



Transportation | Key Facts 2010

Useful information about transportation in Oregon



**Oregon
Department
of Transportation**

A black and white photograph of a concrete barrier with the Oregon Department of Transportation logo. The logo consists of a stylized 'ODOT' monogram on the left and the text 'Oregon Department of Transportation' on the right. The background is a blurred construction site with bridge piers.

**Oregon
Department
of Transportation**

Welcome

Dear Oregonians,

Welcome to the Oregon Department of Transportation's 2010 **Key Facts**, aimed at providing you with essential information about Oregon's transportation system. Over the past two years, we've experienced an economic situation throughout our state that has touched nearly every aspect of life, including the transportation system. Still, as director of ODOT, I'm proud of what we are accomplishing everyday – all of us, working together. For example, in 2009, we experienced the lowest number of fatalities on our highways since the 1940s. That's great news, but it means there is work still to be done. I encourage you to find out more about your department of transportation in these pages as well on our website, www.oregon.gov/ODOT.



ODOT Director Matt Garrett

In addition to information about transportation safety, legislative programs, and project accomplishments, this booklet includes:

- An overview of revenues and expenses.
- A summary of our performance measures.
- Driver and motor vehicle transactions.
- Key data for planners and stakeholders.
- Descriptions of motor carrier activity, freight movement, passenger rail and public transit programs.

Key Facts also shows how investments in Oregon's transportation infrastructure continue to benefit the state and its people. ODOT and its private-sector partners have placed a priority on:

- Completing projects efficiently and safely.
- Keeping Oregon "open for business," ensuring people, goods and services keep moving as construction volume increases on our roadways.
- Involving and growing Oregon firms and employees to benefit the entire state.

Wherever you go in Oregon, I encourage you first to visit our popular road conditions website, www.TripCheck.com and "know before you go." On behalf of the dedicated ODOT employees throughout the state, thank you for your interest in transportation — and please drive safely.

A handwritten signature in black ink, appearing to read "Matt Garrett". The signature is fluid and cursive, with a long horizontal stroke at the end.

Matthew L. Garrett
Director
Oregon Department of Transportation



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ODOT is an equal opportunity, affirmative action employer, committed to a diverse workforce. Accommodations will be provided to persons with disabilities. Alternative formats are available on request.



Transportation in Oregon

Transportation touches nearly every aspect of life. Whether traveling by train, plane, boat, car or truck, bus, bicycle or on foot, Oregonians — and visitors — rely in one way or another on a safe and reliable transportation system. In Oregon, the transportation system is a multi-billion dollar investment in the people, the environment and the state we call “home.”

The parts of the system

Transportation facilities owned and operated by the State of Oregon include:

- Interstate and state highways.
- State-owned airports.
- Two short-line railroad tracks and rights of way.

Other Oregon transportation systems include:

- City streets and county roads.
- Public roads on federal lands.
- Ferries.
- Public transit systems.
- Commercial and general aviation airports.
- Freight railroads and intercity passenger rail service.
- Marine ports and navigation.
- Non-motorized transportation.

How we work together

Oregon is uniquely positioned as a gateway to the global economy with our accessible ports, multiple shipping options, and desirable exports, such as agricultural products and semiconductors. Because of this:

- **Maintaining transportation connections** among ports, airports, intermodal centers, industrial centers, agricultural regions and manufacturing locations is critical to Oregon’s economy and people.
- **Reducing congestion** is vital to the economy and the environment. Congestion often results in higher

prices for consumer goods, lower wages for workers and less income for businesses, while also increasing greenhouse gas emissions.

- **Giving people and businesses options** for transportation supports Oregon’s way of life. When businesses look to relocate, they consider the transportation system; when people want to move, change jobs, or purchase a home, they consider transportation as one of the key influencing factors. By reducing congestion and creating options, Oregon offers notable advantages to residents, businesses and visitors alike.

How we are making it better!

- Investments in transportation infrastructure **improve safety**, support Oregon businesses, **provide jobs**, and infuse communities with funding for strategic improvements.
- Oregon has several initiatives that have provided support to communities and will provide more support in the near future, such as the **2009 Jobs and Transportation Act** and the **ConnectOregon III** program.
- Oregon is a leader in incorporating a **sustainable approach** into planning, building and maintaining the transportation system.
- **Innovative efforts** are helping reduce Oregon’s dependence on fossil fuel, such as the Oregon Solar Highway (the nation’s first solar photovoltaic project in the highway right of way), and the Nissan/eTec electric vehicle initiative, aimed at supporting consumer adoption of electric vehicles.

For information on these projects and more, visit www.oregon.gov/ODOT.

About ODOT

ODOT Mission

To provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

ODOT Values

Safety: We protect the safety of the traveling public, our employees and the workers who build, operate and maintain our transportation system.

Customer Focus: We learn from and respond to our customers so we can better deliver quality, affordable services to Oregonians and visitors. Our customers include travelers, freight movers and others who use our services and facilities.

Efficiency: We strive to gain maximum value from the resources entrusted to us for the benefit of our customers.

Accountability: We build the trust of customers, stakeholders and the public by reporting regularly on what we are doing and how we are using the resources entrusted to us.

Problem Solving: We work with the appropriate customers, stakeholders and partners to find efficient, effective and innovative solutions to problems.

Diversity: We honor and respect our individual differences and we work to ensure that people from diverse backgrounds have equitable opportunities, both internally and externally, to work for and conduct business with ODOT.

Sustainability: We balance economic, environmental and community well-being in a manner that protects the needs of current and future generations.

ODOT Goals

- Improve safety.
- Move people and goods efficiently.
- Improve Oregon's livability and economic prosperity.

Oregon Transportation Commission

The Oregon Transportation Commission is a five-member, volunteer citizen board. The governor appoints OTC members, with the consent of the Oregon Senate. Members serve a four-year term and may be re-appointed.

Oregon Transportation Commission responsibilities

- Develop and maintain state transportation policy and a comprehensive, long-range plan for a multimodal transportation system.
- Coordinate and administer programs relating to railways, highways, motor vehicles, public transit, transportation safety and other transportation-related programs.
- Exercise other powers according to state law [ORS 184.612 to 814.619].
- Meet monthly in various cities around the state.

The governor considers the geographic regions of the state when naming OTC members. At least one member must live east of the Cascade Range. No more than three may belong to the same political party.

Contact information:

OTC Assistant
Oregon Department of Transportation
355 Capitol St. NE, Room 135
Salem, OR 97301-3871
Phone: (503) 986-3450
Fax: (503) 986-3396

Oregon Transportation Commission members

Chair:

Gail L. Achterman
(Portland)

Terms:

11/17/2000 to
06/30/2004;
07/01/2004 to
06/30/2008;
07/01/2008 to
06/30/2012



Vice Chair:

Michael R. Nelson
(Baker City)

Terms:

07/01/2003 to
06/30/2007;
07/01/2007 to
06/30/2011



Alan A. Brown
(Newport)

Term:

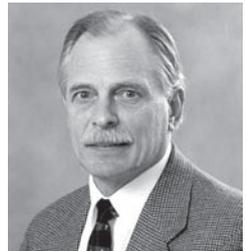
02/18/2008 to
06/30/2009;
7/1/2009 to
6/30/2013



David H. Lohman
(Medford)

Term:

02/18/2008 to
06/30/2009;
7/1/2009 to
6/30/2013



Mary F. Olson
(Portland)

Term:

03/01/2010 to
06/30/2012

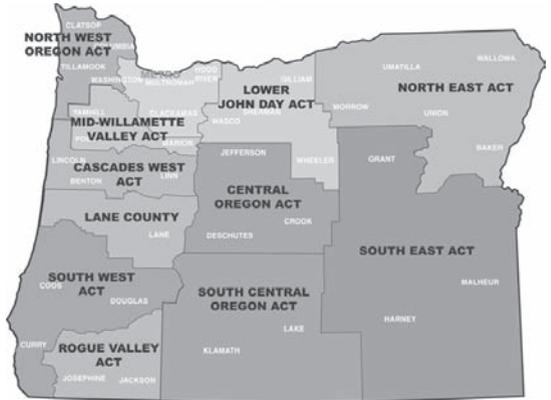


Area Commissions on Transportation

Area Commissions on Transportation are advisory bodies chartered by the OTC.

ACTs offer key advice in developing the Statewide Transportation Improvement Program, Oregon's ongoing transportation investment program. ACTs serve the Transportation Commission in much the same way that local planning commissions serve cities and counties. Currently, there are ten ACTs in Oregon.

Oregon ACTs



How you can get involved

- Most major geographical areas in Oregon are covered by an Area Commission on Transportation (see map).
- ACT members include local government officials, business representatives, transportation stakeholders and residents.
- ACTs meet on a regular basis to review and set transportation priorities and recommendations

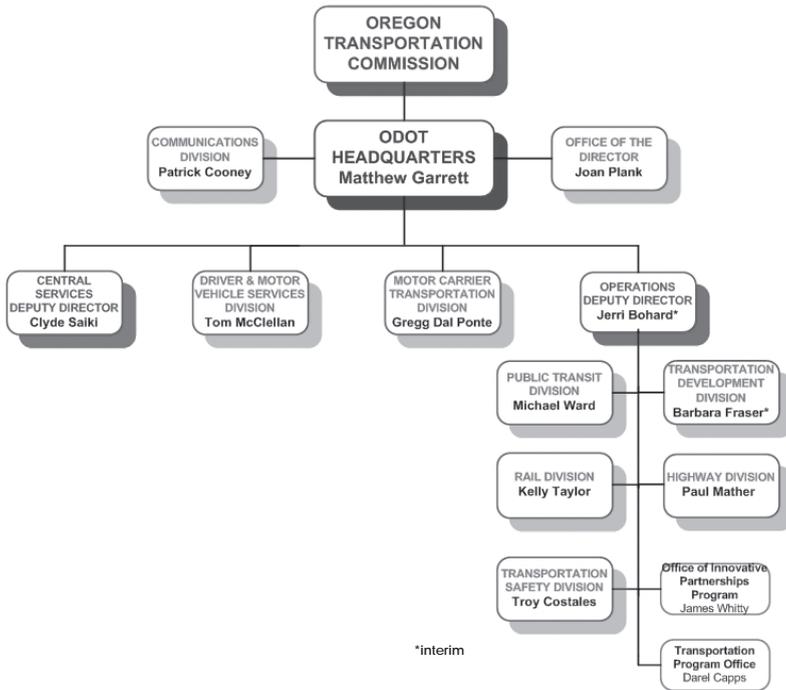
for the STIP

- You can attend an ACT meeting anytime; to find out about ACT in your area, meeting dates and locations, visit www.oregon.gov/ODOT/COMM/act_main.shtml.

For more information about the OTC or ACTs, please visit the website at www.oregon.gov/ODOT or contact the OTC Assistant at (503) 986-3450.



Organization Structure and Contact Information



*interim

‡Office of the Director

(503) 986-3452

355 Capitol St. NE, Suite 135
Salem, OR 97301-3871

Matt Garrett, Director

This division includes Office of Employee Safety; Communications; Office of Civil Rights, Workforce Development and Small Business Support; Government Relations; and Sustainability.

‡Operations

(503) 986-3435

355 Capitol St. NE, Suite 135
Salem, OR 97301-3871

Jerrri Bohard, Interim Deputy Director

This division, leading a multimodal approach to Oregon's transportation system, includes the Office of Innovative Partnerships and the Transportation Program Office, ODOT's funding and financing unit.

‡Central Services

(503) 986-4399

355 Capitol St. NE, Suite 101
Salem, OR 97301-3871

Clyde Saiki, Deputy Director

This division provides vital support for the department and includes Information Systems, Human Resources, Financial Services, Audits, Support Services, such as fleet and facilities management, business services and procurement.

‡Communications

(503) 986-3455

355 Capitol St. NE, Suite 135
Salem, OR 97301-3871

Patrick Cooney, Administrator

This division is comprised of public affairs, media relations and citizens' representatives staff and includes region public information officers and support staff.

Driver and Motor Vehicles

(503) 945-5100

1905 Lana Ave. NE

Salem, OR 97314-0100

Tom McClellan, Administrator

This division includes headquarters in Salem and 64 field offices, located around the state, serving an average of 13,000 customers every day.

Motor Carrier Transportation

(503) 378-6351

550 Capitol St. NE

Salem, OR 97301-2530

Gregg Dal Ponte, Administrator

This division regulates the commercial trucking industry statewide through headquarters in Salem and enforcement offices at ports of entry and other locations around the state.

‡Highway Division

(503) 986-3435

355 Capitol St. NE, Suite 135

Salem, OR 97301-3871

Paul Mather, Administrator

ODOT's largest division includes a variety of professionals in Technical Services; region, area and district facilities and services; Maintenance; and Major Projects.

Public Transit Division

(503) 986-3413

555 13th St., NE, Suite 3

Salem, OR 97301-4178

Michael Ward, Administrator

This division administers programs that support public transit agencies and activities around the state, enhancing urban and rural public transportation options.

Rail Division

(503) 986-4125

555 13th St., NE, Suite 3

Salem, OR 97301-4179

Kelly Taylor, Administrator

This division is responsible for freight and passenger rail planning, operations and safety.

Transportation Development Division

(503) 986-4163

555 13th St., NE, Suite 2

Salem, OR 97301-4179

Barbara Fraser, Interim Administrator

This division provides planning services and analysis for all aspects and modes of the transportation system.

Transportation Safety Division

(503) 986-4190

235 Union St. NE

Salem, OR 97301-1054

Troy Costales, Administrator

This division provides information, services, grants and contracts to partner organizations aimed at improving safety throughout the state.

‡Beginning Oct. 18, 2010, these offices will move while the 60-year-old Transportation Building undergoes an 18-month rehabilitation process. Visit www.oregon.gov/ODOT for current physical addresses. Telephone numbers remain unchanged.



Key Initiatives in Transportation

Oregon is in the midst of several important initiatives aimed at preserving and improving the state's transportation system: the Jobs and Transportation Act; *ConnectOregon*; the Oregon Transportation Investment Act; and the American Recovery and Reinvestment Act; as well as the ongoing Statewide Transportation Improvement Program (also known as STIP).

