

Oregon on the Move

A history of Oregon's transportation systems



Front cover photos: **Top:** Salem's first airplane at Lone Acres Race Track in 1912. **Middle left:** Part of the crowd at the groundbreaking for the Columbia River Highway in 1914 (see page 14). **Middle right:** Portland Mayor Harry Albee, police Captain John Moore and Officer Edgar Manning in front of the city's first traffic signal in 1915. **Bottom:** Sternwheeler Bailey Gatzert steams up the Columbia River towards Cascade Locks in the 1890s.

Oregon
on
the
Move

A history of Oregon's transportation systems

Published by
the
ODOT History Committee

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This publication is
dedicated to
the memory of

John Sheldrake
our colleague and friend



FOREWORD

Transportation has always been a critical – if not the critical – concern for people living in the Oregon country. Folks were transporting “stuff” around the region long before the first Spanish, English, Russian and later, American explorers began poking around the territory. The area’s first settlers transported themselves here by foot, dragging primitive sledges, or by canoe, so getting from Point “A” to Point “B” safely, efficiently and effectively has been a task faced by Oregon residents for several thousand millennia.

As Oregon celebrates the 150th anniversary of its statehood, it seems appropriate to also celebrate the history of our transportation systems. This book is a compilation of historical facts, figures and tidbits gleaned from existing publications printed by the Oregon Department of Transportation, its predecessors and various departments. It is a history of transportation in the state, but not the history of transportation. A complete history would take many more volumes than this committee could afford to compile and publish. Instead this publication is intended to provide an overview of the events that shaped transportation in Oregon and provide a window into the lives and careers of the men and women whose determination and foresight forged the efficient transportation systems that Oregonians enjoy today.

The sources of information for this book come from sources as varied as the Oregon Bluebook and the internet; however, most of the entries for the earliest entries come from the publication *Reigning in the Horseless Carriage*, published by the Driver and Motor Vehicle Services in 1989 and *The Chronological History of the Oregon Department of Transportation*, published by the ODOT History Committee in 1993. Three internal ODOT publications, *VIA* (published from 1978 to 1991), *TransScript* (published from 1991 to present) and *Inside ODOT* (a current e-zine), are the sources for most entries from the 1990s onward.

The monumental and the mundane, the triumphal and the tragic have all melded together in the events that form the history of transportation in this state. We hope that these pages will provide you a better appreciation of that history and of the people who have worked, are working and will continue to work together every day to keep Oregon “On the Move.”

The ODOT History Committee

Category

PRE-STATEHOOD

10,000 BC

Firsts

First North American settlers cross land bridge and gradually migrate south to present-day Oregon.

1609

Firsts

First pilgrims come ashore at Cape Henry, Virginia and move inland to establish Jamestown.

1775

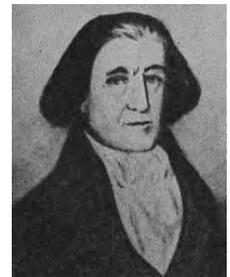
Event

Spanish Captain Bruno Heceta discovers the Columbia River estuary. Bad weather and bar conditions prevent him from crossing into river.

1792

Event

Captain Robert Gray enters the Columbia River (May 12) and names the river for his ship.



Capt. Robert Gray

Event

George Vancouver explores the Columbia River to its confluence with the Willamette River.

1804

Event



Meriweather Lewis and William Clark lead the "Corps of Discovery" on a mission to explore portions of the territory acquired in the Louisiana Purchase.

1811

Event

Astoria founded as a fur trading post by Hudson's Bay Company. The city is named for John Jacob Astor. First permanent settlement by European settlers on the west coast.





1842

Dr. Elijah White leads the first wagon train over what will become the Oregon Trail. Train consists of 100 people to Oregon who travel from Independence, Missouri.

Firsts

1843

Sam Barlow and Phillip Foster hack a primitive road through the forests around the southern flank of Mt. Hood. The Barlow Road, a private toll road, is the first roadway built in Oregon.

Firsts

A meeting of settlers and other residents at Champoeg Landing on the Willamette River votes to establish a provisional government.



Event

"Birth of Oregon"

1848

The Applegate Trail opens through the Klamath Basin, opening up Southwest Oregon to settlement.

Highways

President James Polk signs the "Organic Bill" creating the Oregon Territory.

Event

1853

U.S. Army engineers begin surveying and building the Scottsburg-Myrtle Creek and Myrtle Creek-Camp Stewart Military Roads, marking the first government road construction in Oregon.

Highways

1855

Lt. George Derby begins survey and construction of the Ft. Vancouver-Ft. Cascades Military Portage Highway.

Highways

Pacific Railway Surveys extended into Oregon.

Railroads

Category

POST-STATEHOOD

1859

Event

Oregon becomes a state.

1860

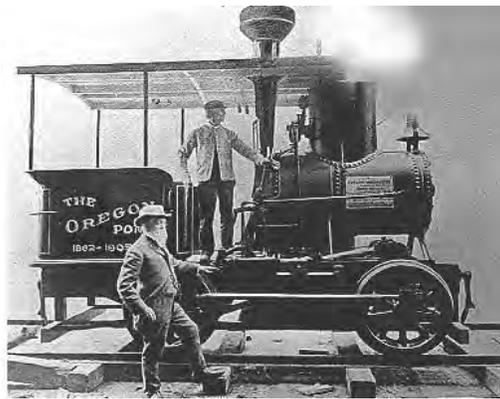
Firsts

First road-related legislation passed by the Oregon Legislature requiring persons petitioning for construction of county roads to perform one day's labor (at least eight hours) each to build the road, or pay \$2. Persons doing the labor are also required to provide their own tools and implements. Anyone required to do labor who owns a team of horses, mules or oxen and wagon, cart, scraper or plow might also be required to furnish them for use in the labor, with "just compensation" paid to owner.

1866

Highway Funding

Property owners are taxed one day's work on county roads for each \$1,000 of property value, or pay \$2 per day.



The Oregon Pony -- Oregon's first rail-road engine, arrived in 1864

All able-bodied men between 21 and 50 years old are required to work two days a year on county roads, or pay \$2 per day poll tax.

1870

Highways

Active or exempt firemen excused from requirement of doing roadwork or paying poll tax, but still must pay property taxes for roads.



