

SECTION I - PURPOSE

The purpose of the Energy Assistance Program is to assist the poor and near poor in Oregon meet the rising costs of home energy and specifically, heating costs. The primary means of assisting those households will be in the form of payments made to home energy suppliers on behalf of eligible applicants. Direct cash assistance will be used when the situation warrants direct assistance, i.e., renters or indirect heaters; reimbursement of payments already made for storable fuel; or, persons whose home energy supplier does not participate in the program. The highest priority will be placed upon providing assistance for elderly (particularly OSIP recipients) and handicapped.

Applications will be required from all participants in order to determine the household's eligibility depending on household size and type of fuel, which in turn will determine the amount of payment. A payment matrix will be developed taking into consideration household income, geographic location in the state and type of fuel used by the household as its primary energy source.

In order to encourage energy conservation, applicants will be asked to participate in the weatherization program and receive energy audits of their homes. Energy conservation information will also be distributed.

This plan has been developed in consultation with current participants as well as persons who serve low-income households. There will also be time for public comments prior to the starting date of the plan, which is projected for the first week in December, 1981. This starting date is dependent on approval of federal funding being received by that date.

SECTION II DESIGNATED ADMINISTERING AGENCY AND SERVICE DELIVERY SYSTEM

The Department of Human Resources, State Community Services Program (SCSP) has been designated as the administering agency for the implementation of the plan. Program funds will be distributed according to the following percentages: 10 percent for administrative funds to SCSP; 10 percent to the Department of Human Resources for its use under other provisions of Federal law providing block grants for any combination of activities as described in Section 2604(f) paragraphs (1), (2) and (3); not more than 15 percent for low-cost residential weatherization or other energy-related home repair to SCSP weatherization programs; the balance will be available for program expenditures by SCSP to applicants.

SCSP has been designated because the agency has experience in administering, monitoring and operating programs in Oregon that benefit the poor, with approximately 26 agencies across the state and more than 55 referral centers, as well as many satellite outreach locations. These agencies work closely with other local agencies to maximize the local contacts and locate potentially eligible participants. They also operate the existing statewide weatherization programs which will provide important support for the weatherization and energy-related home repair portion of the program. These agencies also have bilingual services available for applicants. Applications will also be taken in 19 AFS offices.

There will be work programs required from all the subgrantee agencies as well as contractual agreements incorporating outreach activities, intake and certification of applications. These work programs will be monitored and administrative expenses will be audited during the program as well as at the conclusion.

The local agencies will take applications, verify income for applicants, write the payment authorizations and make contact with the local home energy suppliers to determine that the applicants are receiving proper benefits and services.

A program allocation by county will be developed using factors such as average fuel use, poverty population and experience from previous energy assistance programs. The allocations will be monitored to make sure the funds are adequate. If circumstances warrant, reallocations can be made to provide for a higher need in one county and a lesser need in another.

Upon conclusion of the 1981/82 program, an evaluation of each local agency's performance will be made. Factors that will be considered in this evaluation will be the level of service provided, ease of access to the applicants, error rate and compatibility with the community service. If an agency is deemed to be deficient, SCSP will either be assured of improvement or another local service provider will be identified for future program operation.

SECTION III - DEFINITIONS

- A. "Account Payments" are payments which the state pays to the home energy supplier and includes both prepayment for fuel prior to its delivery as well as payment for bills incurred prior to the date of application for the program.
- B. "Elderly" means those persons over the age of 60.
- C. "Emergency Assistance" will be LIEAP funds reserved to meet crisis situations such as supply shortages, loss of household heat, minor fuel source repairs and other situations, with approval at state level.
- D. "Home Energy" means the type of energy or fuel supplying the major portion of the household's heat.
- E. "Home Energy Supplier" means companies who either deliver fuel in bulk, such as oil, propane, wood, etc., or provide electric or natural gas continuously via wire or pipes.
- F. "Household" means any individual or group of individuals who are living together as one economic unit and purchase residential energy in common.
- G. "Incidental Fees" include reconnection charges, deposits and other charges from home energy suppliers.
- H. "Income" means the total household receipts before taxes from all sources. Income does not mean assets or funds over which the applicant has no control.
- I. "Indirect Heaters" are renters whose heating costs are included as an undifferentiated part of their rent payments.
- J. "125 percent of Poverty Level" means the income poverty guidelines for the nonfarm population of the United States as prescribed by the Office of Management and Budget in April, 1981.