2009 Jobs and Transportation Act

The Oregon Jobs and Transportation Act (JTA) is the state's **largest long-term investment** in transportation infrastructure ever. The JTA:

- Raises an estimated **\$300 million annually** for Oregon's transportation system.
- **Invests strategically** in all transportation sectors: airports, bridges, city streets, county roads, marine ports, mass transit, railroads and state highways.
- Helps private contractors keep **thousands of Oregonians employed**.

Key elements

- Makes a major permanent investment in continuing highway maintenance and safety — about **\$45 million each year**.
- Provides a total of more than **\$100 million each year** to Oregon cities and counties to maintain and improve local street systems.
- Will invest nearly **\$1 billion in 37 projects** throughout Oregon to relieve key bottlenecks and address safety concerns.
- Contains a third *ConnectOregon* program, providing **\$100 million** in lottery-backed bonds for multimodal investments.
- Contains directives to **enhance accountability** to the public

and **increase environmental stewardship**.

- Creates permanent programs to **reduce greenhouse gas emissions** in the transportation sector.
- Includes several programs to **test innovative approaches** to reducing costs:
 - A highway maintenance pilot.
 - A rest area management pilot.
 - A process for co-locating facilities.

Funding

The JTA is funded in several ways:

- DMV fee increases that took effect Oct. 1, 2009.
- Motor carrier fee increases that took effect Jan. 1, 2010.
- Gas/diesel tax increases that will be effective Jan. 1, 2011.

Learn more at www.oregon.gov/ODOT/JTA.shtml.

ConnectOregon III

In 2005, 2007, and as part of the Jobs and Transportation Act in 2009, the Oregon Legislature approved a program called "*ConnectOregon*." It is a major **funding initiative targeted at multimodal** (or non-highway) transportation in Oregon. Each initiative — I, II and III — provides **\$100 million for air, rail, marine and public transit infrastructure**. *ConnectOregon* leverages the significant investments in the highway network (such as OTIA I, II and III) and the ongoing Statewide Transportation Improvement Program.

ConnectOregon is a lottery-backed bond initiative focused on improving the connections between the components of a whole transportation system by improving the flow of

commerce and easing delays in travel. It is a “fast-track” program, aimed at getting funds into communities to **infuse the economy and build transportation options**.

Applications from public, private and joint organizations are reviewed by ODOT staff, advisory commissions, modal committees and stakeholders. The OTC approved *ConnectOregon III* projects in August 2010. A complete list the approved projects is available on the *ConnectOregon* website, www.oregon.gov/ODOT/COMM/CO/.

Oregon Transportation Investment Act

The Oregon Transportation Act (OTIA), a series of funding packages passed in 2001-2003, was the largest investment in transportation in Oregon in 50 years. OTIA:

- Raised **\$2.96 billion for highway and bridge construction** work through 2013.
- Used revenue from truck and automobile title and registration fees to finance the sale of construction bonds.

By the numbers

- OTIA I and II provided **\$500 million** to add lane capacity, build new interchanges, fix state-owned highway bridges, fix city- and county-owned bridges, and repave state highways and local roads and streets.
- As of May 31, 2010, all of the OTIA I and II funds were expended, and **96 percent of the projects were complete** and open to traffic.
- OTIA III provided **\$2.46 billion** to repair or replace 365 state highway bridges and 141 city- and county-owned bridges, repave city streets and county roads, and modernize and add capacity to state highways.
- As of April 30, 2010, of the 365 bridges in the OTIA III state

bridge program:

- **277 have been completed**, are open to traffic or require no additional work.
- **69** are currently under construction.
- **19** will start construction within the next two years.
- About **14 family-wage jobs** are sustained for every \$1 million spent on transportation construction in Oregon.
- Between 2009 and 2011, the OTIA III bridge program expects to sustain an average of just under 2,500 jobs per year. Overall, the 10-year bridge program will sustain an **annual average of approximately 2,300 jobs**.

Investing in Oregon

- OTIA projects are added to the STIP — the state’s ongoing program for funding and scheduling construction of transportation projects and programs around the state.
- The design and construction of OTIA III projects are outsourced to the private sector, based on direction from the legislature and the governor, in order to stimulate Oregon’s economy. ODOT’s focus remains on providing efficient, effective overall management of the state’s transportation system.
- Based on current estimates, in the OTIA III bridge program, about **85 percent of expenditures have gone to Oregon firms**.
- In 2010, its seventh year, the OTIA III bridge program remains on schedule to complete repairs and replacements by 2013.
- When finished, OTIA projects will continue to strengthen our economy by helping people and products move safely and more efficiently.

To learn more, visit www.oregon.gov/ODOT/HWY/OTIA/index.shtml.

American Recovery and Reinvestment Act

In February 2009, the federal government created the American Recovery and Reinvestment Act, authorizing \$470 million to preserve and improve Oregon's highways, transit systems, rail, bicycle/pedestrian infrastructure and related projects. ARRA required that funds be obligated on fast-paced schedule, and ODOT met that requirement, identifying "shovel-ready" projects and disseminating funds as quickly as possible to communities around the state.

By the numbers

- **198 transportation-related projects** were selected; all funds were obligated by March 1, 2010 so that the state did not lose any funds.
- **Safety improvements on U.S. 26 in Portland** marked the first ARRA project to begin construction.
- **Paving 600 lane miles** of state highways with ARRA funds is improving the system's condition and safety while reducing wear and tear on vehicles.
- As of June 1, 2010, Oregon received **\$494.8 million** in ARRA funding for surface transportation, of which **\$334 million** was highway program funding divided among ODOT and local governments.

- About 52 percent of the state's total ARRA funding has been invested in highways, while the remainder has been invested in **multimodal** improvements.
- Urban transit districts received **\$61.2 million** in formula grant funding and small town and rural transit districts received **\$14.6 million** in formula funds, distributed by ODOT.

Keep up-to-date on economic stimulus programs at www.oregon.gov/ODOT.

Statewide Transportation Improvement Program

The STIP is Oregon's ongoing **transportation capital improvement program**, identifying the funding and scheduling for transportation projects and programs in cities and towns all around the state.

- The current STIP, **covering 2010 – 2012, includes projects and programs worth \$1.25 billion.**
- **Required by the federal government**, STIP includes projects and programs identified through local planning activities, systems analysis and other public involvement processes.

Learn more about how the STIP works on page 19.

Transportation Safety

Keeping Oregon roads safe is an individual, community and partnership effort. In recent years, this diligence has been paying off, with a continued decline in fatalities on Oregon highways. Still, the focus must remain on being safe — it's ODOT's number one priority.

- 377 people died in traffic crashes in 2009. This was the **lowest number of fatalities** on Oregon roads since the 1940s. In 2008, Oregon had 411 fatalities.
- Oregon's highway fatality rate in 2009 was **1.08 deaths per 100 million vehicle miles**, the lowest in Oregon history. In 2008, it was 1.24 deaths per 100 million vehicle miles.

Drivers make the difference

- Speed: some 50 percent of all traffic fatalities in Oregon in 2008 involved speed.
- Driving Under the Influence: approximately **55 percent of Oregon's 2008 traffic fatalities were alcohol-related** and/or drug-related.
- Despite more cars than ever driving on Oregon's roads, motorists are making choices that are reducing crashes, injuries and fatalities.

Oregonians are buckling up!

- Oregon consistently ranks among the top three states in the nation for safety belt use. Since the seat belt law was introduced in 1990, use has risen from approximately 48 percent to **97 percent in 2009**.
- In 2007, the Oregon Legislature brought the state's child passenger restraint requirements up to "best practice" standards; Oregon requires child safety seats and booster seats for children until they meet certain weight, age and height requirements.

- Still, 43 percent of Oregon's traffic fatalities in 2008 were unrestrained motor vehicle occupants.

ODOT's Transportation Safety Division:

- Promotes transportation safety statewide through education, enforcement, engineering and emergency response – the "Four E's."
- Provides major statewide safety programs focusing on occupant protection, impaired driving, speed, young drivers, pedestrians, bicyclists, motorcyclists, driver education, safety corridors, school zones, safe routes to school and work zones.
- Coordinates transportation safety activities and programs with state and local agencies, local governments, police agencies, health organizations, emergency responders, nonprofit groups and the private sector.
- Delivers safety programs through more than **500 grants and contracts** each year with safety partners statewide and through the volunteer efforts of citizens, organizations and agencies.

Public gets involved

The governor appoints three volunteer citizen committees to work with TSD and advise the Oregon Transportation Commission on transportation safety policy:

- Oregon Transportation Safety Committee.
- Governor's Advisory Committee on DUII.
- Governor's Advisory Committee on Motorcycle Safety.

More than half of the TSD budget comes from federal transportation safety funds. For more information about Oregon's transportation safety efforts, visit www.oregon.gov/ODOT/TS/index.shtml



Highway Division

ODOT's Highway Division is the department's largest division, made up of professionals in maintenance, engineering, planning, support services and more. Divided into five geographic regions, some services originate from ODOT's central Salem offices, while others are provided by the regions via Region "Tech Centers."

Highway Division staff includes experts in traffic management and roadway design, archaeology and biology, right of way, materials research, construction and maintenance, contracting, major projects and more — all working toward the goal of efficiently and effectively improving safety, delivering projects and maintaining roadways.

Region and Contact Information

Portland Metro, Region 1

(503) 731-8200
123 NW Flanders
Portland, OR 97209-4012
Jason Tell, Region Manager

Northwest Oregon, Region 2

(503) 986-2600
455 Airport Road SE, Bldg. B
Salem, OR 97301-5395
Jane Lee, Region Manager

Southwest Oregon, Region 3

(541) 957-3500
3500 NW Stewart Parkway
Roseburg, OR 97470-1687
Mark Usselman, Interim Region Manager

Central Oregon, Region 4

(541) 388-6180
63055 N. Highway 97
Bend, OR 97701-5765
Bob Bryant, Region Manager

Eastern Oregon, Region 5

(541) 963-3177
3012 Island Avenue
La Grande, OR 97850-9497
Monte Grove, Region Manager

Highway Units and Contact Information

Technical Services

(503) 986-3305
4040 Fairview Industrial Dr. SE
Salem, OR
Cathy Nelson, Manager and Chief Engineer

Major Projects Branch

(503) 986-4412
680 Cottage St. NE
Salem, OR 97301
Tom Lauer, Manager

Maintenance Program

(503) 986-3005
800 Airport Rd. SE
Salem, OR 97301
Luci Moore, State Maintenance Engineer

State Highway Mileage by Region

Region 1

892 Centerline Miles
2,575 Lane Miles

Region 2

1,930 Centerline Miles
4,586 Lane Miles

Region 3

1,146 Centerline Miles
2,872 Lane Miles

Region 4

1,852 Centerline Miles
4,108 Lane Miles

Region 5

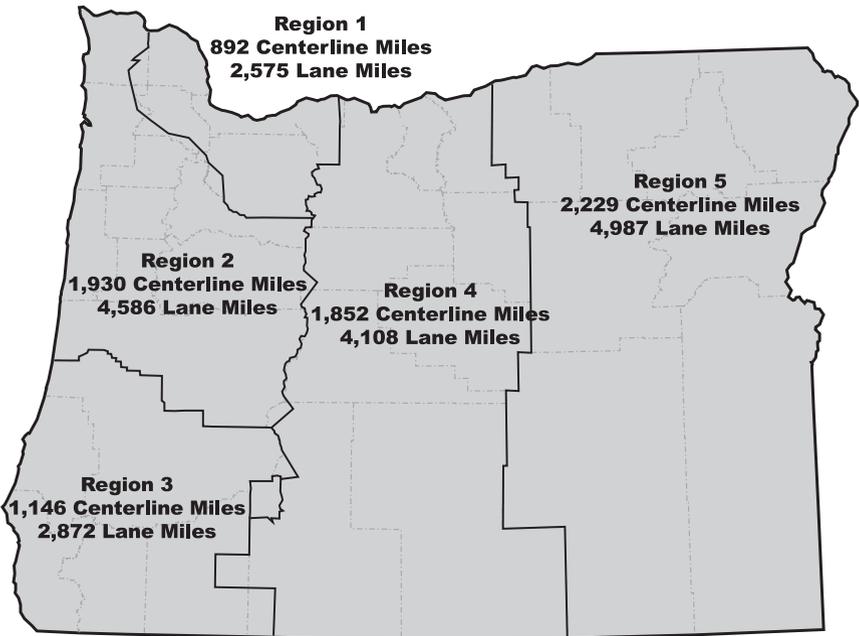
2,229 Centerline Miles
4,987 Lane Miles

8,049 Total Centerline Miles

19,128 Total Lane Miles

- Mileage includes frontage roads and ramps.
- Centerline mileage is the number of miles of two-way road.
- Lane mileage counts a mile for each lane in each direction.

SOURCE: ODOT Transportation Data Section, 2009 Oregon Mileage Report



8,049 Total Centerline Miles

19,128 Total Lane Miles

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program is the way transportation projects are identified, scheduled and budgeted for in Oregon. The STIP:

- **Serves as Oregon's transportation capital improvement program**, identifying the funding and scheduling for transportation projects and programs.
- Covers a four-year period and is **updated every two years**.
- Is **required by the federal government** to show that the state is not scheduling more construction projects than it has funding for and to certify that the state's transportation program conforms to federal air quality regulations.
- Is funded based on state and federal revenue forecasts.

The **2008-2011 STIP includes projects and programs worth \$1.25 billion** (*does not include Oregon Transportation Investment Act funds, Jobs and Transportation Act funds, and American Recovery and Reinvestment Act funds*).

STIP requirements

- Programs and projects funded through the **STIP must comply with state and local land use laws**.
- Projects are developed in accordance with the goals, policies and guidance set forth in a variety of plans, including the Oregon Transportation Plan, its associated modal plans, and local transportation system plans.

STIP project types

- **Pavement preservation projects** improve road conditions and address issues such as ruts, slick surfaces, drainage problems, cracks and potholes.
- **Modernization projects** increase capacity, reduce congestion and improve safety.
- **Safety projects** are specifically aimed at saving lives and preventing injuries. The goal is to reduce traffic fatalities to less than one per hundred million vehicle miles traveled by the year 2010.
- **Bridge projects** improve the safety and condition of the state's bridges, overpasses and culverts.
- **Operations projects** are designed to improve transportation system safety, efficiency and reliability.