Toll gate on Barlow Trail near Mt. Hood about 1884



Sternwheeler Bailey Gatzert, "King of the River" in the 1890s

1884

First regularly-scheduled passenger rail service begins in Portland.

1893

In lieu of road taxes, all counties are allowed to levy a 5 mill-per-dollar value property tax, plus a \$2 poll tax, both dedicated to county roads. County general funds may be used to build bridges.

1899



Oregon's first automobile

Payments in lieu of roadwork are reduced to \$1.50 per day, except for petitioners for county roads, who continue to pay \$2 or do a day's labor to construct roads.

Oregon's first automobile is purchased by E. Henry Wemme, from Stanley Brothers of Newton, Massachusetts (Stanley Brothers later bought out by the Locomobile Company).

20TH CENTURY

1901

All males 21 to 50 years old are required to pay a county road poll tax of \$3 a year.

Category

Railroads

Highway Funding

Highway Funding

Firsts

Highway Funding

Category

Firsts

1903

First automobile dealership opens in Oregon—Fred T. Merrill Cycle Company of Portland sells bicycles and Ford automobiles.

Firsts

1905

Firsts in 1905:

- *First vehicle registration law enacted by the state Legislature:*
 - ◆ A one-time, \$3 fee charged—dedicated to road building. Secretary of State's office becomes responsible for collecting and placing revenue in the General Fund and issuing registration certificates
 - ◆ Display of registration number on the rear of each motor vehicle required. Most owners mount numbers on leather or metal plate or paint numbers directly onto the bumper
- *Secretary of State Frank L. Dunbar named first administrator of Motor Vehicles*
- *Helmus Thompson of Eugene registers first car in Oregon, a two-horsepower Oldsmobile*
- *Linnnton Road becomes first oiled road in Oregon*



Horse and buggy meets the car in Union County, about 1905.

Statistics

Statistics for 1905:

- Motor vehicles registered in state: 218

Safety

Portland raises speed limit on city streets from 8 to 10 miles per hour.

Administration

1906

Frank W. Benson becomes Secretary of State, replacing Frank L. Dunbar as administrator of Motor Vehicles.

1907

Oregon Auto Association calls on counties to put up road signs "so that auto-tourists might be able to find their way anywhere in Oregon."

Tourism



First car in Tillamook County, about 1907



1911

Annual vehicle license renewal begins:

- Graduated fees are based on horsepower (\$3 for motorcycles to \$10 for vehicles over forty horsepower)
- Revenue from fees placed in General Fund and dedicated to road building and maintenance

E. Henry Wemme of Portland registers his 32-horsepower Pope-Hartford touring car and receives Oregon license plate #1

Statistics for 1911:

- Motor vehicles registered in state: 6,428
- Gasoline costs 16¢ a gallon

Ben W. Olcott elected Secretary of State, replacing Frank W. Benson as administrator of Motor Vehicles

First chauffeur's registration law becomes effective:

- Minimum age: 18
- Fee: \$2
- First chauffeur license issued to William M. Hodson of Medford

1912

Portland businessman Simon Benson donates \$10,000 to pay for prison laborers to construct a test section of the Columbia River Highway, past Shellrock Mountain in Hood-River County (east of Portland), a rock slide prone area. Project demonstrated that good roads can be built along the Columbia River.

Applications for license plates required to be notarized.



Salem's first airplane, built by locals Ben Taylor and Dr. H.H. Wolcott, at the Lone Acres Race Track (now the Oregon State Fairgrounds). Unfortunately, it never got off the ground.

Category

Vehicle Licensing

Firsts

Statistics

Administration

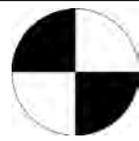
Driver Licensing

Highways

Vehicle Licensing

Category

1913

Highway
Department

State Legislature creates State Highway Department to "get Oregon out of the mud:" H.W. Bowlby named first State Highway Engineer

Highway
Commission

Oregon Highway Commission created and composed of Governor Oswald West, Secretary of State Ben Olcott and Treasurer Thomas Kay. H. W. Bowlby named first State Highway Engineer

- Commission holds its first meeting. First order of business: pay for Highway Department postage
- Commission supervises all matters related to building roads, letting contracts and selecting construction materials
- Legislature appropriates \$10 million for organization and operating expenses; directs State Tax Commission to levy a one-fourth-mill tax on all assessable state property, with funds going to the Highway Commission
- Counties assigned responsibility for improving their main highway routes; Commission assists surveying and engineering construction operations

Statistics

Statistics for 1913:

- Miles of paved road: 25
- Motor vehicles registered in the state: 13,957

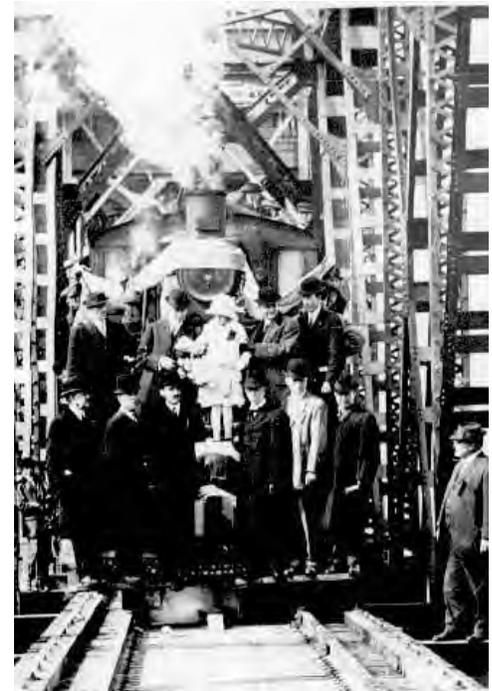
Miscellany

In a speech to Legislature, Governor Oswald West proclaims the ocean beaches from Columbia River to California state line, public highway.

Highways

Construction of the Pacific Highway begins in Jackson County:

- Contract awarded to J.M. Sweeney of Portland. The company completed the project later that year



Salem residents celebrate the completion of the Salem Railroad Bridge linking the city to Dallas and points west in 1913

Highway Funding

Revenue apportioned to county, general road funds based on percentage of collected fees in each county.



Construction of the Pacific Highway in Southern Oregon

1914

Germany declares war on Russia, beginning World War I.

State Highway Commission approves first State Highway plan.