SECTION IV - SERVICES PROVIDED

The following services will be provided to eligible participants. Local agencies will help the applicants determine which is most beneficial to the applicant.

A. Payments to Home Energy Suppliers for Applicant's Home Energy Costs

Energy costs are those services which relate to the heating of dwelling units. They include, but are not limited to, electricity, natural gas, fuel oil, propane and wood. Account payments to home energy suppliers can include payments for pre-enrollment or post-enrollment charges. Pre-enrollment charges are those charges incurred before an applicant is determined to be eligible for LIEAP benefits. Post-enrollment charges are those charges incurred after a client is determined to be eligible for LIEAP benefits.

All suppliers will sign contracts agreeing not to discriminate against the eligible households, to charge the household in the normal billing process the difference between the actual cost of the home energy and the amount of LIEAP payment, and not to treat the applicant household any differently because they are receiving LIEAP benefits. Any supplier unwilling to sign an agreement will not be able to receive payments from the LIEAP program.

B. Direct Cash Assistance

Direct cash assistance payments will be used in three cases:

1. Payments to indirect heaters. Such payments will be based on the primary fuel source and equal to those made to homeowners in similar circumstances.
2. Payments to those households whose suppliers do not sign contracts with the state. Direct payments in this situation will only be made when there is no alternative way to make payments and SCSP is sure that the benefits will, in fact, accrue for the participants.
3. Reimbursements. On rare occasions, applicants will have already paid for their entire home energy usage for the heating season as in the case of bulk oil or wood deliveries. A direct payment will be made to reimburse applicants for money which has already been expended. Receipts will be required.

C. Emergencies

Persons will be eligible for additional assistance for emergency situations and will be able to receive direct payments to take care of the emergency situations. Those persons who can demonstrate that they have used over 25 percent of annual household income for home energy will be able to receive an additional payment. A number of other emergency situations will be identified for which direct payments can be made. All emergency situations will need to be cleared at the state office level before payment can be made. If there are sufficient funds available, persons who fall between 125 percent and 150 percent of the poverty guidelines and suffer a serious, unexpected hardship will be considered for emergency payments. These will also have to be approved at the state level.

D. Weatherization Services

During the 1981/82 LIEAP, up to 15 percent of the funds available to Oregon will be used by the SCSP Weatherization Program to be used for infiltration (weatherstripping, glazing, caulking), minor home energy-related repairs and also for the regular weatherization program. It may be necessary to hire additional crews for the infiltration process.

In order that funds available may be used to the maximum benefit of needy Oregonians, when hiring additional crews for weatherization, priority consideration will be given WIN/WORTH applicants and recipients.

SECTION V - ASSISTANCE LEVELS

This program will not be an entitlement program. Assistance levels will be developed to provide assistance to the greatest number of eligible recipients and also provide the highest level of assistance to households with the lowest incomes, taking into account family size.

Factors to be used to develop assistance levels will be: income, geographic location as it relates to climate, consumption and fuel source. These assistance levels will be similar to the 1980/81 program. However, there will not be a variation between public and private electricity rates, due to large increases incurred by the public utility companies during the past year.

SECTION VI - ELIGIBILITY

Those households at or below 125 percent of the poverty guideline in effect at the start of the program and with demonstrated utility costs, will be determined eligible. Allowances will be made for unreimbursed medical costs, which will be deducted before household income is determined. All income sources must be verified.

The period for determining eligibility will not be more than the past 12 months from the date of application or less than the past 90 days preceding the request for assistance, except in the case of clients of the Adult and Family Services Division of the Department of Human Resources. These persons will have an income verification notification compiled by AFS and will present these at time of application. This notification will serve as the household's verified income.

Both renters and homeowners will be eligible and those households in similar circumstances will receive similar benefits.

The highest priority will be placed on serving elderly and handicapped. Outreach will be done for all persons receiving OSIP payments. Special efforts will be made to reach those persons and in-home personnel will be utilized for homebound persons.