STIP project selection

1. Local governments, Area Commissions on Transportation, stakeholders and members of the public meet regularly to review community transportation needs; they supply that information to ODOT on an ongoing basis.
2. ODOT uses this local information, along with data from the Oregon Transportation Management Systems, to identify and rank project needs throughout the state. ODOT then issues a draft STIP.
3. The draft STIP is subject to a final public review before being approved by the Oregon Transportation Commission, the Federal Highway Administration and the Federal Transit Administration.

For more information about ACTs and getting involved with the STIP, visit www.oregon.gov/ODOT/COMM/act_main.shtml.

Bridges

Oregon is crisscrossed by thousands of miles of waterways, making bridges a vital part of everyday life. Each one of these bridges must be built and maintained to preserve and protect the environment while safely moving people and goods throughout the state.

By the numbers

- **6,700:** the approximate number of bridges included in the National Bridge Inventory (NBI)
 - 2,700 owned by ODOT
 - 4,000 owned by counties, cities and other public agencies
- **32:** number of ODOT bridges listed on the National Register of Historic Places
 - 54 more eligible for listing
- **42 years:** the average age of ODOT's bridges
 - 36 percent are 50 years old or older, and older bridges were not designed for today's weights, traffic volumes and speeds.
 - Because of demands on the transportation system for maintenance, preservation and modernization, many of Oregon's bridges have not been replaced at a sufficient rate to keep pace with increasing traffic volume and weight.
- **135:** the number of ODOT bridges classified as "structurally deficient" in 2009. This designation means the bridge has deteriorated physical conditions in its structural elements (primarily deck and supporting members) and, as a result, has reduced load capacity.
 - More than 38 of these bridges are being repaired or replaced through the STIP or OTIA III programs.

- With an average of **15 bridges becoming newly structurally deficient each year**, there is an ongoing need for bridge repair and replacement.

Bridges aging statewide

Federal law requires thorough inspection of bridges included in the NBI at least once every two years or more often as the condition declines. ODOT keeps bridge inspections and reports up-to-date.

- **If a bridge is deemed unsafe, it is immediately closed to travel.**
- Often, ODOT must restrict the weight a bridge can carry. These weight restrictions can contribute to congestion and make it difficult to deliver goods, resulting in higher shipping costs and higher prices for basic commodities.
- Oregon **ranks 41 among states in terms of structurally deficient bridges** on the National Highway System (NHS). The latest data from the Federal Highway Administration on the national average of structurally deficient deck area on NHS is 7.8 percent. Oregon's current number is 10.1 percent.
- A **seismic study** completed in 2009 found that very few of the state highway bridges are designed for current seismic standards and the **majority of bridges in western Oregon would be damaged** by a large earthquake. Scientists report an 80 percent chance of a magnitude 8.0 to 9.0 in the next 50 years in the Pacific Northwest, and, if that occurs, most of U.S. 101 and all of the highways from U.S. 101

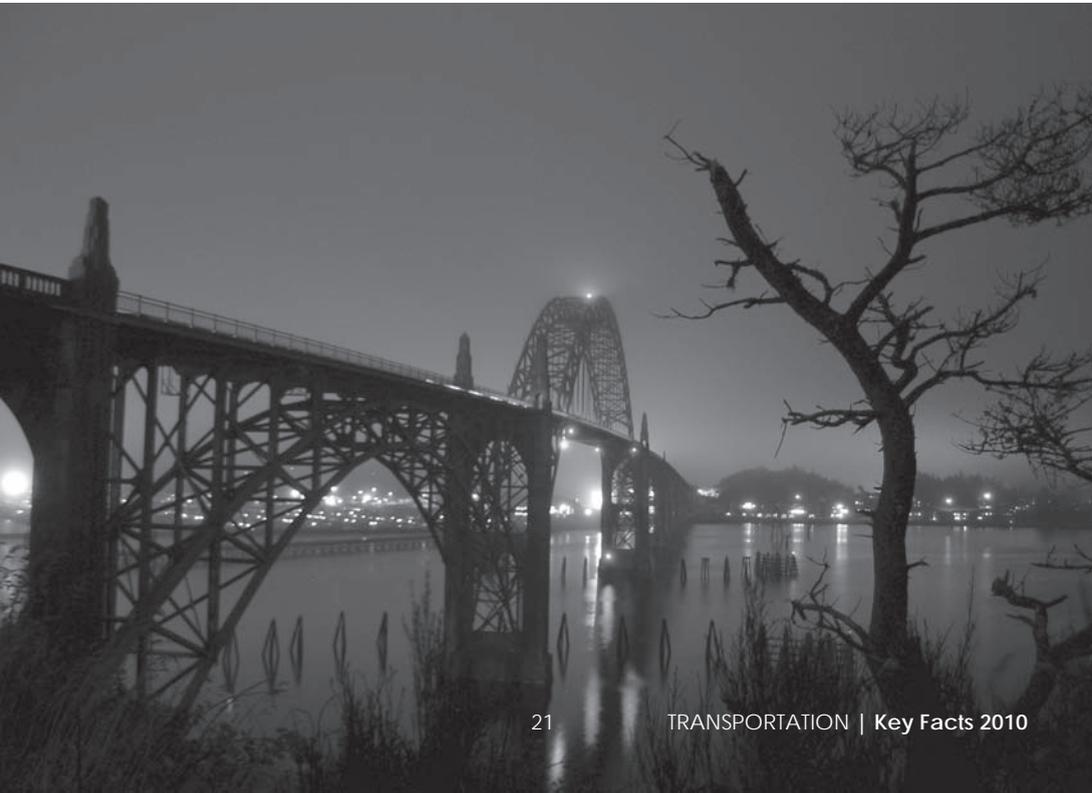
to Interstate 5 would be severely damaged. Some portions of I-5 would also be impassable due to collapse of overpass bridges. ODOT has completed retrofits on fewer than 20 percent of the vulnerable bridges over the past two decades. Hundreds of bridges in western Oregon still need to be retrofitted. At current funding levels, it would take over 200 years to bring these bridges up to seismic standards.

- The seismic study includes recommendations for mitigating damage and proposes further study that would **prioritize bridges that are integral to critical supply lines.**

Strategic investments improve safety, mobility

- Under the 2003 Oregon Transportation Investment Act III, ODOT's Bridge Unit received **\$1.3 billion** to repair and replace state-owned bridges. In this program, a total of 150 bridges are being replaced and 123 bridges are being repaired.
- The 10-year OTIA III State Bridge Delivery Program is repairing and replacing bridges on important freight routes around the state, including **Interstate 5, Interstate 84, U.S. 20 and U.S. 97.**

Meeting other bridge needs throughout Oregon will require additional funding, as discussed in the Oregon Transportation Plan. Visit www.oregon.gov/ODOT for more information.



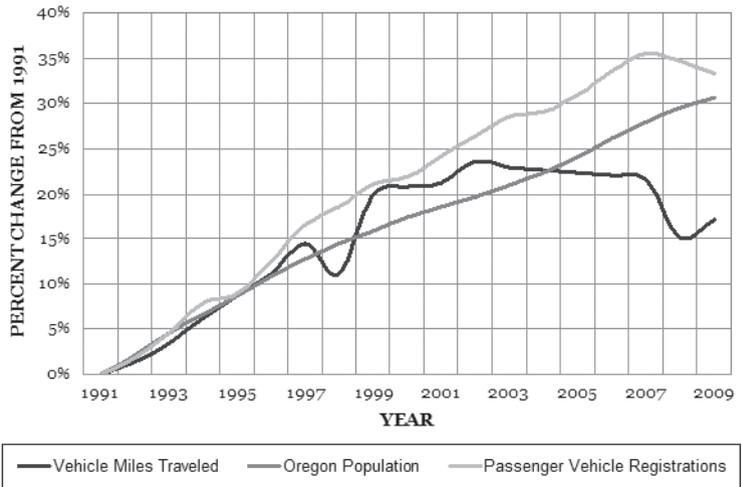
Transportation System Demands

After more than two years of economic turmoil, indications show the recession, in terms of overall economic activity, is lessening in its impact on the U.S. and on Oregon. While early 2010 showed some positive economic growth, that growth wasn't translating quickly into job gains. Oregon's economic recovery and its population base continues to increase, and that results in continued and increased demand for use of the transportation system.

Trends in Oregon

- Oregon's population growth has averaged about 1.2 percent since 1998 and is expected to grow at the same rate through 2015.
- Demand on the travel system will continue. Compared to 2008, Oregon experienced growth in vehicle miles traveled in 2009:
 - **Vehicle Miles Traveled — 33.98 billion**
 - **Traveled on Oregon State Highway system — 19.83 billion**
 - The number of licensed drivers in the state has grown from 2.7 million in 2001 to more than 3.1 million in 2009. The number of registered vehicles has increased by more than 300,000 over the same time.

Changes in demand for highway capacity



The VMT figures are for state highways only — i.e., they do not include miles traveled on county or city roads.

Population estimates are from the Portland State University Population Research Center July 1 estimates for each year.

Registrations include the total number of passenger vehicles registered as of Dec. 31 of each year.

- Population and economic growth also mean increased demands on all modes of Oregon's transportation system, not just the highway system.

For traffic counts and volumes, call (503) 986-4147, or visit www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml.

Highway, Street and Road Mileage

Measuring mileage

- Centerline mileage is the number of miles of two-way roads.
- All of these count equally in terms of centerline mileage: a street with a lane in each direction; a street with two lanes in each direction and a turn lane in the middle; a divided freeway with four lanes in each direction.
- Lane mileage counts a mile for each lane in each direction. Thus, a mile of street with a lane in each direction counts as two lane miles.
- The **8,049 centerline miles** of state highway represent **19,128 lane miles**.

Centerline Mileage in Oregon 2009

	Unpaved Roads	Paved Roads	Total
State Highway ¹	46	8,003	8,049
County	10,700	16,037	26,737
City	790	10,009	10,799
Subtotal	11,536	34,049	45,585

¹ State Highway mileage includes frontage roads and ramps.

Source: ODOT Transportation Data Section, 2009 Oregon Mileage Report

	Unpaved Roads	Paved Roads	Total
Local Access	6,082	306	6,388
Ports and Other Local Agencies	68	32	100
Other State Agencies ²	240	274	514
Federal Agencies ³	4,442	2,502	6,944
TOTAL	22,368	37,163	59,531

² Forestry, Parks, Fish and Wildlife, state institutions and university campuses also own roads and streets

³ Federal agencies such as the U.S. Forest Service and Army Corps of Engineers also own and maintain roads in Oregon to access natural resources. Due to a federal ruling, Oregon's 14,962 miles of roads under the Bureau of Land Management's jurisdiction are not considered public.



Construction and Maintenance Activities 2008 – 2009

Construction projects

The transportation system offered one bright spot in the economic downturn as state and federal investments continued bringing money into communities in the form of much-needed maintenance, bridge work, and other road projects.

- In 2008, ODOT awarded 90 new construction projects worth more than **\$385 million** to private contractors. In 2009, the totals were **180 new construction projects** worth more than \$481 million.
- In 2008, ODOT contractors completed projects worth a finished total value of \$342 million. In 2009, the **total value of completed projects was \$480 million.**
- ODOT paid contractors more than \$540 million for construction work done on projects in 2008; in 2009, **ODOT paid \$601 million for work completed.**
- During 2008, there were **154 active projects**; in 2009, there were **220.**

For information about upcoming construction projects, visit ODOT's Construction Contracts web page: www.oregon.gov/ODOT/CS/CONSTRUCTION/ and click on "Notice to Contractors."

New Projects Awarded in 2008

Region	Number of Projects	Contractor Bid Amount
Region 1	21	\$91,595,486
Region 2	22	\$54,018,996
Region 3	15	\$30,164,734
Region 4	13	\$31,336,977
Region 5	9	\$54,527,944
MPB	10	\$124,346,499
TOTAL	90	\$385,990,636

New Projects Awarded in 2009

Region	Number of Projects	Contractor Bid Amount
Region 1	35	\$125,752,160
Region 2	58	\$117,588,295
Region 3	31	\$72,280,539
Region 4	26	\$77,127,715
Region 5	23	\$50,104,622
MPB	7	\$38,903,096
TOTAL	180	\$481,756,425

NOTE: MPB = Major Projects Branch



Projects Completed in 2008

Region	Number of Projects Completed	Total Contract Value Paid*
Region 1	22	\$71,091,009
Region 2	29	\$49,910,473
Region 3	20	\$71,537,788
Region 4	19	\$80,792,746
Region 5	14	\$58,586,894
MPB	2	\$9,866,941
TOTAL	106	\$341,785,850

*Total paid to contractors from contract award to final payment. Includes amounts paid before 2008.

Projects Completed in 2009

Region	Number of Projects Completed	Total Contract Value Paid*
Region 1	28	\$138,631,262
Region 2	28	\$51,874,505
Region 3	16	\$87,730,757
Region 4	12	\$46,457,435
Region 5	7	\$19,874,114
MPB	7	\$135,618,914
TOTAL	98	\$480,186,986

*Total paid to contractors from contract award to final payment. Includes amounts paid before 2009.

Active Projects 2008

Region	Number of Active Projects	Total Contract Value Paid*
Region 1	30	\$91,812,703
Region 2	44	\$130,092,315
Region 3	25	\$62,990,087
Region 4	18	\$38,014,238
Region 5	12	\$39,277,280
MPB	25	\$162,195,638
TOTAL	154	\$524,328,261

*Includes payments to contractors for active contracts in 2008.

Active Projects 2009

Region	Number of Active Projects	Total Contract Value Paid*
Region 1	40	\$105,512,137
Region 2	58	\$129,042,335
Region 3	40	\$100,305,988
Region 4	29	\$46,221,007
Region 5	27	\$66,713,962
MPB	26	\$128,440,964
TOTAL	220	\$576,236,392

*Includes payments to contractors for active contracts in 2009.