Highways included in state highway system are:

- Columbia River Highway: starting at Seaside, north through Astoria, east along the Columbia to Pendleton, then northeast through Milton and to Washington state border
- An unnamed branch of the Columbia River Highway, running southeast from Pendleton through La Grande, Baker and Huntington, to the Idaho state border
- Oregon Beach Highway: starting at Seaside, running south along the coast, to the California state border
- Pacific Highway: starting at Portland, following general line of present Oregon 99E, south to Ashland and California state border
- Capitol Highway: running along the general route of present Oregon 99W, from Portland to Albany, where it joins east side line
- The Dalles-California Highway: running south from The Dalles, through Redmond, to Klamath Falls and California state border
- Central Oregon Highway: running south from Wasco through Prineville and further south to Lakeview
- An east-west line from Eugene: via the McKenzie River to Prineville (now the McKenzie Highway)

Event

Highway
Commission

BUILDING THE COLUMBIA RIVER HIGHWAY--1914-1916



In 1914, construction began on the Columbia River Highway, the Pacific Northwest's first paved highway. Scenes include: (1) A construction crew works on the cut at Mitchell Point, (2) some of the driving forces behind the project, including John B. Yeon (4th from left), Rufus Holman, Sam Hill (5th from left), Sam Lancaster (6th from left), T.B. Wilcox, Judge Winters, Edgar Piper, Julius Meier and Harry Hock. (3) Mosier Tunnel portals, (4) Rowena Curves, (5) Toothrock Viaduct and (6) Toothrock Tunnel Portal. The highway was officially dedicated in 1916.



- Another projected east-west line beginning in Central Oregon at Millican and headed for Burns, to Ontario

Other highway developments:

- Construction of the Columbia River Highway begins in Multnomah, Hood River, Columbia and Clatsop Counties
- Work also begins on the Oregon Coast Highway in Clatsop County and the Pacific Highway in Jackson County

State Highway Department builds thirty-one steel, reinforced concrete bridges in 1914 in Clackamas, Clatsop, Columbia, Multnomah, Yamhill and Marion counties.

Statistics for 1914:

- State Highway System is comprised of 1,070 miles of primary routes and 1,830 miles of secondary routes

1915

Unpaved Columbia River Highway opens, from Portland to Hood River (July 6), Portland to Astoria section opens in August.

Statistics for 1915:

- Motor vehicles registered in state: 26,740

John L. Lewis replaces H.L. Bowlby as State Highway Engineer.

Portland Police use portable, semaphore traffic signal to control traffic.

New Governor James Withycombe assumes chairmanship of State Highway Commission replacing former Governor Oswald West.



Mayor Harry Albee, police Capt. John Moore and Officer Edgar Manning in front of Portland's first traffic signal in 1915

1916

Firsts for 1916:

- Striped, traffic lines painted on the Columbia River Highway curves to avoid driver accidents. First traffic stripes in Oregon
- First Oregon road map published, distribution is limited to state officials

Statistics for 1916:

- Motor vehicles registered in state: 33,917
- Outside of Multnomah, Clatsop and Jackson counties, Oregon has no paved sections of roads

U.S. Congress makes first authorization of federal aid for highways to Oregon—\$206,481. Funding is restricted to rural highways.

Category

Highways

Bridges

Statistics

Highways

Statistics

Highway Department Innovations

Highways

Firsts

Statistics

Highway Funding

Category

Event

Highway Department

Highway Commission

Highway Funding

Ballot Measure

Highways



A McKeen engine stands in front of the Salem train station in about 1917

1917

The U.S. declares war on Germany, entering World War I. (April 6)

Herbert Nunn appointed State Highway Engineer (and Highway Commission Secretary), replacing John L. Lewis.

Oregon Highway Commission redesigned by Legislature. Voluntary, appointed citizen commission replaces executive cabinet:

- Simon Benson of Portland, W.L. Thompson of Pendleton and E.J. Adams of Eugene are the first appointments to the Commission (one from each Congressional District)
- New commission holds its first meeting on April 10. First contract let to Elliott Contracting Company for grading work on John Day Highway in Wheeler County

Highway funding developments:

- Highway Commission approves the sale of general obligation bonds for road improvements between 1917 and 1923. State sells \$38.7 million worth of bonds. Legislature dedicates vehicle registration fees to debt service
- Legislature passes bill directing transfer of all motor license fees (after expenses or "net") to State Highway Fund
- Legislature authorizes the use of motor vehicle funds to match federal aid

Voters approve selling \$6 million of bonds to finance truck road building for Oregon, connecting the population centers of all counties.

Highway developments:

- State Legislature shifts the responsibility of building roads from counties to the state
- Legislature also authorizes Oregon Highway Commission to expand State Highway System from 2,900 (1,070-primary/1,830 miles secondary) to 4,317 miles

Highways adopted by Oregon Legislature

Pacific	Oregon Coast
Junction City-South	Wallowa Lake
Pacific East	McKenzie
Pacific West	Santiam
Columbia River	McKenzie-Bend
Oswego	Fremont



Eagle Creek Bridge project, about 1915

The Dalles-California
John Day
Old Oregon Trail
Central Oregon
Oregon-Washington
Coos Bay-Roseburg
Ochoco

Crater Lake
Tualatin Valley
McMinnville-Tillamook
Corvallis-Newport
Siuslaw
Beaverton-Hillsdale
Monmouth-Independence

Highways adopted by State Highway Commission

Enterprise-Lewiston
Baker-Homestead
Baker-Unity
Klamath Falls-Lakeview
Green Springs
Dairy-Bonanza

Redwood
Mount Hood
Pendleton-John Day
Salem-Dallas
Albany-Corvallis
Pendleton-Cold Springs



The Drain stagecoach meets the steamer Eva at the dock in Scottsburg on the Umpqua River in 1917.

Category



Passengers wait for an inbound ferry in Vancouver in about 1917 as the nearly-completed Portland-Vancouver Bridge looms in the background

Statistics

Statistics for 1917:

- Highway Department builds 39 miles of new state roads and paves an additional 20 miles
- Motor vehicles registered in state: 48,632

Driver Licensing

Drivers under 15 years of age required to be accompanied by a parent, guardian or vehicle's owner.

Trucking

New law recognizes trucks as a separate vehicle class, with fees based on manufacturer's capacity rating. Trucks over five ton capacity require permits from county court.