Fair administrative hearings will be provided for persons who are denied assistance or whose applications are not acted upon with reasonable promptness.

SECTION VII - COORDINATION WITH HOME ENERGY SUPPLIERS

Both SCSP and the local service provider will be responsible for coordinating with and reaching agreement on program operation with the home energy suppliers.

Contracts will be required from all suppliers participating in the program. SCSP will be responsible for working with the major statewide suppliers (those regulated by the Public Utility Commissioner). The local service providers will work with the smaller suppliers such as fuel oil and propane dealers, electric cooperatives and municipals, PUD's and wood vendors.

The home energy suppliers also serve as valuable outreach information sources, giving information to their customers about the program. Some of them will also provide outreach offices in rural areas.

SECTION VIII - ADMINISTRATION

SCSP will administer the program and will be responsible for training and technical assistance to the local service providers, monitoring of programmatic and fiscal operation and any required reports and audits. They will distribute the payments to the home energy suppliers and recipients and will make desk audits of applications received from the local service providers. AFS will produce the payments from data received from SCSP.

SCSP will also serve as a central information source for persons desiring information about the program. The statewide toll-free telephone number will be publicized in order to make referrals to local programs. Administrative costs will be kept to a minimum at the state level and as much as possible, those funds will be transmitted to the local service providers to assist them in hiring as much personnel as needed to process applicants as quickly as possible and do outreach.

Time lines are difficult to set due to federal funding authorization uncertainties. The program will start approximately the first week in December, depending on the final funding approval from the federal government. There will be a heavy concentration of outreach during the first four to six months of the program, with reduced personnel for the final six months of the program to serve emergencies. Administrative funds will be kept within the 10 percent approved amount. A small amount will be reserved for operation during the first quarter of the 1982 fiscal year in order to start next year's program prior to the start of the winter heating season, if there are adequate federal funds.

After the expiration of the first fiscal year, SCSP will conduct public hearings with respect to the proposed use and distribution of funds to be provided under LIEAP for the 1982 fiscal year.

The Oregon State Plan for LIEAP will be available at all SCSP and AFS offices as well as in the state office, for public inspection.

Audits will be conducted of SCSP by an entity independent of any agency administering activities or services under LIEAP and in accordance with generally accepted accounting principles.

Notwithstanding any other provision of law, the amount of any home energy assistance payments or allowances provided to an eligible household under LIEAP shall not be considered as income or resources of such household (or any member thereof) for any purpose under any Federal or State law, including any law relating to taxation, food stamps, public assistance, or welfare programs.

Oregon will abide by all provisions of Title XXVI - Low-Income Home Energy Assistance Act of 1981 from the Omnibus Budget Reconciliation Act of 1981 (PL 97-35) as well as rules and regulations of 45 CFR Parts 16, 74 and 96, October 1, 1981.

SECTION IX - FUNDING OF INDIAN TRIBES AND TRIBAL ORGANIZATIONS

Those Indian tribes and tribal organizations which determine that they would be better served by means of direct grants will have a portion of the state's funds reserved for that direct grant. If they file complete applications and related submissions to the Secretary of Health and Human Services and receive direct grants, they will be excluded from services from the Oregon Low-Income Energy Assistance Program for the duration of the program. It is expected that the four Oregon Tribes will work through SCSP and be served through the regular state program, however, tribal members will serve as outreach personnel on the reservations and will take applications and provide other LIEAP services and information as needed.

1981/82 OREGON ENERGY ASSISTANCE PAYMENT SCHEDULE

Energy assistance payments are not intended to pay the entire energy costs of a household, only a percentage. Therefore, a percentage of an eligible participant's heating costs will be paid, based upon the household's income and location of residence. Payment will be determined by the applicant's residence as of the date of application. If assistance is denied in whole or in part, an appeal may be made to the agency denying the assistance. If the applicant is not satisfied with that hearing, an additional appeal may be made to State Community Services Program, 313 Public Service Building, Salem, OR 97310. Payments will be made by income level and region as follows:

REGION 1: BENTON, CLACKAMAS, CLATSOP, COLUMBIA, COOS, CURRY, DOUGLAS, JACKSON, JOSEPHINE, LANE, LINCOLN, LINN, MARION, MULTNOMAH, POLK, TILLAMOOK, WASHINGTON, and YAMHILL.