Contract Payments 2008

Region	Number of Projects	Total Paid to Contractors*
Region 1	65	\$97,044,966
Region 2	71	\$135,150,150
Region 3	42	\$64,514,730
Region 4	34	\$40,058,037
Region 5	26	\$39,988,959
MPB	27	\$163,977,190
TOTAL	265	\$540,734,032

*Includes payments made only in 2008 for active projects and projects completed. Also includes claim payments made to contractors on completed projects.

Contract Payments 2009

Region	Number of Projects	Total Paid to Contractors*
Region 1	72	\$110,300,404
Region 2	88	\$134,074,464
Region 3	54	\$103,492,179
Region 4	42	\$53,030,528
Region 5	35	\$69,261,166
MPB	33	\$131,058,919
TOTAL	324	\$601,217,660

*Includes payments made only in 2009 for active projects and projects completed. Also includes claim payments made to contractors on completed projects.

Paving Projects, 2008 – 2009

Paving is performed by both internal ODOT crews and external construction contractors.

- Includes chip seals, overlays and new construction.
- Centerline mileage counts the number of miles of two-way roads and each direction on interstate routes.
- Lane mileage counts a mile for each lane in each direction. Thus, a mile of street with a lane in each direction counts as two lane miles.

Maintenance activities, 2009

Here's an idea of what ODOT maintenance crews accomplish in a "typical" year:

Highway miles striped	13,304
Feet of guardrail installed/repaired	137,086
Spent on emergency maintenance	\$8,802,048
Spent on snow plowing	\$9,416,837
Spent on sanding	\$7,292,631
Spent on deicer	\$6,340,474
Spent on youth litter	\$1,607,103

Highway Miles Paved by Region 2008

Region	Centerline Miles	Lane Miles
Region 1	9	27
Region 2	142	289
Region 3	50	109
Region 4	106	217
Region 5	191	390
TOTAL	498	1,032

Highway Miles Paved by Region 2009

Region	Centerline Miles	Lane Miles
Region 1	39	105
Region 2	109	232
Region 3	193	445
Region 4	149	342
Region 5	201	403
TOTAL	691	1,527



Bicycle/Pedestrian

In 1971, the Oregon Legislature passed the landmark “Bike Bill” (ORS 366.514). The law requires ODOT, cities and counties to:

- Spend “reasonable” amounts — a minimum of one percent — of their share of the State Highway Fund on walkways and bikeways.
- Include walkways and bikeways as part of road construction projects, with three exceptions: where there is no need, where the cost is too high in proportion to need, or where it would be unsafe.

ODOT provided these approximate amounts for pedestrian and bicycle-related improvements around the state through the bike bill:

- **2008: \$6.2 million**
- **2009: \$6.3 million**

Improving safety, enhancing quality of life

ODOT provides technical assistance, and in some cases, financial support, to local governments for walkways and bikeways.

- On rural highways, paved shoulders provide a place for walking and bicycling.
- In urban areas, bike lanes and sidewalks help **separate vehicle traffic** from pedestrians and bicyclists.
- Also in urban areas, sidewalks, crosswalks, signals and safety islands help pedestrians safely walk along and cross streets.
- Many state highways pass through cities, where services are concentrated in a core area. In these areas, **bike lanes and walkways encourage walking and bicycling instead of driving**, to reduce congestion and contribute to a healthier environment.

- When “Main Street” is a state highway, it means there will be a variety of truck, car, bicycle and pedestrian traffic. In these and other situations, ODOT collaborates with cities on “streetscape” projects, adding features such as curb extensions, wider sidewalks and landscaping to support business vitality and community livability.

For more information on ODOT’s Bicycle and Pedestrian program, visit www.oregon.gov/ODOT/HWY/BIKEPED.

ARRA funds improve connectivity

Oregon invested several million dollars in bicycle paths and accessible sidewalks with funds from the American Recovery and Reinvestment Act.

- The Interstate 205 Multi-Use path received \$4.75 million for:
 - Lighting installation along the path from Lents neighborhood to Clackamas Town Center.
 - Lighting installation along the path from Clackamas Town Center south to Gladstone.
 - Construction of a new Division Street Undercrossing to improve safety for transit users, bicyclists and pedestrians who previously had to cross a busy five-lane thoroughfare.
- ODOT’s Transportation Enhancement program awarded \$5.6 million in ARRA funds for bicycle and pedestrian projects around the state.

Intelligent Transportation Systems/ TripCheck.com

Intelligent Transportation Systems helps keep Oregon's traffic moving efficiently and safely. Comprised of computer technology and sophisticated electronic equipment, ITS enhances traffic and transit management and provides detailed travel information to Oregon motorists.

ITS program goals

- Improve safety for travelers.
- Better manage the capacity of Oregon's highway system.
- Reduce highway operation and maintenance costs.
- Increase travel efficiency and trip predictability.
- Improve mobility and access to alternate travel modes.

ITS supports better operation of the highway systems

- Using regional operation centers, automated weather and vehicle detection systems, highway ramp metering, and incident response vehicles, ITS helps reduce congestion and keep traffic moving.
- Adaptive traffic signal systems also aid roadway efficiency by adjusting traffic signal timing in real-time response to traffic conditions.

ITS improves public transportation

- **Real-time information** is available about arrival times at bus stops and MAX light rail stations throughout the Portland metro area. It is available online at www.trimet.org/transittracker for all routes.

- The **Transportation Options section of TripCheck.com** allows users to search statewide for public transportation options.

By the numbers

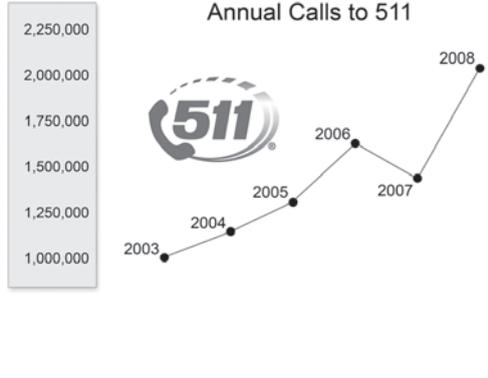
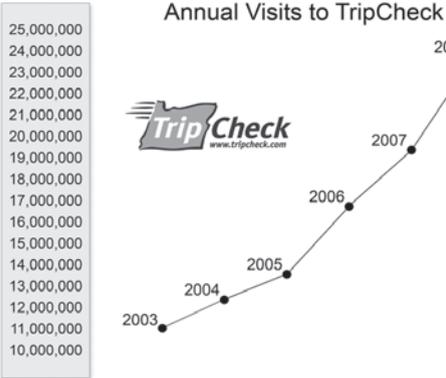
- **65,000+ : the number of calls** Transportation Operation Centers handled in 2008, sending highway workers to clear crashes and other hazards.
- **262: highway cameras** — see them at www.TripCheck.com.
- **146: ramp meters** — all in the Portland area.
- **562: traffic loop detectors** — all in the Portland area.
- **145: portable message signs** used statewide.
- **82: road and weather information stations** located statewide.
- **91: permanent variable message signs** located statewide.
- **24: highway advisory radios.**
- **12: weather warning systems.**
- **13: remotely controlled snow zone signs.**

This technology helps reduce commuting challenges, improves safety on mountain passes and during severe weather, and puts vital, real-time information in the hands of travelers.

2008 Traffic and Incident Management Activities Breakdown

TYPE	NUMBER	PERCENT
Crashes	15,060	23.01
Abandoned Vehicles	2,446	3.74
Disabled Vehicles	15,899	24.29
Debris/Hazard	17,477	26.70
Fatalities	152	0.23
Other	14,425	22.04

TripCheck systems use



TripCheck.com and 511

TripCheck, ODOT's award-winning traveler information system, provides a wealth of travel information online at www.tripcheck.com and via the phone by dialing 511.

TripCheck.com offers:

- State and city **incident maps**.
- **Alerts** — high impact incidents and road conditions.
- **Road reports** from ODOT crews.
- Regional **weather forecasts**.
- Roadside **cameras**.
- Information from **automated weather stations**.
- **Traveler Services** links: hotels, restaurants, attractions and more.
- Information about **scenic by-ways**, rest areas, Sno-Parks.
- **Bus, rideshare, bicycle** and airport information.
- **Trucking information**.
- **Mileage calculator**.
- Data formatted for **wireless phones**, including iPhone (www.tripcheck.com/mobile)
- **Twitter feeds**, so you can get information on the highways you choose.

511 – get information by phone:

- Road conditions.
- Incident information.
- Touchtone or voice activated commands.

Call toll free 511 or (800) 977-6368 in Oregon. Outside Oregon, call (503) 588-2941.

ODOT's ITS program is smart for Oregon, and because of its many benefits, it will continue to play a key role in maximizing the efficiency and safety of the transportation system in Oregon.



Celebrating 10 Years of Service

In 2010, TripCheck.com celebrated its 10th anniversary. Congratulations!



Driver and Motor Vehicle Services

The Driver and Motor Vehicle Services Division's primary role is to promote driver safety, protect financial and ownership interests in vehicles, and collect revenues for Oregon's highway system.

Promoting safety through driver licensing. DMV:

- Ensures drivers can operate vehicles safely with **knowledge, driving and vision testing**.
- Requires additional testing and stricter suspension standards for drivers younger than 18.
- Requires additional tests to operate commercial motor vehicles and motorcycles.

Programs for unsafe drivers

- The Driver Improvement and Habitual Offender programs help keep drivers off the road if they have an excessive number of traffic convictions or crashes. The agency **restricts, suspends or revokes driving privileges** when necessary.

Program for Medically At-Risk drivers

- DMV requires additional testing for anyone who develops a physical or mental impairment that may make the person unsafe behind the wheel.
- Doctors are required to report to DMV any severe and uncontrollable impairment that makes a patient an unsafe driver.
- Law enforcement and family members can refer potentially unsafe drivers to DMV for additional tests.

Protecting financial interests for vehicle owners

- DMV issues vehicle title certificates and retains ownership records to **protect the rights** of the owners.
- Customers can protect their pocketbooks when buying or selling vehicles by properly transferring vehicle titles and by notifying DMV when they sell their vehicles.

Consumer protection

- DMV licenses and regulates vehicle dealers, vehicle dismantlers and commercial driver training schools and instructors to help protect consumers.
- DMV offers consumers a **database of licensed driving-related businesses** at www.OregonDMV.com.

Insurance requirements

- Oregon law requires all vehicle owners to carry automobile liability insurance.
- DMV helps **fight the cost of uninsured drivers** by checking drivers' insurance information against auto insurance companies and by randomly checking to make sure vehicle owners meet insurance requirements.

How DMV helps prevent identity theft and fraud:

- Applies **strict standards** for proving eligibility for driver licenses and ID cards and restricts access to personal information about drivers and vehicle owners.
- **Electronically verifies** Social Security numbers for all applicants for driving privileges and ID cards, including new applicants and people who are renewing or replacing cards.

- Requires **U.S.-issued documents** for proof of identity, U.S. citizenship or lawful immigration status. For people with limited stays in the United States, DMV issues cards valid for a limited term instead of the standard eight years.
- Electronically verifies immigration documents with the Department of Homeland Security.
- Uses **facial recognition technology** to prevent individuals from getting driver licenses or ID cards under other cardholders' names or under fictitious names.
- Uses **state-of-the-art security technology** in its driver license and ID cards, which are produced at a secure central location rather than field offices.
- Identifies and evaluates new risks, both internal and external, and recommends ways to improve prevention and detection of DMV-related fraud.

Enhancing customer service

DMV's website, www.OregonDMV.com, offers many conveniences:

- Most vehicle registrations can be renewed online: more than **1 million Oregonians** had renewed their vehicles online as of April 2010.
- Oregon residents can file a **change-of-address online** for both driver licenses and ID cards and for any vehicles registered to them.
- Vehicle owners can notify DMV that they sold their vehicle, which helps protect them from parking tickets, towing charges and other potential liabilities of a sold vehicle.
- Customers can download many DMV forms and **do business by mail or online** instead of at field offices.



- DMV works with community groups to **improve access to DMV services** for special needs Oregonians, such as those with limited English proficiency, ex-offenders and homeless people.
- DMV works with businesses and other agencies to provide customer conveniences such as electronic registration through participating vehicle dealers, vehicle registration renewal at DEQ emissions testing stations, centralized issuance of driver licenses and ID cards, and court and law enforcement access to vehicle records.
- DMV measures its service by monitoring customer wait times in field offices and on the phone and continually makes adjustments to improve service.

Supporting Oregon's transportation system

For the 2009-2011 budget, DMV fees will contribute about **\$640 million to the State Highway Fund** – monies that are restricted to building and maintaining state and local highways, bridges and rest areas.



DMV statistics

Top DMV Transactions Fiscal Year 2008

Vehicle registrations issued	1,392,600
Telephone calls answered	1,730,192
Vehicle titles issued	1,066,721
Driver licenses issued	139,947
Licenses renewed	253,571
Convictions posted <i>calendar year 2008</i>	310,748
Suspensions and revocations posted <i>calendar year 2008</i>	127,938

Top DMV Transactions Fiscal Year 2009

Vehicle registrations issued	839,943
Telephone calls answered	1,633,879
Vehicle titles issued	1,107,990
Driver licenses issued	129,840
Licenses renewed	201,693
Convictions posted <i>calendar year 2009</i>	470,025
Suspensions and revocations posted <i>calendar year 2009</i>	128,517

Vehicle and Driver Statistics Dec. 31, 2008

Total Registered Vehicles

Passenger cars	3,291,674
Buses	4,012
Trucks	40,078
Farm trucks	19,883
Motor homes	54,347
Commercial trucks <i>(registered by MCTD)</i>	16,876
Government vehicles	53,946

Non-highway vehicles

Trailers and semi-trailers	417,040
Campers and travel trailers	117,499

Licensed Drivers 3,115,666

Vehicle and Driver Statistics Dec. 31, 2009

Total Registered Vehicles

Passenger cars	3,259,340
Buses	3,773
Trucks	38,430
Farm trucks	19,842
Motor homes	53,242
Commercial trucks <i>(registered by MCTD)</i>	15,455
Government vehicles	55,291

Non-highway vehicles

Trailers and semi-trailers	401,035
Campers and travel trailers	115,321

Licensed Drivers 3,126,961

**DMV field offices statewide serve
13,000 customers daily.**

Population Statistics

- Oregon population (2009) 3,823,465
- Driving age population 2,673,782
(16 years old and older)*

*PSU Population Research Center

Public Transit

ODOT's Public Transit Division administers state and federal grant programs to help local jurisdictions provide rides to people that either need or choose to use public transit services. In the 2007-2009 biennium, **\$40 million in federal funds** and **\$21 million in state funds** were disbursed to transit programs throughout the state.