Highway Department

Highway Department purchases its first car -- a Maxwell -- from C.C. Ross and Co. of Portland.



First Highway Department car

1918

Vehicle Licensing

Legislature increases registration fees and adopts separate truck fee.

Highways

Burns-Crane Highway adopted by Oregon Highway Commission.

R.A. Booth of Eugene appointed to Oregon State Highway Commission, replacing E.J. Adams.

Oregon Highway Department owns three concrete pavers, three road rollers, four rock crushers and six trucks, as well as considerable amount of grading equipment.

Bridge developments:

- During the 1917-18 biennium: 40 bridges built, including the 2,200 ft. Center Street span in Salem, crossing the Willamette River at a cost of \$250,000
- Another major project, a reinforced concrete arch bridge at Hood River, is the largest concrete bridge in Oregon at the time

Statistics for 1918:

- Over 166 miles of state highways constructed during year
- Motor vehicles registered in state: 66,826

1919

Oregon enacts nation's first gasoline tax of 1¢ per gallon, collected by Secretary of State. Colorado and New Mexico soon follow Oregon's lead. Over \$342,000 raised in first year with tax collected from wholesale dealers.

Legislature passes law creating a fund used in aiding county market road construction.

Highway Department issues free road maps of Oregon to general public.

Materials laboratory established in Salem for testing samples of road building material and pavement.

New law requires advertising signs within highway right-of-way to be removed.

Driver licensing developments:

- Minimum age for drivers raised to 16 years, and those under 16 required to be accompanied by "competent driver"
- Chauffeur's fee raised to \$4

Treaty of Versailles signed, ending World War I. (June 28)

Highway Commission appointments:

- J.N. Burgess of Pendleton replaces W.L. Thompson of Pendleton on the Oregon Highway Commission
- J.N Burgess is murdered during holdup in Portland
- Ed E. Kiddle of Island City replaces J.N. Burgess of Pendleton

Category

Highway Commission

Highway Department

Bridges

Statistics

Firsts

Highway Funding

Public Service

Highway Department

Law

Driver Licensing

Event

Highway Commission

Category

Firsts

First laws regarding driving under the influence of intoxicants (DUII) take effect:

- Drivers found guilty of DUII can be fined up to \$100, sentenced to up to 100 days in the county jail, or both
- Second DUII conviction requires cancellation of driving license for five years
- Businesses are prohibited from employing drivers who were “addicted to drunkenness” (sic)

Highway Funding

Highway funding developments:

- Legislature passes bill giving Oregon counties one-quarter of net motor license fees, based on percentage collected in each county, with three-quarters going to Highway Fund
- Increase in car registration fees. Motor vehicles exempt from local, personal property tax

Statistics

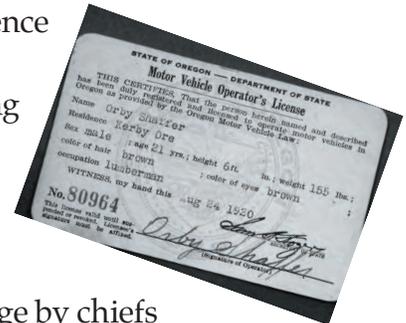
State builds 428 miles of new highways during the year.

Firsts

1920

*F*irst driver licensing law enacted:

- Requires five-day’s driving experience and 25¢ fee
- Drivers signed a statement certifying required experience
- License valid for life
- Minimum age for a licensed driver: 16 years
- Instruction permits issued free of charge by chiefs of police, city marshals, sheriffs and Secretary of State
- First driver license issued to Arthur F. Allen of Corvallis



Customer Service



DMV field office and agent offices looked like this.

First DMV branch office opened in Portland.

Increased registration fees for all vehicles.

Secretary of State establishes agents, such as sheriffs and recorders, throughout Oregon to accept registration applications.

Oregon State Highway Department establishes a maintenance branch and opens district maintenance offices in Medford, Salem, Portland, The Dalles, Marshfield, Baker, Pendleton and La Grande.

Highway Funding

Vehicle Licensing

Highway Department

Highways

Columbia River Highway, from Astoria to Pendleton, paved in most sections.

Highway Commission developments:

- J .B. Yeon of Portland replaces Simon Benson on Oregon State Highway Commission
- Commission begins erecting signs for most important state highways, marking crossroads and mileage to nearby towns and cities

Market Road Act takes effect. Law apportions money to qualifying counties to improve county roads used to haul agricultural products to market.

Sam A. Kozer elected Secretary of State, replaces Ben W. Olcott as administrator of Motor Vehicles.

Statistics for 1920:

- State builds 587 miles of paved state highways and 370 miles of gravel roads during the year
- Motor vehicles registered in state: 107,307

1921

*F*irsts for 1921

- Legislature creates State Board of Aeronautics. Oregon first state in United States to create aviation agency. Board will test competency of airman and airworthiness of aircraft
- First vehicle equipment law passed, as mechanical signal arms on trucks required to be approved by Secretary of State's office
- First reciprocity law passed allowing Oregon to share truck registration revenue with other states based on the amount of time a vehicle spends in each state
- Highway crews create first roadside rest areas—drinking fountains provided if fresh water available

W.B. Barratt of Heppner replaces Ed E. Kiddle of Island City on Oregon State Highway Commission.

Legislature authorizes State Highway Commission to acquire sites for development of a state park system.

Auto dealers required to post bonds and register with Secretary of State's office.

Vehicle licensing developments:

- Out of state license plates honored until expiration as long as vehicle owned and used by non-resident
- Truck registration based on tire width and light (unloaded) weight
- Publicly owned vehicles exempted from registration fees



Early safety rest area along Columbia River Highway

Category

Highway Commission

Highway Funding

Administration

Statistics

Firsts

Highway Commission

Parks

Auto Dealers

Vehicle Licensing

Category

Highway Funding

Legislature raises gas tax from 1¢ to 2¢, authorizes refunds for non-highway use.