<u>INCOME</u>	<u>FUEL OIL</u>	<u>NATURAL GAS</u>	<u>LIQUID GAS</u>	<u>ELECTRICITY</u>	<u>WOOD</u>
\$ 0 - 2,500	\$225.00	\$165.00	\$180.00	\$170.00	\$205.00
2,501 - 5,000	200.00	145.00	160.00	150.00	185.00
5,001 - 7,500	175.00	125.00	140.00	130.00	165.00
7,501 & over	150.00	105.00	120.00	110.00	145.00

REGION 2: BAKER, CROOK, DESCHUTES, GILLIAM, GRANT, HARNEY, HOOD RIVER, JEFFERSON, KLAMATH, LAKE, MALHEUR, MORROW, SHERMAN, UMATILLA, UNION, WALLOWA, WASCO, and WHEELER.

<u>INCOME</u>	<u>FUEL OIL</u>	<u>NATURAL GAS</u>	<u>LIQUID GAS</u>	<u>ELECTRICITY</u>	<u>WOOD</u>
\$ 0 - 2,500	\$300.00	\$225.00	\$250.00	\$240.00	\$270.00
2,501 - 5,000	260.00	200.00	220.00	210.00	245.00
5,001 - 7,500	220.00	175.00	190.00	180.00	210.00
7,501 & over	180.00	150.00	160.00	150.00	180.00

OREGON INCOME GUIDELINES
for
125% of Poverty Level

Eligibility will be limited to those households with income at or below 125 percent of CSA Non-Farm Poverty Guidelines as effective December 1, 1981. Guidelines are included in the State Plan.

INCOME ELIGIBILITY LIMITS

<u>Household Size</u>	<u>Total Combined Monthly Income</u>	<u>Total Combined Yearly Income</u>
1	\$ 449.00	\$ 5,388.00
2	592.75	7,113.00
3	736.50	8,838.00
4	880.25	10,563.00
5	1,024.00	12,288.00
6	1,167.75	14,013.00

For each additional family member beyond six, add these amounts:

\$ 143.75 \$1,725.00

The annual update will fall during our current Low-Income Energy Assistance Program so for our purposes, we will use these current figures for the duration of the FY'82 program.

ADDENDUM B

OREGON CAP's and LPA's (Limited Purpose Agency)

Blue Mountain Economic
Development Council
Rick Gay, Director
P.O. Box 1426
Pendleton, OR 97801
276-6136

Clackamas County Community
Action Agency
D'Anne Gilmore, Director
825 Portland Avenue
Gladstone, OR 97027
655-8526

Community Action Agency of
Community
Yamhill County
Bud Schmidt, Director
734 N. Baker
McMinville, OR 97128
472-1655

Community Action Team of
Columbia County
Gregory White, Director
P.O. Box 548
Scappoose, OR 97056
543-7125

Community Services Consortium
Council
Pat Eastwood, Director
2730 N.W. Polk Street
Corvallis, OR 97330
757-6868

Eastern Oregon Community
Development Council
Dennis Naughton, Director
Director
1007 - 4th Street
LaGrande, OR 97850
963-3186

Mid-Willamette Valley
Community Action Agency
Chad McClelland, Director
1270 Chemeketa Street, N.E.
Salem, OR 97301
585-6232

Multnomah County Community
Action Agency
Mary Lou Jacobs, Director
4420 S.E. 64th
Portland, OR 97206
777-4761

Southwestern Oregon
Action Committee
Jeff Manley, Director
P.O. Box 427
North Bend, OR 97459
756-3176

Washington County Community
Action Organization
Rocky Johnson, Director
245 S.E. 2nd
Hillsboro, OR 97123
648-6646

North Community Action
Thelma Wilder, Director
6965 North Fessenden
Portland, OR 97203
286-8371

Portland Action Committees
Together
Carol Araway, Acting
3534 S.E. Main
Portland, OR 97214
233-8491

Housing Authority and Community
Services Agency of Lane County
Margaret Mahoney, Director
172 E. 8th Avenue
Eugene, OR 97401
687-3999

Mid-Columbia Community
Action Council
Jim Slusher, Director
P.O. Box 726
The Dalles, OR 97058
298-5131

The Urban League of Portland
Freddie Petett, Director
718 W. Burnside
Portland, OR 97209
224-0151

Urban Indian Council
Kurt Engelstad, Director
P.O. Box 3198
Portland, OR 97208
248-4562

IV. Other Economic Measures

A. Fleet Management

Materials on Fleet Management can be provided to public and private fleet operators. Information would be drawn from an ODOE local government fleet management workshop.