Oregonians took approximately **124.3 million annual rides** in urban transit districts and 3.4 million rides in rural areas during 2007 - 2009. People with special transportation needs (seniors and people with disabilities) took **3.4 million annual van or volunteer trips**. *Total trips provided averaged about 35 rides per Oregonian.*

Serving people with special needs

In the 2007-2009 biennium:

- Transit providers received about **\$16 million per year** in grants to address the transportation needs of older adults and people with disabilities.
- The division administered two special purpose federal grant programs specific to the work-related transportation needs of people with low incomes and people with disabilities, resulting in 17 grants for a combined total of approximately **\$2.5 million per year**.
- Local government, Indian tribes and nonprofit organizations purchased **149 transit vehicles** to improve and broaden service.
- PTD, in partnership with Association of Oregon Counties, provided assistance to local governments to prepare and adopt Coordinated Public Transit-Human Service Transportation Plans.

For the 2009-2011 biennium:

- The legislature approved the "Special Transportation Operating" program, providing an additional **\$10 million** in state general funds for projects targeting the operating costs of transit services benefiting older adults and people with disabilities.
- The legislature approved an additional **\$10 million** in Surface Transportation-Highway flexible funds for capital projects in special needs transportation including:
 - Replacing 200 old vehicles.
 - Improving three passenger shelters and one parking lot.
 - Purchasing equipment for transportation providers to improve transit service.

Expanding rural and urban options for everyone

- About **\$6.6 million per year** is granted to finance the cost of delivering bus service to the general public in small cities (those with population less than 50,000), in tribal communities and throughout other rural areas.
- Oregon's 38 small city and rural grant recipients are among 1,200 across the nation. Of these, only 12 are tribal governments, and one of the 12 is in Oregon. PTD is working with other tribes to learn about opportunities to provide public transportation services.
- PTD is assisting the City of Portland in the **purchase six contemporary streetcars** for a new extension of the popular Portland Streetcar network to Lloyd Center. The new streetcars are being built in Portland at the Milwaukee Iron Works and are estimated to **contribute to 300 Oregon jobs**.

- In 2008, PTD's Public Transportation Advisory Committee prioritized 13 transit project proposals seeking *ConnectOregon* funds. Five public transit projects representing an **\$11 million investment** were selected.

Alternatives to driving alone growing in popularity

PTD's Transportation Options (TO) program supports **multimodal transportation**, park-and-ride lots and "trips not taken" (i.e. telework and trip-chaining). Reducing auto trips means a reduction in:

- Congestion and delays.
- Greenhouse gas emissions.
- Commuting costs.

Reducing trips also builds road capacity, often at the least possible cost. And TO programs support public health by increasing activity levels (biking/walking) and reducing air pollution. Throughout Oregon, TO programs support the state's land use planning goals. Features include:

- Grants that support **four region rideshare programs**: Cherriots, Salem Area Mass Transit District; City of Corvallis; Commute Options of Central Oregon; and Cascades West Council of Governments, Albany.
- Start-up funds for **vanpools** in central Oregon and along the I-5 corridor, greatly reducing the number of vehicles on the busy interstate and U.S. 97. The vanpools

found ongoing funding and continue to reduce vehicle miles traveled per month by thousands (aggregate).

- A **statewide rideshare project**, in partnership with Washington and Idaho, that aims to reduce the number of drive-alone trips.
- The "Drive Less. Save More." campaign, which encourages people to reduce single-errand and drive-alone trips. Aggregate trip diaries report **1.5 million vehicle miles reduced**. In 2010, the program is expanding to cover more of the state.

Looking to the future

- PTD does statewide public transportation planning, provides guidance, and administers **\$600,000 in biennial grants** toward the transit planning efforts of Oregon's six Metropolitan Planning Organizations.
- PTD develops guidelines and manages planning grant resources and agreements for the non-urban area providers of public transportation.
- In coordination with ODOT's Civil Rights Office, PTD manages federal reporting requirements (including Title VI, disadvantaged business enterprises, and Americans with Disabilities Act) and provides guidance to sub-recipients.

To learn more about public transit in Oregon, visit www.oregon.gov/ODOT/PT/index.shtml.

Enhanced intercity transportation branches out

- About **\$2.8 million in federal funds** was used in 2009-2011 to fund vehicles, accessibility devices and intercity bus service connecting people living in rural communities to larger communities, the larger intercity bus network, and other transportation modes.
- PTD managed the rollout of the new POINT intercity bus program (free Wi-Fi):
 - New SouthWest POINT: covering Klamath Falls, Medford and Brookings
 - Improved High Desert POINT: covering Madras, Redmond, Bend and Chemult
 - Additional NorthWest POINT: covering Portland, Seaside and Astoria
- Find out more at www.oregon-point.com.

Rail — Passenger

Passenger railroad service

- Daily passenger trains serve **seven Oregon stations**: Albany, Chemult, Eugene, Klamath Falls, Oregon City, Portland and Salem.
- Oregon is served by the daily Los Angeles-Seattle northbound and southbound *Coast Starlight* train, two Eugene-Portland Amtrak roundtrip *Cascades* trains, four Portland-Seattle roundtrip *Cascades* trains and the Portland-Chicago westbound and eastbound *Empire Builder*.

Pacific Northwest Rail Corridor

- The corridor extends from Eugene north to Vancouver, British Columbia.
- “Corridor” status for the segment between Eugene and Portland helps provide federal funds to develop high-speed train service in Oregon.
- The long-term goal is to offer **additional frequencies, reduce running times** throughout the corridor, and **increase reliability**.

Railroad station passenger use: Amtrak FY 2009 (Year ended 9/30/09)

Oregon Railroad Stations	Passengers off and on per station	Growth compared to 1993
Albany	46,810	+229%
Chemult	11,623	+81%
Eugene	143,107	+229%
Klamath Falls	31,888	+75%
Oregon City	7,845	N/A*
Portland	685,585	+114%
Salem	77,652	+254%

*Online in 2004

- In 2010, the Rail Division is collecting public input on passenger rail goals as it continues the process of updating the 2001 Oregon Rail Plan.
- Rail is also developing Oregon’s high-speed rail corridor as funds become available. Ongoing **track and signal improvements** have already reduced travel time.
- ODOT underwrites **two daily roundtrip Cascades trains** and three daily Amtrak Thruway bus roundtrips between Eugene and Portland, and a fourth Eugene-Portland roundtrip on Fridays and Sundays.
- Service improvements throughout the high-speed rail corridor have **boosted ridership** significantly since 1994.
- Willamette Valley stations now serve more than twice the number of passengers compared to the start of Amtrak *Cascades* train service.

Pacific Northwest High-Speed Rail Corridor Ridership Growth: Oregon FY 1995–2009 (Year ended 6/30/09)

Eugene-Portland Amtrak Cascades trains and Thruway bus services.

1995 ridership 59,492 
 2009 ridership 180,556 
 Percentage growth +203%

For more information on passenger rail, visit www.oregon.gov/ODOT/RAIL.



Freight Overview

Supporting Oregon's broad-based economy requires a reliable and connected multimodal freight transportation system. Whether transporting wheat grown in Morrow County to the Port of Portland or bringing pears grown in Jackson County to the northern Oregon coast, the ability to move freight efficiently is critical in preserving Oregon's way of life.

Quick facts

- A variety of **motor carriers ply Oregon's highways**, transporting goods into, out of, and all around the state.
- Railroads haul **bulk commodities** over long, and increasingly intermediate, distances.
- Ships and barges haul **bulk loads** over long, and increasingly intermediate, distances.
- Airplanes carry primarily **high-value or highly perishable** goods.
- Pipelines move **liquids and gases**.

How freight moves

- Oregon has established a freight movement system where **providers rely on each other**, allowing competitive partnerships and opportunities for growth.
- Short-line **railroads work with local truckers** and highway users to create more efficient uses within the freight system.
- **Rail, truck and marine carriers work together**, often through intermodal connections, forming intra- and interstate partnerships.
- Aviation transports mainly high-value, low-weight and perishable goods in and out of most Oregon airports.

Exports play big role

- As the nation's **ninth most** trade-dependent state in the U.S., slowing in global trade has a significant impact on the state's economy.
- Oregon exports began precipitous decline in late 2008 and continued to slow in 2009; however, manufacturing continues to lead the way in Oregon's economy.
- In 2008, **Oregon exported \$19.4 billion of goods** to foreign markets.
- Between 2007 and 2008, export growth in Oregon (at 17.2 percent) exceeded the national average (at 11.8 percent). **Oregon's exports to China surged 73 percent** from 2007 to 2008.
- About half of Oregon's total exports go to countries in Asia; the state's number one **single largest importer of goods is Canada** (17 percent).
- Oregon's largest export industries are **computers and electronic products** (41 percent) and crops (15 percent), followed by transportation equipment (8 percent), and machinery (8 percent).

Source: Oregon Business Development Department



The future of Oregon business

- Machinery manufacturing, chemical manufacturing and primary metal manufacturing have moved up in importance to the state's economy.
- Businesses the state is targeting require a solid, multimodal transportation system:
 - Advanced manufacturing
 - Clean technology
 - Forestry and wood products
 - High technology
 - Outdoor gear and apparel

Source: Oregon Business Development Department

Oregon Freight Advisory Committee (OFAC)

- OFAC advises the Oregon Transportation Commission on issues that affect freight mobility.
- The group is involved with the *ConnectOregon* programs, authorized by the 2005, 2007 and 2009 Oregon legislatures.
- The committee consists of shippers, carriers, association and agency representatives and other stakeholders.
- Formed in 1998, OFAC was formalized by the legislature in 2001.

For more information, contact: ODOT Freight Mobility Unit Manager, (503) 986-3520.

Truck Freight

Interstate highways and trucks

- I-5 is the most important north-south truck route in Oregon, Washington and California, with about **12,200 trucks crossing the Interstate Bridge** between Portland and Vancouver, Wash., every day.
- **I-84 connects I-5 traffic with Idaho** and states farther east.
- About **12,400 trucks daily cross the I-5 Marquam Bridge**.
- About **9,900 trucks daily cross the I-205 Glenn Jackson Bridge**.
- In metropolitan areas, trucks make up less than 15 percent of all traffic on major routes.
- Trucks make up more than 45 percent of all traffic on parts of I-84 in Oregon's rural Baker and Malheur counties.

Other important truck routes that criss-cross the state include:

- U.S. 97, a major north-south highway through central Oregon.
- Highways traversing mountain passes from western Oregon to central and eastern Oregon.
- Highways moving people from the Willamette Valley to the Oregon coast.
- Highways in Oregon's metropolitan area.

Oregon's Green Light program saves time, money

Green Light uses weigh-in-motion scales and transponders to let **trucks bypass 21 weigh stations** throughout Oregon. The 22nd Green Light site will open in late 2010 with the completion of a new southbound I-5 weigh station near Myrtle Creek in southern Oregon.

Truck Facts for 2008-2009

ODOT's Motor Carrier Transportation Division annually registers approximately 50,000 Oregon-based trucks and issues credentials for 250,000 out-of-state trucks operating in the state. The division accomplished the following in 2008-2009:

	2008	2009
Temporary passes and trip permits	231,008	240,051
Weight-mile taxes	\$240 million	\$216 million
Registration fees	\$22 million	\$31 million
Oversize, overweight and special variance fees	306,196	270,378
Trucks weighed	3,554,133	3,558,979
Trucks requiring corrections	3,485	3,171
Citations issued for various violations	21,817	19,710
Warnings issued for various violations	20,265	18,551
Inspections performed/managed	60,550	53,328

- Green Light saves time and money for more than **4,600 trucking companies** with **38,000 trucks**.
- More than **12 million “Green Lights”** have been given to truckers since 1997.
- In 2008, truckers got a green light to **bypass weigh stations 1,481,278 times**. In 2009, they got a **green light 1,504,040 times**. That’s about 4,100 times a day.
- If each Green Light saves five minutes, the program **saved truckers more than 125,000 hours of travel time** in 2009 alone.
- The Woodburn Port of Entry on southbound I-5 is the busiest Green Light weigh station. In 2009, it **precleared trucks 375,784 times**.

For more information

- Visit www.oregon.gov/ODOT/MCT/ to learn about trucking in Oregon.
- Visit OregonTruckingOnline.com to conduct truck-related business online or access public information about trucking companies operating in Oregon.
- For over-dimension truck permits, call the Motor Carrier Transportation Division at (503) 373-0000.



Rail Freight

Moving freight by rail:

- Reduces highway congestion and wear.
- Helps keep shipping prices competitive.
- Links together regions and other transportation modes.
- Plays a key role in Oregon's economy.

Rail freight facts

- Oregon has **two Class I railroads**: the Union Pacific and the BNSF Railway.
- Oregon has **18 short line** and three terminal railroads.
- There are **2,389 route miles of railroad tracks** in Oregon.

ODOT's focus: safety

- The Rail Safety Section **inspects railroad tracks, equipment, hazardous materials**, operating practices and signals for compliance with Federal Railroad Administration regulations, and enforces laws relating to railroad employee safety.
- The Crossing Safety Section **inspects and regulates all aspects of highway-rail grade crossings**, including all public at grade and grade separated crossings.

- The Rail Division develops a Rail Plan that includes both freight and passenger elements and meets the goals of the Oregon Transportation Plan.

In 2008, inspectors examined:

- **14,163 locomotives and rail cars**, identifying 2,569 defects; and
- Inspections included **2,762 miles of track** and **2,531 turnouts**, finding 2,388 defects; 1,677 railroad/highway crossings, pinpointing 585 deficiencies; and **125 signal installations** and **383 signal records**, finding 102 defects.