Highways

Highway developments:



Maintenance crew poses at its yard in La Grande in 1921

- State Highway Commission adopts Alsea, Oregon Caves and Sherman Highways
- U.S. Congress passes Federal Highway Act of 1921, creating United States Highway System, consisting of primary (interstate) and secondary (intercounty) roads
- State Highway Department takes over maintenance on all newly completed sections of highways, from counties

Statistics

Statistics for 1921:

- State builds 525 miles of paved state highways during the year
- State Highway system consists of 4,450 total miles; 695.1 miles paved, 129.6 concrete, 565.5 bituminous type, and 1,313.6 grade or crushed rock surfacing and 1,760.5 graded
- 10 million motor vehicles in United States

1922

Highway Department

State Highway Department purchases 11 snowplows to keep roads open during winter of 1921-1922.



Early rotary snowplow in the 1920s.

Driver licensing developments:

- Driver license fee raised to \$1
- Chauffeur license now issued annually with the fee increased to \$2 a year; \$1 if issued after July 1

Driver Licensing

Vehicle Licensing

Method for determining registration fees changed.

- Passenger car fees based on light (unloaded) weight
- Truck fees based on total tire width

Highway Commission adopts Wapinitia, Willamette, and Crooked River highways.

Standard width of Oregon's highways established at 16 feet, compared to 15 feet in California.

Statistics for 1922:

- State builds 372 miles of paved state highways during the year
- Oregon State Highway System expands to total mileage of 4,450; 838 miles paved, 1,197 surfaced with gravel, 475 miles graded to state standards and 1,940 miles of roads not graded to state standards

1923

Highway Commission appointments:

- William DUBY of Baker replaces W.B. Barratt of Heppner; H.B. Van Duzer of Portland replaces J.B. Yeon
- W.H. Malone of Corvallis replaces R.A. Booth of Eugene.

Roy A. Klein replaces Herbert Nunn as State Highway Engineer.

First for 1923:

- *Highway Department purchases first paving plant*
- *Pacific Highway completed. Oregon is first state west of Mississippi to have a paved highway the entire length of the state*

Legislature raises gas tax to 3¢ a gallon.

Concrete mileposts first used in Oregon.

1924

McKenzie Highway graded between Blue River and Sisters, only 12 miles of rock surfaces remains. Project greatly improves travel between Willamette Valley and Central Oregon.

Highway Department oils 71 miles of road in the continuation of a 1923 experiment to cut down dust rising from roads.

State Highway System consisted of 4,464 miles of roads, with 720 miles paved, 170 concrete, 550 bituminous type, 1,861 crushed rock/gravel surfacing, and 2,174 grading.

1925

First vehicle titling law enacted:

- Title becomes legal ownership document

Category

Highways

Standards

Statistics

Highway
Commission

Highway
Department
Firsts

Highway Funding
Innovation

Highways

Innovation

Statistics

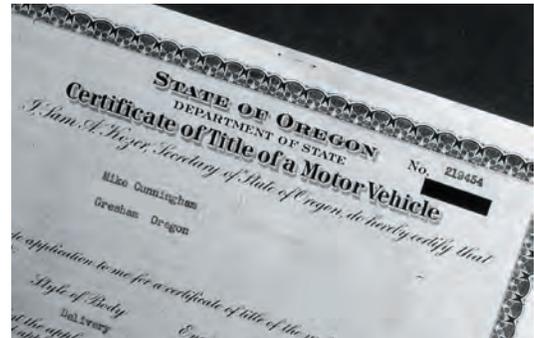
Firsts

Category

Highways

- Title printed on 8-1/2" x 11" sheets, nicknamed the "Bedsheet title"
- Cost is \$1

Grants Pass to Crescent City highway renamed "Redwood Highway" for consistency purposes (California section already named Redwood Highway).



"Bedsheet" title

Bridge

Willamette River Bridge in Albany, designed by Conde McCullough, completed at cost of \$242,706.82.

Ferries



Ferries like this carried cars and passengers across Rogue River in 1925.

Legislature authorizes the Highway Commission to establish, acquire, construct, maintain, and operate ferries within Oregon.

Motor Transportation Act passed by the Legislature, instituting ton-mile and passenger-mile tax on all for-hire vehicles.

Trucking

Highway Funding

Highway funding developments:

- Legislature passes a law allowing construction, maintenance and operation of toll bridges on state highways and provides procedure and method for financing
- Counties receive one-quarter of gasoline tax revenue on same formula used for distributing vehicle registration fees revenues

Parks

Birth of the State Parks System:

- Legislature passes law allowing Commission to acquire by purchase, agreement, or condemnation, real property for preservation and culture of trees, and for establishment of scenic places and parking areas
- Legislature approves bill allowing Oregon to purchase park sites beyond 300 feet of roadway

Statistics

Statistics for 1925:

- State highway system is 4,464 miles in length; 720 miles paved, 170 concrete, 550 bituminous pavement, 1,861 crushed rock and gravel, and 2,174 graded
- State builds 212 miles of paved state highways during the year

- In addition, 231 miles of road are oiled in continuation of 1923 experiment
- Motor vehicles registered in state: 219,100

Oregon adopts federal equipment standards:

- Head lamps approved by Secretary of State based on specifications of U.S. Bureau of Standards
- Secretary of State authorized to designate and supervise privately owned inspection stations for adjusting and aiming head lamps, spot lamps and auxiliary lamps for a fee of 75¢ per vehicle

1926

The Dalles-California Highway completed.

The state builds 192 miles of paved state highways during the year.

The Highway Department oils an additional 574 miles of road oiled in continuation of a 1923 experiment. Project is so successful other states adopt this technique of road surfacing (oil mat and bituminous macadam surfacing).

Higher traffic counts forces the Highway Department to widen roads from 16 to 20 feet.

Bridge developments:

- Steel arch bridge across Crooked River Gorge completed
- Ross Island, Sellwood and Burnside bridges built across Willamette River in Portland

Oregon State Highway road maps first show U.S. system of numbers, helping to standardize route markers throughout United States. Standardized route markers designed to facilitate travel between states over the shortest routes and best routes (still in use today).

Payment of bond principal and interest cuts Highway Department's revenues by over \$3 million a year, reducing money available for construction activities.

Vehicle registration records housed in Rogers Building on High and Ferry Street in Salem.

State highway system 4,468.6 miles long; 897.1 paved, 575.8 surfaced with oiled macadam, 1,747.5 rock and gravel surface, 300.6 unimproved.

1927

First electric traffic signal lights installed in Oregon—located in downtown Portland on 5th, 6th and Broadway on Morrison, Alder, Washington, Stark and Oak.