B. Facilities Management

Measures such as boiler tune-ups, reduction in hours of operation, reducing ventilation air to minimal standards and other energy conservation practices would be promoted in public buildings and large commercial/industrial buildings.

C. Windfall Profits Tax Recycling

For the event of block grants to the states coming out of a federal windfall profits tax program, Oregon should be prepared to recycle those funds to the public as rapidly as possible to help offset the effects of high fuel prices.

A portion of the funds should be channelled through the DHR Low-Income Home Heating Assistance Program. The remainder should be equitably distributed statewide.

AVIATION PLANS

AVIATION PLANS

A. Triggering

Primarily an information system, utilizing existing ODOT channels, to increase awareness and preparedness on the part of the general aviation sector. Elements for more serious levels include pool purchasing and distribution to maintain availability and identification of priority services.

Suggested Implementation Sequence:

1. Alert
2. Mild
3. Moderate
4. Serious

Protect priorities, fuel sharing purchase pooling.

B. Overview

1. Intent (What the measure is intended to accomplish, will it reduce demand, help maintain mobility, provide information to the public?)

To maintain Aero mobility, protect essential services. (fuel available at all reduction levels).

2. Description.

C. Interaction with Other Plan Measures (Will this measure interfere with other measures or should it be coordinated with other measures?)

D. Organization (who, what, when, where, how)

1. Administration (operational details)

ODOT is the lead agency and will recommend action to ODOE, ODOE - Governor.

2. Coordination with ODOE (Describe the coordination between ODOE and the lead agency.)

3. Public information

Direct.

4. Monitoring (Any data which must be monitored)

General (\$, availability, operating %s)

5. Enforcement (responsible agency) - N/A
 6. Evaluation (The information necessary to evaluate the effectiveness of this measure)
- E. Affected Groups (and coping strategies for side affects) (Any groups that will be affected as a result of implementation.)
- F. Legal, Regulatory, Policy Requirements
- G. Actions, Time Required (Necessary actions)
1. To readiness
 2. To implementation
 3. Funding source
 4. Sunset
- H. Effects
1. Energy Savings
 2. Economic (what economic effects will implementation have on a sector(s) of the economy?)
 3. Non-Economic
 - a. Environmental (Pollutants, etc.)
 - b. Safety
 - c. Life-style (Increased travel times, colder homes, less disposable income?)
 4. Energy shifts (More use of diesel, propane, gasohol, footpower?)
- I. Desired Level of Implementation
- J. Planning/Reviewing Group and Tasks
- ODOT, ODOE
- K. Current Status
- Existing ODOT Aeronautics Division Conservation Plan is being updated and prepared for inclusion in the Plan.

CONTINGENCY PLAN

OPERATIONS PLAN

OPERATIONS PLAN
COST AND STAFF GUIDELINES

This section outlines possible staffing levels by agency, and the material and capital needs of each measure, monthly and by shortage level. It is the intent of these plans that the majority of costs are not borne by the responding agencies. Certain costs will be too great to be carried by the responding agencies. The bulk of the costs for Plan implementation are borne by the state as a whole, through the Emergency Board. Recognizing that the need to respond to an emergency may not allow sufficient time for the E-Board process, certain agencies are indicated here as the funding source for the interim between implementation/response and E-Board action.

SUMMARY

After implementation, costs (incurred and projected future) will be calculated by each involved agency and forwarded to ODOE. ODOE will then present these figures to the E-Board.

Planning

ODOE: .5 FTE

The implementation of any mandatory measures which directly affect the public must be accompanied by an intensive information effort (initially \$10-20k per measure).