In 2009, inspectors examined:

- **10,097 locomotives and rail cars**, identifying 1,454 defects.
- Inspections included **3,063 miles of track** and **1,862 turnouts**, finding 2,303 defects; **1,634 railroad/highway crossings**, pinpointing 388 deficiencies; and 190 signal installations and signal records, finding 137 defects.

To learn more about railroads in Oregon, visit our website at www.oregon.gov/ODOT/RAIL.

Ports and Marine

Oregon has 23 ports along the Pacific Ocean and inland along the Columbia River. The busiest ports are the Port of Portland and the International Port of Coos Bay.

- The Port of Portland is located where deep water shipping, up-river barging, two water-grade rail lines and two interstate highways converge.
- Petroleum and petroleum products, grains and forest products, containerized cargo and automobiles are the main cargoes shipped through Oregon's ports and waterways.
- In 2008, the Port of Portland saw a slight reduction for total cargo tonnage from its highest of 2007 (**14.1 million tons**). In 2009, the effect of the recession was felt with a sharp 28 percent reduction in total cargo tonnage (**10.2 million tons**).
- Port of Portland remains one of the top five auto import ports in the United States.

Deep draft shipping

- Oregon has deep draft terminals in Astoria, Columbia County and Portland.
- The 20-year effort to **deepen the 103-mile navigation channel** from the Pacific Ocean to Portland from 40 to 43 feet will allow larger and more fully loaded ships to **serve more than 1,000 businesses** and regional farmers who depend on the Port to get their products to market. Scheduled completion: December 2010.
- Deep-draft terminals also are located in Coos Bay-North Bend and Newport.

Shallow draft shipping

- Shallow draft commercial marine traffic uses the 465-mile Columbia River-Snake River system as far inland as Lewiston, Idaho.
- Shallow draft ports are located in The Dalles, Arlington, Boardman and Umatilla.
- Upstream from Portland, the Columbia River channel has a minimum 14-foot depth.

Port of Portland Air and Marine Facts — Fiscal Year 2008 - 2009

- **Jobs: 32,460**
More than 30,000 jobs (direct, induced, indirect)
- **Income: \$1,861,255,000**
Nearly \$2 billion in personal income (direct, induced, indirect)
- **Revenue: \$4,057,678,000**
More than \$4 billion in business revenue
- **Taxes: \$188,918,000**
Nearly \$200 million in tax revenue

Note: Does not include private marine terminals and related activity or visitor industry impacts associated with Portland International Airport.

Source: Port of Portland

Aviation

Oregon's system of airports plays an important role in economic development. Aviation at Oregon Department of Aviation airports:

- Contributes over **130,000 jobs** to the state.
- Pays an aggregate of **\$4.7 billion in wages**.
- Accounts for **\$18.4 billion in total business** activity.
- Jobs include 29,000 generated by airports and more than 100,000 due to the need of businesses in Oregon to use aviation for business travel or cargo shipments

Oregon's aviation system includes:

- **97 public-use** airports.
- **350+ private-use** airports and airstrips.

Oregon's airports are used for a variety of tasks beyond delivering passengers, including overnight mail, air cargo, air ambulance, forest fire suppression, crop spraying, military use, and aviation-related businesses; these important activities and more all depend on an adequate network of airports.

The State Aviation Board

- A seven-member State Aviation Board sets statewide aviation policy in Oregon.
- The governor appoints the State Aviation Board and the agency director.

Oregon Department of Aviation

- The Oregon Department of Aviation was founded in 1921.
- ODA was the first government aviation agency in the United States.
- It was a part of the Oregon Department of Transportation until the 70th Oregon Legislative Assembly in 1999 passed legislation granting Aeronautics independent agency status. The Oregon Department of Aviation came into being on July 1, 2000.
- ODA has a small, dedicated staff of professionals specializing in aviation planning, maintenance and operations.
- Aviation fuel taxes, registration fees and user fees provide all ODA funding. ODA uses no state general fund revenue.

ODA Mission

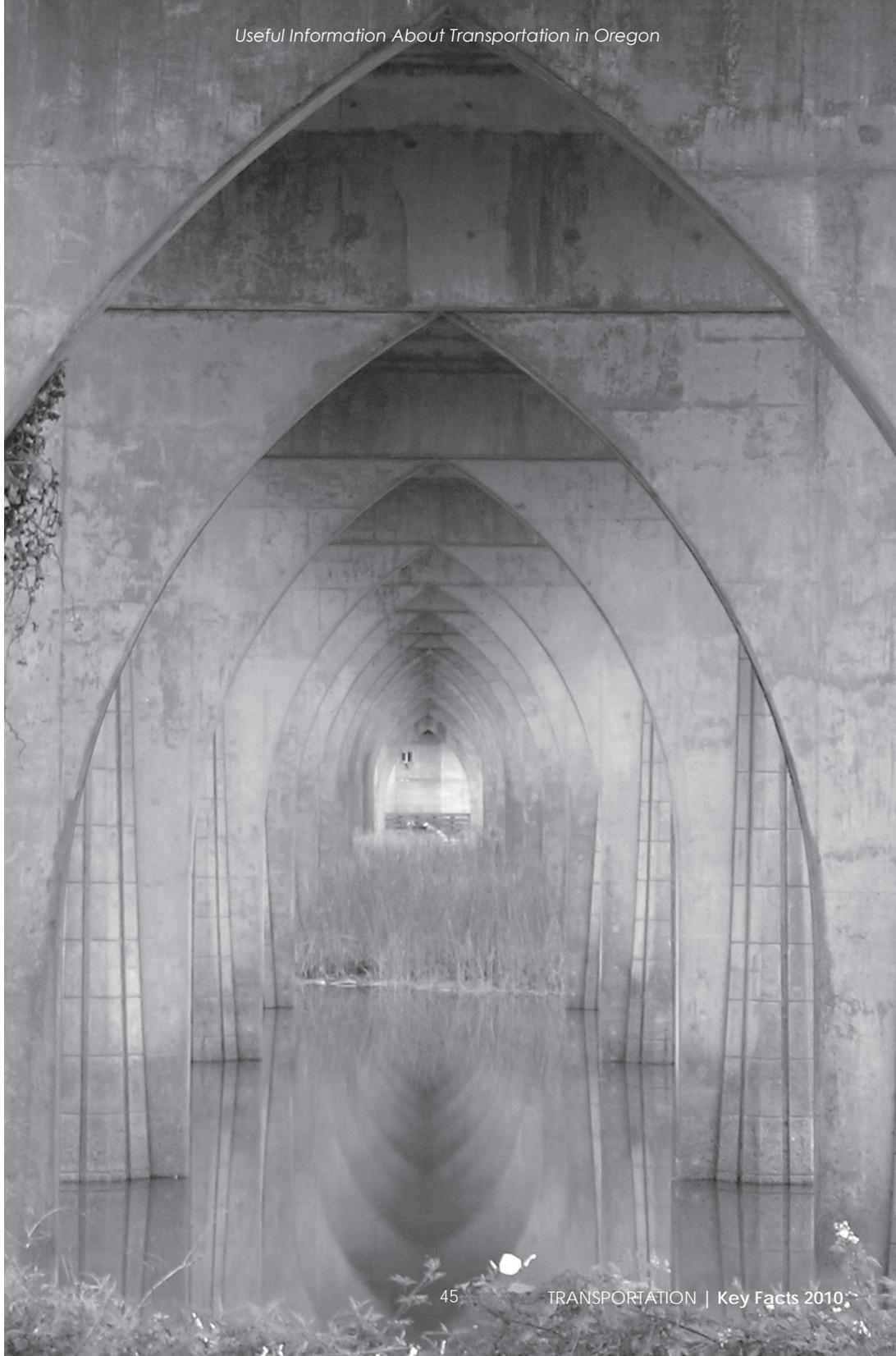
Enhance the well-being of people in Oregon by advancing aviation

ODA Goals

- Develop aviation as an integral part of Oregon's transportation network.
- Create and implement strategies to protect and improve Oregon's aviation system.
- Encourage aviation-related economic development.
- Support aviation safety and education.
- Increase commercial air service and general aviation in Oregon.

For more information, visit the ODA's website at www.oregon.gov/Aviation.

Source: Oregon Department of Aviation



Investments in Oregon's Livability

Oregon Innovative Partnerships Program

In 2003, the Oregon Legislature created the Oregon Innovative Partnerships Program, giving it broad authority to explore public/private partnerships that would benefit the state and its people. Goals include accessing development capital from private sources; engaging entrepreneurial approaches to project development; and accelerating project delivery.

Unique elements benefit Oregon

- Partnerships allow private sector partners to enter transportation project development early in the process and exempts the program from most requirements of the state procurement law so partners can be selected **based on a best value** rather than lowest bid.
- It provides for formation of **special funding districts to raise revenues** for transportation projects within the district.
- It **authorizes bonding** of transportation project revenue under a public-private agreement.

Completed projects feature innovation

Road User Fee Task Force and Pilot Program

A mileage fee pilot, conducted in Portland and released in November 2007, showed the "Oregon Mileage Fee Concept" is feasible as an alternative revenue collection system for replacing the gas tax as the fundamental way the state pays for road work. Refinements are required, however, and a new pilot will test an "open system" for electronic collection of mileage fees. It addresses the pilot's first concerns and with motorist choice built into the next system, ODOT hopes to achieve sufficient public acceptance

and an electronic mileage fee collection system that can evolve as technology does.

The Solar Highway Demonstration Project

Completed in 2008, this project involved installing privately-owned solar on public rights of way at the I-5/I-205 interchange, through an arrangement that allows ODOT to purchase renewable energy at no more cost than regular power. The successful project has received national and international awards and attention and has set the stage for more clean, renewable energy projects.

Future projects light the way

- **Additional solar highway projects — a 1.3 megawatt installation at the Baldock rest area** south of the city of Wilsonville; a 3 megawatt installation south of the City of West Linn; and full build out of the demonstration project would increase ODOT's use of green power.
- **Pilot program for outsourcing highway maintenance** — development and implementation of a six-year pilot program to contract for all maintenance activities on a 26.47 mile segment of Oregon 219 beginning at the community of Scholls, north of Newberg, and continuing south to the west side of I-5 near Woodburn.
- **Electric vehicle charging network** — establishing a **network of charging stations** for electric vehicles to encourage and accelerate private investment in the electric vehicle industry and consumer acceptance.

For more information about the program, visit: www.oregon.gov/ODOT/HWY/OIPP.



Office of Civil Rights, Workforce Development and Small Business Support

ODOT's Office of Civil Rights includes programs for workforce development and small businesses, as well as labor compliance and equal opportunity, disadvantaged businesses, and environmental justice.

Workforce Development

- ODOT's statewide **Workforce Development** program seeks to identify, recruit and train a new and larger qualified construction workforce, as well as build sustainable career opportunities for Oregon workers.
- Apprentice hours on highway construction projects with Workforce Development Program specifications **grew an average of 7.6 percent** over five years from 2005 – 2009.

Small Business Programs

- **Emerging Small Business program:** For July 2009 – July 2010, ODOT committed nearly **\$5.3 million to contracts for ESB firms**. While the program is race and gender-neutral, it awarded contracts to a diverse group of bidders, and the program continues to recruit a wide variety of businesses:

- **1,895 businesses certified as ESB** (majority of ESBs certified in types of work to qualify for work with ODOT)
- **511 qualified as Disadvantaged Business Enterprises**
- **636 qualified as Minority-owned small businesses**
- **1,094 qualified as Women-owned small business**
(Firms may qualify for certification in more than one category. Total firms certified in one or more categories: 2,995)
- During 2009 – 2011, ODOT has set aside more than **130 new projects** with an estimated value of more than **\$6.5 million** for exclusive bidding by Oregon firms with ESB designation.
- **ODOT's Small Contracting program:** This program increases economic opportunities by allowing businesses to become prime contractors on smaller, more manageable transportation projects.
 - *The Small Contracting Program for Professional and Technical Services* has awarded **78 contracts for a total of \$4,735,683**; two-thirds of the businesses registered in this program are disadvantaged, minority-owned, women-owned or emerging small businesses.

- *The Small Contracting Program for Construction*, aimed at diversifying the size of companies awarded ODOT construction contracts, has awarded **39 contracts for a total of \$1,367,667**.

For more information, visit www.odotsmallbusinesssupport.org.

Sustainability Program

The Oregon Department of Transportation is committed to making significant contributions toward sustainability in the transportation industry. In 2007, ODOT established a **Sustainability Council** that provides direction and advice for the overall Sustainability Program. Highlights include:

- ODOT was the **first state agency in Oregon** to have a comprehensive Sustainability Program and the first to develop a Sustainability Plan.
- ODOT's Fleet Section uses of **biodiesel, hybrid and electric vehicles**, as well as other clean fuels. For example, ODOT plans to meet and sustain a 30 percent B-20 biodiesel use by the mid-2010.
- Conservation and Alternative Resource Teams (CART) are small "green teams" of employees at ODOT offices who help educate employees about work-related **conservation efforts** such as recycling, energy saving, and commuting options.
- ODOT's Facilities Section employs **sustainable practices** as a part of its everyday operations, with activities such as installing energy-efficient lighting and windows, adding insulation, using programmable thermostats, and changing to white roofs to reduce energy costs in buildings as replacement is needed.

- The 2009 Oregon Legislature asked ODOT to work with other state agencies to write a **Climate Change Strategy** for the state of Oregon to decrease greenhouse gas emissions from the transportation sector. ODOT will also be providing guidance and tools to local governments to help reduce emissions statewide.

For more information, contact ODOT's Sustainability Program manager at (503) 986-3491.

Transportation Building Rehabilitation

The "T-Building," located on the Capitol Mall in Salem, was designed in 1949 and completed in 1951. Maintenance has been consistent, but no major structural alterations have been done, making it the last building on the Capitol Mall substantially unchanged since its construction — and a building unable to withstand an earthquake.

- The 2010 Legislature authorized \$64.7 million to **rehabilitate the building**.
- The building is being renovated to meet Leadership in Energy and Environmental Design (LEED) **Gold certification**. A cost-benefit study showed that when lifecycle impacts are considered, a high performance, environmentally-friendly renovation would save about \$90 million over 20 years (compared to a market-rate renovation).
- Partner agencies are working with ODOT and its contractors to **preserve historical aspects** of the building.
- The rehabilitation is scheduled to be complete in 2012.