First electric traffic signal

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Commission appointments:

- C.E. Gates of Medford replaces W.H. Malone
- Robert W. Sawyer of Bend replaces William DUBY of Baker

Highway Funding developments in 1927:

- The Legislature authorizes the Highway Commission to buy out Multnomah County's share of and interest in Interstate Bridge over Columbia River at Vancouver, then operate as free bridge, providing similar arrangements made by state of Washington to acquire Clark County's interest. After several meetings, all agencies decide that agreements will become effective December 31, 1928.
- The Legislature enacts the Motor Transportation Act, placing special road-tax on commercial vehicles and buses to raise additional income



Unpaved road in central Oregon

The Legislature directs the Highway Commission to build "desert road" in central Oregon, between Bend and Burns.

The state builds 124 miles of paved state highways during the year.

Non-skid treatment developed for "blacktop" pavements.

Non-resident owners of vehicles registered out-of-state required to get non-resident permits within 72 hours of entry into Oregon. Permit valid for three months. Upon expiration, owner required to register vehicle in Oregon.

1928

In answer to a growing number of complaints from motorists about debris on roadways, Highway Department mechanics sling a large electromagnet beneath a one-ton truck to pick up nails and other metallic debris from highways



First "magnet truck"

to protect motorists' tires.



Close-up of electromagnet and debris

Hal E. Hoss elected Secretary of State, replacing Sam A. Kozer as administrator of Motor Vehicles.

Initiatives to raise gas tax from 3¢ to 5¢ cents and reduce motor vehicle license fees, rejected at the polls.

Vehicle registration records are kept in Department of Agriculture Building in Salem.

State builds 85 miles of new paved state highways during the year.

1929

M.A. Lynch of Redmond replaces Robert W. Sawyer of Bend on the Oregon Highway Commission.

Statistics for 1929:

- The state builds 132 miles of new paved state highways during the year
- Highway inventory: 900 miles of paved highway; 1,700 miles of oil-treated roadway and 1,000 miles surfaced with crushed rock or gravel

Highway developments:

- The Highway Department moves to rebuild roads built before 1920
- Year-round travel available to all of Oregon and between all principal centers of population

Oregon adopts uniform system of warning and directional signs.

“Black Friday” stock market crash marks the beginning of the Great Depression (Oct. 24).

1930

Aircraft not federally licensed, required to obtain state license and air worthiness certificate issued by the State Board of Aeronautics. Aircraft that are not licensed and certified can be indefinitely grounded.

Voters reject two constitutional amendments to tax used-motor vehicles at a different rate than new vehicles.

Highway Funding developments:

- Legislature increases gasoline tax from 3¢ to 4¢ per gallon
- Methods of determining vehicle registration fees change
 - ◆ Passenger cars and trucks registered by light (unloaded) weight
 - ◆ Fees paid per 100 pounds of vehicle
 - ◆ Vehicles with solid tires charged additional fifty-percent
- Legislature repeals one-fourth mill tax levy on all assessable property

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Vehicle Licensing

in Oregon—originally passed in 1913 to assist funding of Highway Commission

Vehicle registration developments:

- Registration year changes from January 1-December 31 to July 1-June 30
- Size of title reduced to 4" x 5" – old registration card and fee needed for renewal. Changes allow assembly line system of issuing registration cards and title

Bridges

Highway Commission lets bids for a reinforced concrete bridge between Gold Beach and Wedderburn, across Rogue River. Bridge will be 1,898 feet long and cost \$653,000.

Highway Commission

Highway Commission authorizes \$2.5 million increase in construction work—including hiring unemployed workers to cut and burn trees and brush, and dig ditches in direct response to Great Depression.

Highways Statistics

Commission adopts Salmon River Highway.

State builds 185 miles of paved state highway.

Vehicle Licensing

Vehicle registration records housed in State Office Building in Salem.

1931

Highway Commission

Commission appointments:

- Charles K. Spaulding of Salem replaces C.E. Gates of Medford
- William Hanley of Burns replaces M.A. Lynch of Redmond

- J.C. Ainsworth of Portland replaces H.B. Van Duzer of Portland

Firsts

First driver's license examiners employed to test applicants.

- *Eight examiners for entire state, based out of Salem*

Driver Licensing

Driver licensing law changed. Licenses required to be renewed every two years:

- Applicants required to pass vision and law tests for a driver license.
- \$1 fee for original issuance.
- 50¢ fee for sixty-day instruction permit. Renewals cost 50¢.
- First driver to renew is Orrin Waldo Tozier.



Oregon's first driver license examiners pose on the steps of the State Office Building in Salem in 1931. Left to right: First row – Bill Hammond, W. C. (Joe) Bush, Hank Lzicar, Ward McReynolds, Harry Graves. Second row – Mel Stout, Glenn Bown, Charlie Bentley, Martin Redding. Third row – Ken Dalton, Pete Thurber.



The St. Johns Bridge in Portland was completed in 1931

L.B. Hickam named Chairman of State Board of Aeronautics.

Legislature passes a law making it illegal to use shores of ocean as a landing fields for aircraft. The law also provides for regulation and enforcement.

Highway Commission adopts Umpqua and Wilson River highways.

Other highway developments:

- Roosevelt Coast Military Highway renamed Oregon Coast Highway (now U.S. 101)
- State Tunnel Commission created by legislature, authorizing construction of tunnels connecting highways
- Secondary Highway Act passed by Oregon Legislature, allowing State Highway Commission to select, locate, establish, designate and improve the system of secondary state highways, with State Highway funds
- Winter of 1931-32: Highway Department uses unemployed people to perform relief work, such as small grade-widening and ditching jobs located near major centers of population. Funded by federal government
- Legislature passes law, allowing counties to acquire rights of way when needed for highway improvements

Bridge developments:

- Incorporated cities and towns authorized by legislature to con-

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The Legacy of

Conde B. McCullough, the “King of the Oregon Bridge Designers,” was born in Redfield, South Dakota in 1886. His family soon moved to Fort Dodge, Iowa where he graduated from Iowa State University with a degree in Civil Engineering in 1910. His first job was as an assistant engineer with the Iowa Highway Commission. He soon rose to the rank of design engineer.