1. Alert

Total: \$0-20,000 plus 2.90 FTE

ODOE: \$0-5,000 plus 2.15 FTE

ODOT: \$0-5,000 plus .75 FTE,

2. Mild

Total \$20-35,000 plus 4.25 FTE

ODOE: \$5-20,000 plus 3.0 FTE

ODOT: \$5-15,000 plus 1.00 FTE

GSD: .25 FTE

3. Moderate

Total \$40-55,000 plus 5.5 FTE

ODOE: \$10-25,000 plus 4.25 FTE

ODOT: \$15-30,000 plus 1.25 FTE

GSD: .25 FTE

State Police: \$25,000 -- (available as an overtime account)

4. Serious

Total \$75-100,000 plus 7.75 FTE

ODOE: \$25-50,000 plus 5.25 FTE

ODOT: \$30-50,000 plus 2.25 FTE

GSD: .25 FTE

State Police: \$25,000 -- (available as an overtime account)

DETAIL

ALERT LEVEL

Total: \$0-20,000 plus 2.90 FTE

ODOE: \$0-5,000 plus 2.15 FTE

ODOT: \$0-5,000 plus .75 FTE

Staff Guidelines by Agency

ODOE: 2.15 FTE

1 FTE - Coordinator: responsible for coordinating (advising ODOE director) plan implementation, must have working knowledge of the plan.

.20 FTE - Information: responsible for all public information releases, press work.

.15 FTE - Administrator: responsible for overseeing plan coordinator.

.15 FTE - Supply monitor: responsible for petroleum supply monitoring.

.5 FTE - Support staff: responsible for general program support work, hotline, etc.

.15 FTE - Local Government: responsible for communication with local governments.

ODOT, .75 FTE

.25 FTE - ODOT Coordinator: responsible for coordinating ODOT contingency actions such as ridesharing and assisting ODOE, must be familiar with transportation conservation strategies.

.25 FTE - Information: responsible for ODOT public information, assisting ODOE's information effort, and working with ODOT rideshare program.

.25 FTE - Public Transit: responsible for working with the Transit Districts.

Measure Cost Guidelines (not including staff costs)

A. Information Measures

1. Supply Monitoring -- NA, ODOE in-house.

2. Communication Network

Funds needed up to \$5,000, "initial" source: ODOE

For the public information effort, press releases ("Shortage Information"), letters, pamphlets, etc.

B. Mobility

1. Transit Augmentation

Funds needed -- N/A, see the Communication Network.

Publicity to encourage transit use, contacts with the Transit Agencies.

2. Parking Measures

Funds needed -- N/A, internal DGS.

External PR will be handled through the Communication Network.

3. Accelerated Community Ridesharing

Funds needed, up to \$5,000, "initial" source: ODOT

For rideshare materials.

4. Speed Reductions

Funds needed -- N/A, see the Communication Network.

C. Distribution Measures

1. Service Station Measures

Funds needed -- N/A, see the Communication Network.

2. Heating Oil and Diesel Fuel Plans

Funds needed -- N/A, see Supply Monitoring.

3. Governor's Energy Resource Emergency Powers

Funds needed -- N/A, see the Communication Network.

D. Economic Measures

1. Agricultural Measure

Funds needed -- internal ODA.

2. Commercial/Industrial

Funds needed -- N/A, see the Communications Network Measure.

3. Low-Income Home Heating Assistance

Funds needed -- N/A program (at this level) operates independently and with federal funding.

E. General Aviation Plans

Funds needed -- N/A communications handled through the Communication Network and ODOT.

F. Local Government Coordination

Funds needed -- N/A, see the Communication Network Measure and ODOE staffing levels.

I. Mild Shortage

Total: \$20-55,000 plus 4.25 FTE

ODOE: \$5-20,000 plus 3.0 FTE

ODOT: \$5-15,000 plus 1.00 FTE

Staff Guidelines by Agency

ODOE: 3.0 FTE

1 FTE - Coordinator: responsible for coordinating (advising ODOE director) plan implementation, must have working knowledge of the plan.

.25 FTE - Information: responsible for all public information releases, press work.

.25 FTE - Administrator: responsible for overseeing plan coordinator.