Oregon Wireless Interoperability Network

The 2010 Legislature approved moving the Oregon Wireless Interoperability Network (OWIN) project to ODOT. OWIN resulted from a legislative mandate to consolidate the state's four existing major radio networks and create a statewide "system of systems" for mission critical, public safety communications. It also coincides with a mandate from the Federal Communications Commission to abandon wideband and switch all public safety radio systems to narrowband by 2012.

Radio systems operated by public safety agencies in jurisdictions around the state are often incompatible. OWIN will upgrade the existing state's systems and include an interoperability layer, allowing emergency responders from different agencies and jurisdictions to communicate seamlessly and immediately.

- Phase I began with **infrastructure construction** west of the Cascades, including engineered sites covering **18 counties** in western Oregon, where **80 percent of the population** lives and works.
- OWIN has completed **680 miles of microwave pathways** linking **28 sites** and **54 microwave radio installations**.
- By the time Phase IV is completed and the network is operational on the first day of 2013, all of Oregon will have a **secure and reliable public safety communications network**.
- It will involve more than **300 towers**, both new and renovated, around the state.
- To accomplish these goals effectively and efficiently, OWIN has developed **43 partnership agreements** with local and federal government organizations and commercial partners.

Keep up-to-date on the OWIN project at www.oregon.gov/ODOT/HWY/OWIN/index.shtml.



Road Financing

The money used to preserve, improve and operate Oregon's road system comes from three main categories: 1) state funds; 2) federal funds; and 3) local (county and city) funds.

The State Highway Fund

The money raised by taxes and fees on the ownership, operation or use of motor vehicles or on the fuel they use is constitutionally dedicated in Oregon to the State Highway Fund. These funds, which come from the following sources, must be used on roads, bridges or rest areas:

Driver license fees and fees relating to obtaining a driver license (covering the fixed costs of providing the highway system)

- \$40–\$154: issuance and renewal of driver license or commercial driver license with endorsements
- \$23.50: instructional permits
- \$5–\$70: tests and special endorsements

Registration and title fees (covering the fixed costs of providing the highway system)

Registration fees

- \$43 per year: cars and light vehicles
- \$344–\$764 per year: vehicles less than 26,000 pounds gross vehicle weight
- \$375–\$1,295: vehicles over 26,000 GVW

Title fees

- \$77: cars
- \$90: heavy vehicles

Fuel taxes (covering the travel-related costs of cars and other light vehicles)

- 24 cents per gallon (30 cents per gallon after January 1, 2011) of gasoline, diesel or equivalent natural gas or propane: vehicles less than 26,000 GVW

Weight-mile taxes (covering the greater responsibility of trucks and other heavy vehicles — fees are based on weight and distance traveled) — effective Oct. 1, 2010

- 4.98 cents–23.04 cents per mile: vehicles between 26,001 and 105,500 GVW
- 7.1 cents per equivalent single axle mile: exceptional loads

The State Highway Fund is a shared revenue source. The net revenues from the taxes and fees listed above are distributed to the state, counties and cities using the formula below.

- State: 60 percent
- Counties: 24 percent, based on vehicle registrations
- Cities: 16 percent, based on population

The **2009 Jobs and Transportation Act** will raise about \$300 million per year in additional highway-related revenue to be distributed as follows:

- \$3 million per year for the Travel Information Council for rest areas.
- \$24 million per year to the state.
- The balance will be distributed as 50 percent state; 30 percent counties; and 20 percent cities.

Federal funds

There are two major sources of federal road revenue:

- The **Federal Highway Trust Fund**, which is shared by the state, counties and cities.
- **Federal forest revenues**, which are distributed to counties and earmarked for road purposes.

Local funds

City and county local road funds come from property tax levies, local fuel taxes, local improvement district assessments, traffic impact fees, bonds, general fund transfers, parking meters and fines, receipts from other local governments, and miscellaneous sources like fines, permit fees and private contributions.

To learn more about ODOT's budget, visit www.oregon.gov/ODOT/COMM.

COMPARISON OF AUTOMOBILE RELATED TAXES
January 2011

Tax:	Oregon	BORDERING STATES				OTHER WESTERN STATES	
		Washington	California	Idaho	Nevada	Montana	Utah
State Gasoline Excise Tax (a)	30.0¢	37.5¢	35.3¢	25.0¢	23.0¢	27.8¢	24.5¢
Gasoline Sales and Local Option Taxes(b)	1.0¢	0.0¢	8.1¢	0.0¢	10.1¢	0.0¢	0.0¢
Re-Registration and Related Fees (c)	\$46.04	\$48.75	\$56.00	\$47.50	\$33.00	\$96.00	\$44.50
Tax Equivalent (Cents/Gallon)	7.7¢	8.1¢	9.3¢	7.9¢	5.5¢	16.0¢	7.4¢
Median Ad Valorem Taxes (d)	\$0.00	\$39.00	\$149.50	\$0.00	\$130.00	\$91.00	\$80.00
Tax Equivalent (Cents/Gallon)	0¢	6.5¢	24.9¢	0¢	21.7¢	15.2¢	13.3¢
Prorated Automobile Sales Taxes (e)	\$0.00	\$292.50	\$276.25	\$195.00	\$227.50	\$0.00	\$211.25
Tax Equivalent (Cents/Gallon)	0¢	48.8¢	46.0¢	32.5¢	37.9¢	0¢	35.2¢
Prorated Title and Related Fees (f)	\$19.25	\$6.88	\$4.50	\$3.50	\$7.06	\$2.50	\$1.50
Tax Equivalent (Cents/Gallon)	3.2¢	1.1¢	0.8¢	0.6¢	1.2¢	0.4¢	0.3¢
Total Equivalent Cents/Gallon (g)	41.9¢	102.0¢	124.4¢	66.0¢	99.4¢	59.4¢	80.7¢

(a) California, Idaho, Nevada, Montana and Utah include petroleum clean-up taxes.

(b) Includes weighted average sales taxes and weighted average local option excise taxes. California tax assumes \$3.00 per gallon retail price.

(c) Includes miscellaneous and weighted average local option fees. Excludes air emissions fees.

(d) Applies state formula to national median age (8 years) of an average price automobile. Includes weighted average local option taxes.

(e) Prorated over four years, and based on an average price of \$13,000. Includes weighted average local option taxes.

(f) Prorated over four years.

(g) Based on estimated average gallons of 600 per year (12,000 miles per year @ 20.0 mpg).

Source: Oregon Department of Transportation, Long Range Planning Unit, July 2010

Federal Funding/User Fees

Fuel and transportation taxes and fees, including motor fuels tax, tire tax, heavy truck and trailer sales tax and annual heavy truck use tax, provide the funds for highway and transit programs. These taxes and fees are deposited in a federal Highway Trust Fund.

Current federal fuel tax rates and distribution

Fuel Type	Total Tax Per Gallon	Highway Account	Mass Transit Account	Leaking Underground Storage Tank Trust Fund
Gasoline	18.40	15.44	2.86	.10
Diesel and Kerosene Fuel	24.40	21.44	2.86	.10
Gasohol	18.40	15.44	2.86	.10
Special Fuels				
Liquified Petroleum Gas	18.30	15.44	2.86	
Liquified Natural Gas	24.30	21.44	2.86	
M85 (from Natural Gas)	9.25	7.72	1.43	.10
Compressed Natural Gas	18.30	15.44	2.86	
Other Special Fuels*	18.40	15.44	2.86	.10

*Other special fuels include benzol, benzene, naptha, liquefied petroleum gas (propane, butane, casing head and natural gas) or any liquid used as fuel in a motor vehicle except gasoline, diesel, kerosene, gas oil, fuel oil or other products taxable under the fuel tax provisions.

Fund distribution

- Congress authorizes the amount of federal funding states receive each year and how those funds may be used by passing a multi-year transportation law.
- Congress passes appropriations bills to limit how much federal money states may spend each federal fiscal year.

SAFETEA-LU

SAFETEA-LU (The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) is the current surface transportation bill,

- approved in 2005. It covered federal fiscal years 2005-2009 and provided historic levels of funding for highway and transit programs. In the absence of a new authorization bill, SAFETEA-LU has been extended to cover federal fiscal year 2010 and part of 2011.
- SAFETEA-LU continues the former federal authorization (the Transportation Equity Act for the 21st Century) concept of guaranteed minimum levels of federal funding for highway and transit programs.
 - In addition, all Highway Trust Fund revenues are dedicated to transportation. In the past, part of the

trust fund was used to offset deficits in other parts of the federal budget.

Fund limitations

- ODOT receives federal funds to reimburse state funds and other funds spent on projects approved by the federal government.
- Federal funds must be matched with state and local funds.
- With few exceptions, the amount of federal funds Oregon receives is less than the full cost of projects.
- State taxes or other non-federal funds must be used to close the gap.
- Federal funds for highway and transit projects must be used for specific purposes — they are not block grants.
- There are more than 120 highway and transit programs through which states receive federal funds; each federal program has its own rules and restrictions.
- Transit funds are distributed almost exclusively to local transit providers and local governments.
- Less than 10 percent of annual transit funding is managed by ODOT.

Important terms to know:

- **Obligation Limitation** — The limit set by Congress each year on the amount of federal funds states can spend.
- **Earmarked Projects** — Funding set aside for special projects sponsored by the Oregon Congressional Delegation.
- **Dedicated Programs** — Highway and transit programs whose funding is restricted by federal law for specific purposes. Examples include highway safety, recreational trails, planning and research, or rural transportation services for people who are elderly or disabled.
- **Local Programs** — Federal highway and transit programs designed especially for local governments and transit providers. Examples include local bridge program, safety, transportation enhancements, high risk rural roads, safe routes to schools, Surface Transportation Program set-aside for cities and counties, or transit funds for urbanized areas.

**Estimated Average Annual Federal Funding for Oregon and ODOT
Federal Fiscal Years 2005-2011 (Dollars in Millions)**

	Highways	Transit
Average Annual Obligation Limitation set by Congress	\$425.1	\$135.8
Projects earmarked by Congress	(\$40.4)	(\$66.0)
Dedicated programs	(\$27.9)	(\$3.4)
Local programs	(\$77.2)	(\$56.8)
Federal Funds available to ODOT	\$275.2	\$9.6

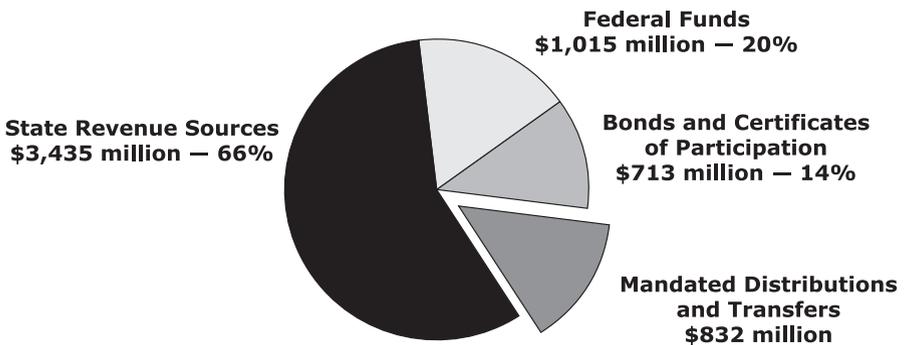
Annual obligation limitation for highways based on an expected limitation rate of 92 percent for federal fiscal years 2006-2011. Annual obligation limitation for transit based on an expected limitation rate of 100 percent for federal fiscal years 2006-2011. Absent are any funding amounts for highway or transit projects earmarked in 2010 and 2011.

Revenue Sources

Oregon Department of Transportation Revenue Sources — 2009 – 2011	\$ Millions
Beginning Balance	766
Motor Fuels Taxes	980
Driver and Vehicle Licenses and Fees	640
Transportation Licenses and Fees	73
Weight Mile Tax	630
Transfers to the Department	142
State General Funds	10
Oregon Lottery Proceeds	85
All Other Revenue	75
Sales and Charges for Services	34
Subtotal State Funds	3,435
Federal Funds	1,015
State Highway and Oregon Lottery Revenue Bonds	713
TOTAL REVENUE <i>(before mandated distributions)</i>	5,163

Source: 2009 – 2011 Legislatively Adopted Budget

2009 – 2011 Legislatively Adopted Budget Available Revenue = \$4,331 million



Revenue Uses

ODOT Revenue Uses

Based on 2009 – 2011

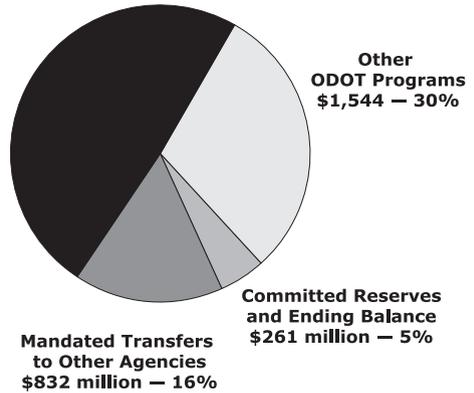
Legislatively Adopted Budget

State Highway Program	\$ Millions
Maintenance	400
Preservation	389
Bridge	670
Highway Safety	72
Operations	71
Modernization	348
Special Programs	185
Local Government Assistance	391
Subtotal State Highways	\$2,526

Other ODOT Programs	\$ Millions
Transportation Safety	29
Public Transit	110
Rail	296
Transportation Program Development	220
DMV	160
Motor Carrier	62
Central Services	257
Debt Service	389
Capital Improvement, Construction and Non-Limited Programs	21
Subtotal Other Programs	\$1,544