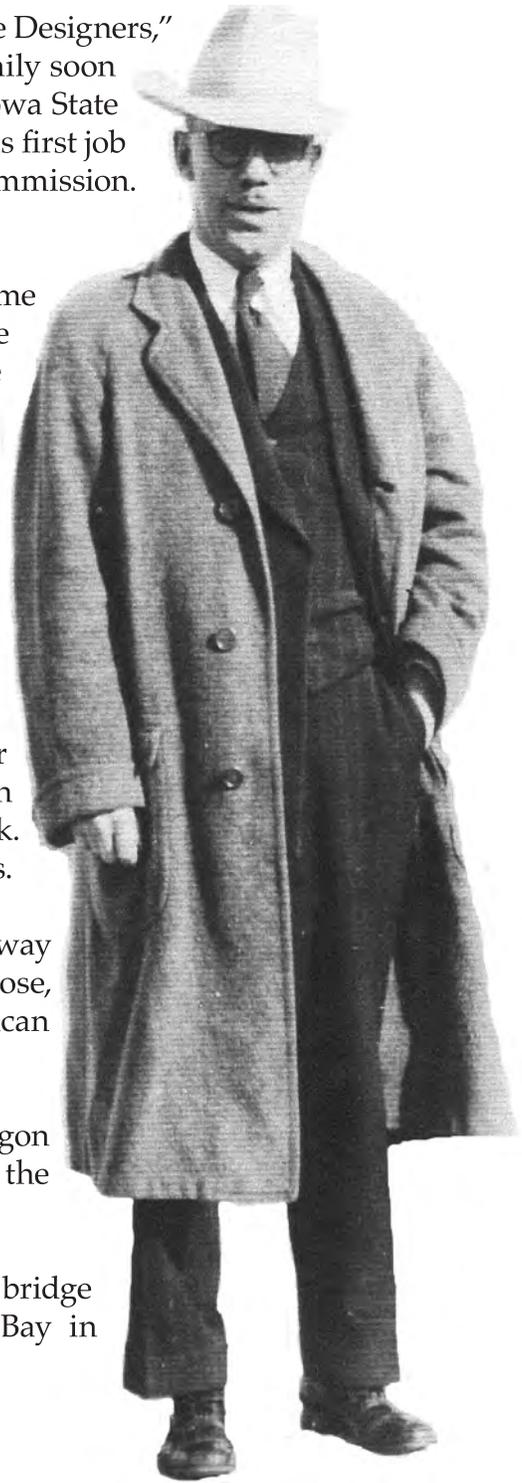
McCullough moved to Oregon in 1916 to become an assistant professor of engineering at Oregon State University (OSU), soon rising to the head of the engineering department. In 1919 he was offered the job as head of the newly created Bridge Division of the Oregon Highway Department. One of McCullough’s first assignments was to design the bridges for the Roosevelt Military Highway (now U.S. 101) along Oregon’s coastline. He recruited five OSU students and eventually, the team designed and built nearly 160 bridges, from miniscule to massive, along the coast.

McCullough-designed bridges were known for their beauty and functionality. Many featured the Egyptian obelisks and art deco styling that became his trademark. Some examples of his best work are shown on these pages.

In 1935, with the bulk of the work on the coast highway completed, McCullough resigned and traveled to San Jose, Costa Rica to build several bridges along the Inter-American Highway.

Following McCullough’s death in 1946, the Oregon Highway Commission renamed the Coos Bay Bridge the Conde B. McCullough Memorial Bridge in his honor.

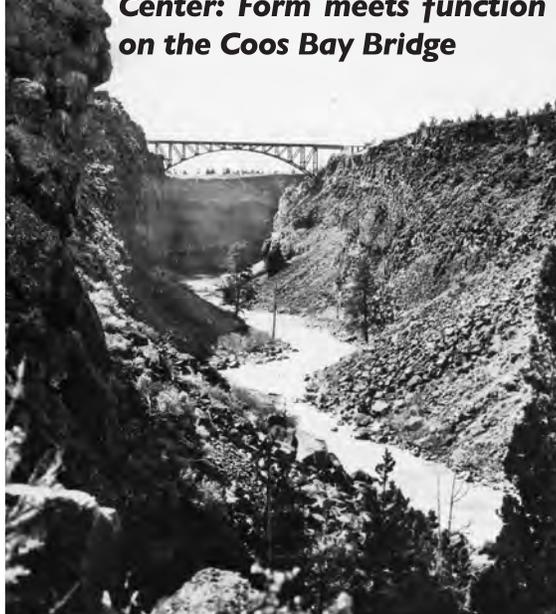
McCullough’s legacy continues to inspire Oregon bridge designers today as shown by new bridges at Alsea Bay in Waldport and Bear Creek in southern Oregon.



Conde B. McCullough



Four outstanding examples of Conde McCullough-designed bridges (clockwise, from top): Yaquina Bay Bridge at Newport, Rocky Creek Bridge, Alsea Bay Bridge at Waldport, Crooked River Bridge on the Oregon-Idaho border. Center: Form meets function on the Coos Bay Bridge



Category

struct, maintain and operate toll bridges over bodies of water forming Interstate boundaries. The act also provides procedure and the method of financing

- Rogue River Bridge from Gold Beach to Wedderburn completed and dedicated on May 28, 1932 in honor of former Governor Isaac Lee Patterson. Largest structure built by Highway Department to date

1932

Highway Commission

Highway Commission appointments:

- Leslie M. Scott of Portland replaces J.C. Ainsworth of Portland
- Carl G. Washburne of Eugene replaces Charles K. Spaulding of Salem
- E.B. Aldrich of Pendleton replaces William Hanley of Burns

Highway Funding

Federal Government adopts a tax on gasoline as a way to raise money for roads, thirteen years after Oregon adopted its gasoline tax.

Administration

P. J. Stadelman elected new Secretary of State, replacing Hal E. Hoss as administrator of Motor Vehicles.

Highway Department

Highway Department developments:

- R.H. Baldock becomes State Highway Engineer, replacing Roy A. Klein
- Right of Way section created within State Highway Department, as Commission begins acquiring rights of way at expense of state. Due to increased litigation occurring over state road construction, several staff members are added to augment one attorney

Highways

Oregon Coast Highway completed.



Building the Oregon Coast Highway near Cannon Beach.