.25 FTE - Supply monitor: responsible for petroleum supply monitoring.

1 FTE - Support staff: responsible for general program support work, hotline, etc.

.25 FTE - Local Government: responsible for communication with local governments.

ODOT, 1.00 FTE

.5 FTE - ODOT Coordinator: responsible for coordinating ODOT contingency actions such as ridesharing and assisting ODOE, must be familiar with transportation conservation strategies.

.25 FTE - Information: responsible for ODOT public information, assisting ODOE's information effort, and working with ODOT rideshare program.

.25 FTE - Public Transit: responsible for working with the Transit Districts.

GSD

.25 FTE - responsible for implementing parking measure and state in-house contingency plan.

Measure Cost Guidelines

A. Information Measures

1. Supply Monitoring -- N/A, ODOE in-house.

2. Communication Network

Funds needed -- \$5k to 20k (based on duration and severity),
"initial" source: ODOE

For the Public Information effort; increased press releases,
PSA's, letters, speakers bureau, pamphlets, etc.

B. Mobility

1. Transit Augmentation

Funds needed - N/A, see the Communication Network.

2. Parking

Funds needed - internal DGS.

For internal administrative and lot user publicity.

3. Accelerated Community Ridesharing

Funds needed - up to \$15,000, "initial" source: ODOT

For rideshare materials.

4. Speed Reductions

N/A -- see the Communication Network.

C. Distribution Measures

1. Service Station Measures

Funds needed - N/A, see the Communication Network.

2. Heating Oil and Diesel Fuel Plans

N/A -- see the Communication Network.

D. Economic Measures

1. Agricultural Measure

Funds needed - N/A

2. Commercial/Industrial Measures

Funds needed -- N/A, see the Communication Network.

For educational articles on emergency conservation actions for business.

3. Low-Income Home Heating Assistance

Funds needed -- N/A, federal

E. General Aviation Plans

Funds needed -- N/A, see the Communication Network.

F. Local Government Coordination

Funds needed - N/A, see the Communication Network.

G. Other Tasks

II. Moderate

Total: \$40-55,000 plus 5.5 FTE

ODOE: \$10-25k plus 4.25 FTE

ODOT: \$15-30,000 plus 1.25 FTE

State Police: \$25,000, (available as an overtime account)

Staff Guidelines by Agency

ODOE: 4.25 FTE

1 FTE - Coordinator: responsible for coordinating (advising ODOE director) plan implementation, must have working knowledge of the plan.

.50 FTE - Information: responsible for all public information releases, press work.

.25 FTE - Administrator: responsible for overseeing plan coordinator.

.25 FTE - Supply monitor: responsible for petroleum supply monitoring.

2 FTE - Support staff: responsible for general program support work, hotline, etc.

.25 FTE - Local Government: responsible for communication with local governments.

ODOT, 1.25 FTE

.5 FTE - ODOT Coordinator: responsible for coordinating ODOT contingency actions such as ridesharing and assisting ODOE, must be familiar with transportation conservation strategies.

.50 FTE - Information: responsible for ODOT public information, assisting ODOE's information effort, and working with ODOT rideshare program.

.25 FTE - Public Transit: responsible for working with the Transit Districts.

GSD

.25 FTE - responsible for implementing parking measure and state in-house operations plan.

State Police - (\$25,000 overtime account)

Trooper overtime pay for 55 mph enforcement on major highways. This fund will be available, allowing for roughly 10 hours overtime per month (per trooper).

Measure Cost Guidelines

A. Information Measures

1. Supply Monitoring -- N/A, ODOE in-house.

2. Communication Network

Funds needed - \$10k to 25k (based on duration and severity), "initial" source: ODOE.

For the Public Information effort; increased press releases, PSA's, letters, speakers bureau, pamphlets, etc. Continue and increase efforts, look for opportunities for coordination with the news media ("news magazine" type shows, interviews....). An evaluation survey may be appropriate here.

B. Mobility Measures

1. Transit Augmentation

Funds needed - N/A, see the Communication Network.

2. Parking Measures

Funds needed -- internal - DGS.

Internal administrative and information costs, external PR will be handled through the Communication Network.