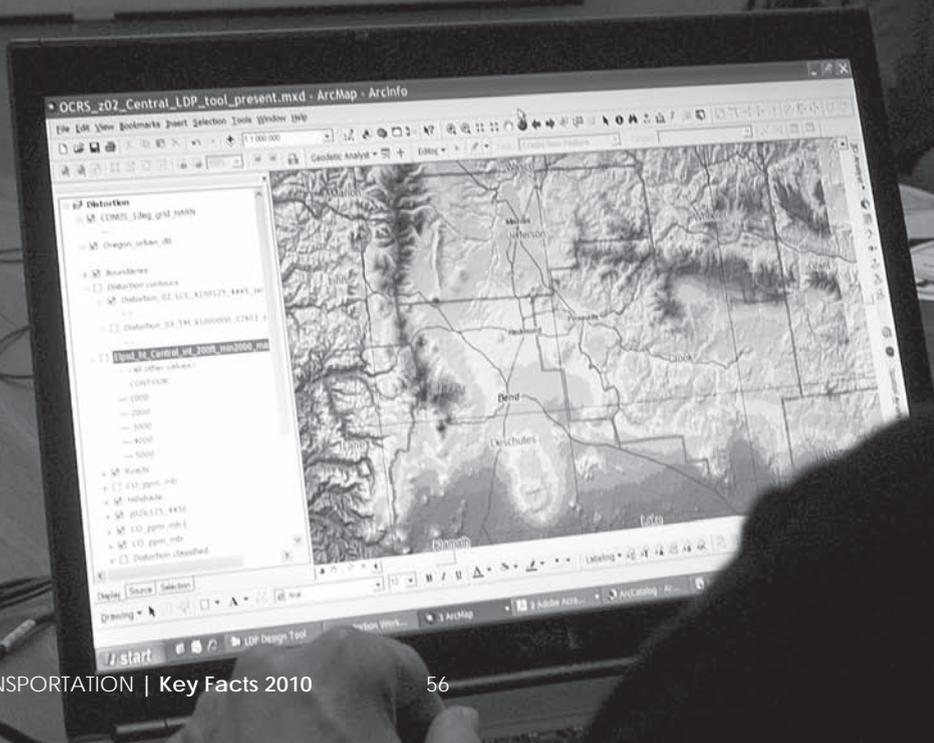
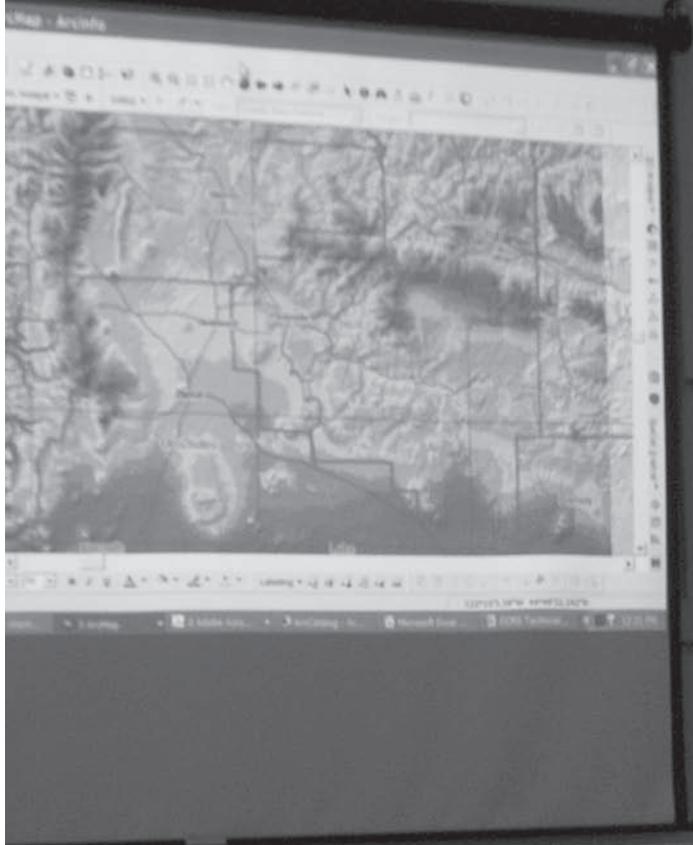
Committed Reserves and Ending Balance	261
Mandated Transfers to Other Agencies	832
TOTAL	\$5,163

State Highways
\$2,526 million – 49%



Transfers to Local Governments and Other State Agencies

Cities	\$303 million
Counties	\$452 million
Other Agencies	\$77 million
Subtotal	\$832 million



Transportation Planning

Transportation Planning: Key to Statewide Success

The Oregon Transportation Commission is responsible for developing and maintaining a state transportation policy and a comprehensive long-range plan. The long-range plan, known as the Oregon Transportation Plan, provides for a safe, multimodal transportation system that encompasses economic efficiency, orderly economic development and environmental quality.

The Oregon Transportation Plan

- The Oregon Transportation Plan, the state's transportation policy plan, was adopted in September 2006.
- It provides an overall vision of a balanced multimodal transportation system for Oregon, encompassing all modes of transportation regardless of ownership.
- The plan guides efforts to optimize the existing system and better integrate modes of transportation so they function as one safe, efficient system.
- Designed to respond to changing conditions and new technologies, the OTP sets overall investment strategies and priorities.
- It is broad in scope and general in nature and includes detailed policy direction and system planning via the modal and topic plans comprising the OTP.
- See next section for OTP's Goals
- For more details, visit www.oregon.gov/ODOT/TD/TP/ortrans-planupdate.shtml.

The 1999 Oregon Highway Plan

- The OHP sets long-range policies and investment strategies for the state highway system.
- It emphasizes safety and efficient management of the highway system.
- The OHP also includes investment strategies that address available funding and explains how ODOT would invest future revenues.
- The 1999 Plan was republished, with amendments, in 2006. Learn more at www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml#1999_Oregon_Highway_Plan.

The 1995 Oregon Bicycle and Pedestrian Plan

- This plan describes laws, principles and policies that ODOT follows to provide bikeways and walkways along state highways.
- It provides design guidance to ODOT, cities and counties on good construction practices.
- For details, visit www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml.

Oregon Rail Plan

- This plan describes rail related laws and policies and provides an overview of Oregon's freight and passenger systems.
- In 2010, ODOT will release a statewide study describing opportunities and challenges for both the freight and passenger rail system in Oregon. This study will serve as the foundation for updating the 2001 Oregon Rail Plan.
- Visit www.oregon.gov/ODOT/RAIL/docs/Publications/railplan01.pdf for more information.

Oregon Transportation Safety Action Plan

- This plan identifies a safety agenda to guide the state over the next 20 years and includes key actions aimed at improving transportation safety on Oregon's highways.
- Adopted in 2004 and amended in 2006, the plan serves as the federally mandated Strategic Highway Safety Plan.
- For details, visit www.oregon.gov/ODOT/TS/tsap.shtml.

1997 Oregon Public Transportation Plan

- This plan covers intercity bus, passenger rail, urban fixed-route transit, small-city and rural transit, special-needs transportation, transportation demand management and light-rail needs.
- For details, visit www.oregon.gov/ODOT/TD/TP/OTPT.shtml

Key elements of successful planning

- The Federal-Aid Highway Act of 1962 required, as a condition for federal funding, that transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive, urban transportation planning process undertaken cooperatively by the states and local governments. This manifested itself as Metropolitan Planning Organizations, or MPOs. MPOs provide the Oregon Transportation Commission and elected officials with vital local transportation plans to help prioritize and schedule projects.
- Oregon also gathers input from local Area Commissions on Transportation (ACTs). These community groups meet regularly to develop and refine transportation plans.

- In addition to these locally-derived plans, there are a variety of facility plans that impact projects, including plans that cover all modes of transportation: cars, buses, trucks, trains, bicycles, pedestrians, airplanes, pipelines and ports.
- Facility plans also include transportation system plans and refinement plans such as interchange area management plans and access management plans.
- All of these plans and planning processes feature significant public involvement, as well as input from local, state, federal and ODOT officials, tribal representatives, transportation providers and other transportation stakeholders.
- Management systems are also used to evaluate proposals for transportation solutions, providing objective technical information for pavements, bridges, safety, congestion, public transportation, traffic monitoring and freight.

2007 Oregon Aviation Plan

- The OAP is a comprehensive look at Oregon's aviation system and serves as a guide for system management and development.
- The OAP combines three different planning studies to assess the condition of existing aviation infrastructure, the economic benefit of aviation in Oregon, and the role and significance of each airport.
- The State Aviation Board adopted the OAP through its role in guiding the Oregon Department of Aviation.
- For details, visit www.oregon.gov/Aviation.

Learn more about transportation planning at www.oregon.gov/ODOT/TD.

Oregon Transportation Plan Goals

2006 Oregon Transportation Plan

The Oregon Transportation Plan provides a vision, goals and policies to guide future decision making for a multimodal transportation system in the state. The plan looks at transportation in Oregon out to 2030. The goals, developed in response to the trends, challenges and opportunities that influence the transportation system, are summarized below:

Goal 1

Mobility and Accessibility

To enhance Oregon's quality of life and economic vitality by providing a balanced, efficient, cost effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.

Goal 2

Management of the System

To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

Goal 3 – Economic Vitality

To promote the expansion and diversification of Oregon's economy through the efficient and effective movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.

Goal 4 – Sustainability

To provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. This system is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environments.

Goal 5

Safety and Security

To plan, build, operate and maintain the transportation system so that it is safe and secure.

Goal 6

Funding the Transportation System

To create a transportation funding structure that will support a viable transportation system to achieve state and local goals today and in the future.

Goal 7

Coordination, Communication and Cooperation

To pursue coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so the transportation system functions as one system.

To review the entire plan, visit www.oregon.gov/ODOT/TD/TP/ortransplan-update.shtml.

Performance Measures

ODOT's goals are linked to the State of Oregon's long-range strategic vision called the Oregon Benchmarks — high-level indicators

of quality of life. These "Key Performance Measures" help ODOT track progress and set goals for the future.

		2002	2004	2006	2008	2010 Target
Safety: Engineering, educating and enforcing a safe transportation system	<i>Traffic deaths per 100 million vehicle miles traveled</i>	1.26	1.28	1.35	1.24	.99
	<i>Number of large truck at-fault crashes per million vehicle miles traveled</i>	.34	.35	.40	.38	.37
	<i>Number of incidents at railroad grade crossings</i>	24	21	19	12	15
	<i>Percent of people satisfied with transportation safety</i>	71	75	69	70	74
Mobility/ Economic Vitality: Keeping people and economy moving	<i>Number of jobs sustained by construction spending</i>	N/A	10,000	10,500	12,300	13,000
	<i>Percent of Oregon communities of 2,500 or more with intercity bus or rail passenger service</i>	90	90	91	91	95
	<i>Average number of public transit rides per person taken by elderly or disabled Oregonians</i>	6.1	6.2	7.0	7.0	7.0
	<i>Hours of travel delay per person in urban areas</i>	15.5	16.6	17.2	N/A	20

		2002	2004	2006	2008	2010 Target
Sustainability/ Environment: Sustaining the environment and communities	<i>Number of rail passengers traveling in Oregon</i>	121,281	122,639	137,836	186,410	195,635
	<i>Percent of Oregonians who commute to work during peak hours by means other than driving alone</i>	29	31	32	30	30
	<i>Percent of state highway lane miles in fair and good condition</i>	81	84	87	85	78
Stewardship: Maximizing value from transportation investments	<i>Percent of customers satisfied with service at DMV offices</i>	83.5	84.0	83.6	83.1	85
	<i>Minutes that customers wait in line for service at DMV offices</i>	13.7	13.9	11.9	10.6	15



How do I...?

Get answers to questions, offer comments, and express concerns about ODOT. Call Ask ODOT:

- Call toll-free: 1-888-ASK-ODOT (1-888-275-6368))
- Visit www.oregon.gov/ODOT/AskODOT

Ask ODOT is the citizens' representative office, located in the Director's Office, where you can find out who to talk to in the organization, register a complaint or offer a compliment, make a suggestion or find out more about a project, process or service.

Find out about registering my car, taking a driver test, or getting other driver and motor vehicle information. Contact DMV:

- Statewide: (503) 945-5000
- In Portland: (503) 299-9999
- Website: www.oregondmv.com

Learn about trucking rules, regulations, permits, safety and other motor carrier information. Talk to Motor Carrier experts:

- www.oregon.gov/ODOT/MCT
- www.oregontruckingonline.com
- (503) 378-5849
- Truck Safety Hotline: 1-800-248-6782

Get up-to-date road, weather and travel information:

- Website: www.TripCheck.com
- For mobile devices: www.TripCheck.com/mobile
- Inside Oregon: 511 or 1-800-977-6368
- Outside Oregon: (503) 588-2941

Find out about job openings at ODOT:

- Call ODOT Jobs at (866) ODOTJOBS (1-866-636-8562)
- Website: www.odotjobs.com

Learn about support ODOT offers small businesses:

- www.odotsmallbusinesssupport.com
- Emerging Small Businesses: (503) 986-3016
- Disadvantaged Business Enterprises: (503) 986-4355

Find out about gaining skills for highway construction careers:

- www.odotworkforcedevelopment.com
- On-the-Job and Apprentice programs: (503) 986-4353

Help make our roads safer:

- Report an impaired driver at 1-800-24-DRUNK (1-800-243-7865)
- Take a TEAM Oregon motorcycle safety class, <http://teamoregon.orst.edu>
- Protect child passengers, www.ACTSOregon.org
- Help a teen driver, www.oregon.gov/ODOT/TS/drivers_ed.shtml
- Get involved! www.oregon.gov/ODOT/TS

Get a FREE copy of the Official Oregon State Map:

Request by mail:

ODOT Transportation Development Division
Geographic Information Services Unit
555 13th St. N.E., Suite 2
Salem, OR 97301-4178

Request by phone:

(503) 986-3154

Request by e-mail:

odot.maps@odot.state.or.us

Get bicycle maps:

Call the bike maps hotline at (503) 986-3556 or visit www.oregon.gov/ODOT/HWY/BIKEPED/maps.shtml#ODOT_Maps

Contact the Director's Office:

(503) 986-3289

Contact the Oregon Transportation Commission:

(503) 986-3450

Get involved with local planning activities:

www.oregon.gov/ODOT/involvement.shtml

Access resources for local governments:

www.oregon.gov/ODOT/HWY/LGS/index.shtml

Learn about state transportation projects in my area:

www.oregon.gov/ODOT/HighwayRegions.shtml

Find out more about ODOT:

- www.oregon.gov/ODOT
- www.twitter.com/OregonDOT
- www.youtube.com/OregonDOT
- www.flickr.com/OregonDOT