3. Accelerated Community Ridesharing

Funds needed -- \$15-30,000, "initial" source: ODOT

For rideshare materials,

4. Speed Reductions

Funds needed -- see staff costs, "initial" source: State Patrol.

C. Distribution measures

1. Service Station Measures

Funds needed - N/A, see the Communication Network.

2. Heating Oil and Diesel Fuel Plans

Funds needed - N/A, see the Communication Network.

3. Governor's Emergency Powers

Funds needed - N/A, see the Communication Network.

D. Economic Measures

1. Agricultural Measures

Funds needed - internal - ODA

2. Commercial/Industrial

Funds needed - N/A, see the Communication Network.

For educational articles on emergency conservation actions for business.

3. Low-Income Home Heating Assistance

Funds needed - source: Federal Funds

E. Local Government Coordination

Funds needed - N/A, see the Communication Network.

III. SERIOUS SHORTAGE

Federal intervention is a possibility here.

Total: \$75-100,000 plus 7.75 FTE

ODOE: \$25-50,000 plus 5.5 FTE

ODOT: \$30-50,000k plus 2.25 FTE

State Police: \$25,000 (overtime account)

Staff Guidelines by Agency

ODOE: 5.5 FTE

1 FTE - Coordinator: responsible for coordinating (advising ODOE director) plan implementation, must have working knowledge of the plan.

.75 FTE - Information: responsible for all public information releases, press work.

.25 FTE - Administrator: responsible for overseeing plan coordinator.

.25 FTE - Supply monitor: responsible for petroleum supply monitoring.

3.0 FTE - Support staff: responsible for general program support work, hotline, etc.

.25 FTE - Local Government: responsible for communication with local governments.

ODOT, 2.25 FTE

.50 FTE - ODOT Coordinator: responsible for coordinating ODOT contingency actions such as ridesharing and assisting ODOE, must be familiar with transportation conservation strategies.

.50 FTE - Information: responsible for ODOT public information, assisting ODOE's information effort, and working with ODOT rideshare program.

.25 FTE - Public Transit: responsible for working with the Transit Districts.

1.0 FTE - Support Staff: responsible for hotline, general support work.

GSD

.25 FTE - responsible for implementing parking measure and state in-house operations plan.

State Police - (\$25,000 overtime account)

Trooper overtime pay for 55 mph enforcement on major highways. This fund will be available, allowing for roughly 10 hours overtime per month (per trooper).

Measure Costs

A. Information Measures

1. Supply Monitoring -- N/A, ODOE in-house.
2. Communication Network

Funds needed - \$25k to 50k (based on duration and severity), "initial" source: ODOE.

For the Public Information effort; increased press releases, PSA's, letters, speakers bureau, pamphlets, etc. Continue and increase efforts, look for opportunities for coordination with the news media ("news magazine" type shows, interviews....). An evaluation survey may be appropriate here.

B. Mobility Measures

1. Transit Augmentation

Funds needed - N/A, see the Communication Network.

2. Parking Measures

Funds needed -- internal, DGS

For internal administrative and information costs, external PR will be handled through the Communication Network.

3. Accelerated Community Ridesharing

Funds needed -- up to \$50,000, "initial" source: ODOT

For rideshare materials,

4. Speed Reductions

Funds needed -- see staff costs (up to \$25,000), "initial" source: State Patrol.

C. Distribution Measures

1. Service Station Measures

Funds needed - N/A, see the Communication Network.

2. Heating Oil and Diesel Fuel Plans

Funds needed - unless implemented, N/A, see the Communication Network.

3. Governor's Emergency Powers

Funds needed - N/A, see the Communication Network.

D. Economic Measures

1. Agricultural Measures

Funds needed -- N/A

2. Commercial/Industrial

Funds needed - N/A, see the Communication Network.

3. Low-Income Home Heating Assistance

Funds needed - up to \$_____, "initial" source: Federal Funds/DHR

If, as has been suggested, windfall profits tax revenues are returned to the states, our approach should be to recycle them as rapidly and equitably as possible -- and not as a reimbursement for petroleum use (ie: this program, local governments, and quarterly refunds to citizens, are options.

E. Local Government Coordination

Funds needed - N/A, see the Communication Network.