- Five major bridges remained to be built at: Yaquina Bay, Alsea Bay, Siuslaw River, Umpqua River and Coos Bay
- In the interim, the state will own and operate ferries crossing the estuaries
- Wolf Creek Highway adopted as state highway by State Highway Commission

Highway Funding

1933

Highway funding developments:

- Gasoline tax increased from 4¢ to 5¢ per gallon
- Flat registration fee of \$5 on all private passenger cars established, with trucks still registered on a light weight method

- Weight/mile tax imposed on commercial vehicles, based on the loaded weight of the vehicle and number of miles traveled per year
- All road user fees are placed in Highway Fund. Counties receive \$1.6 million annually from fund. This rule lasted four years
- Passenger carriers operating within three miles of city limits and publicly owned vehicles are exempted from motor carrier taxes

Driver license developments in 1933:

- Renewal fees raised from 50¢ to \$1
- Operator’s licenses issued between July 1, 1920 and June 30, 1931 automatically expire
- No examinations required to renew driver licenses, unless qualifications are questioned
- Chauffeur license cycle changed to calendar year (January-December) with fee of \$1

Statistics for 1933:

- Mileage of primary highway system increases from 4,359 to 4,754 miles while mileage of secondary system increases from 0 to 2,019 miles
- State builds 27 miles of new concrete pavement, 328 miles of new bituminous macadam, 542 miles of new oil-treated rock roads, and 237 miles of rock-surfaced roads and 193 new graded roads



Camping 1930s style at Eagle Creek Auto Park in Southern Oregon

John Day-Burns and Lakeview-Burns roads adopted as highways by Oregon Highway Commission.

Special session of Oregon Legislature authorizes Highway Commission to enter into contract with Federal Public Works Administration, borrowing \$5.6 million in grants and loans to build bridges over Yaquina Bay, Alsea Bay,

Siuslaw and Umpqua rivers, and Coos Bay. Bridges to be paid off using toll revenues.

Construction of Alsea Bay Bridge, along with Yaquina Bay, Coos Bay, Siuslaw and Umpqua River bridges help improve movement of traffic along Oregon Coast.

1934

Federal government requires states to spend at least one percent of its federal aid for landscaping and roadside planting work. Highway Department creates landscaping section within Highway Department for this purpose.

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DMV eye exam in the 1930s

First four-lane pavement on rural road laid on Pacific Highway between Milwaukie and Oregon City.

The U.S. government authorizes federal road-building funds to be used for extending Federal-aid highways into and through municipalities.

Non-resident owners of vehicles registered in different states required to secure non-resident permit within 24 hours. Permit valid as long as gainful employment not accepted and no residence in Oregon established.

1935

Highway Commission authorized to enter into cooperative agreement with the state of Washington to establish and maintain ferry service across Columbia River. Legislative act contains provisions and procedures to follow. Act provides that ferries be operated free of tolls.



Ferries like the Tourist III carried cars and passengers across the Columbia River at Astoria for more than 30 years before the construction of the Astoria-Megler Bridge.

Legislature directs that debt for five coast bridges currently under construction be paid out of Highway funds, allowing bridges to be operated without tolls.

Highway Commission appointments:

- Henry F. Cabell of Portland replaces Leslie M. Scott of Portland
- F. L. Tou Velle of Jacksonville replaces Carl G. Washburne of Eugene

Legislature approves a publicity program for the purpose of stimulating tourist travel. The Travel and Information Bureau established within Highway Department with Harold B. Say as director.

Highway funding developments:

- First Oregon Motor Vehicle Cost Responsibility Study conducted. Results of the study are used to determine how much passenger, small load-carrying vehicles and heavy vehicles (such as trucks and buses) should pay to use roads
- State Highway funds authorized for payment for primary and secondary state highway right of way, including quarry sites, gravel pits, stockpile sites and other necessary properties. Law change relieves counties of acquiring necessary land for right of way

The Highway Commission authorizes installation of a radio communication system for joint use of State Highway Department and State Police Department.

Earl Snell elected Secretary of State, replacing P.J. Stadelman as administrator of Motor Vehicles.

Fire destroys the State Capitol building, resulting in a shortage of office space for motor vehicle activities. More than 375,000 expiring driver licenses impacted. Many renewals delayed up to two weeks due to fire.

Drivers over 70 years of age required to complete driving tests before their license are renewed.

Theodore R. Gillenwater named Chairman of the State Board of Aeronautics, replacing L.B. Hickam.

Motor vehicles registered in state: 302,476.

1936

Five coastal bridges designed under auspices of Conde McCullough completed and dedicated:

- Yaquina Bay Bridge cost \$1.3 million



State Capitol building after fire destroyed the building on April 25th.

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- Alsea Bay Bridge, \$778,000
- Siuslaw Bridge, \$527,000
- Umpqua River Bridge, \$581,000
- Coos Bay Bridge, \$2.1 million
- Total cost: \$166,000 lower than original estimates.

Legislature establishes a \$10 fee on pickups with combined weight of 4,000 lbs. or less and lowered fees for vehicles with combined weight of over 4,000 lbs.

Aeronautics

Dr. Raymond R. Staub named temporary chairman of the State Board of Aeronautics, replacing Theodore R. Gillenwater.

Highways

Congress passes act establishing the federal system of secondary roads, which included primary state highways, secondary state highways or county roads.

1937

Highway Funding

Highway funding developments:

- Association of County Judges and Commissioners persuade legislature to increase counties' share of annual state highway fund disbursement to 15.7 percent, with provision the aggregate total should not be less than \$2 million annually
- County and city vehicles used in road construction eligible for fuel tax refunds



SW 10th and Burnside -- Portland's first "auto row"

Klamath Falls-Weed and West Portland-Hubbard roads adopted into state highway system by Highway Commission.

Legislature passes a bill authorizing State Highway Commission to construct and maintain an office site and building at cost of \$500,000. Cost limit and conditions leading up to World War II restricted this project.

First Driver License Examiner conference held in Salem.

Aeronautics developments:

- Dr. Paul W. Sharp named Chairman of the State Board of Aeronautics, replacing Dr. Raymond R. Staub
- First Oregon Air Fair held in Portland

Japan invades China, foreshadowing World War II.

1938

Vehicle registration developments:

- New capitol building completed. Vehicle registration records housed in basement of building
- Pickup classification eliminated and placed in passenger classification, \$5 annual registration fee

Federal-Aid Highway Act of 1938 requires U.S. Bureau of Public Roads (now Federal Highway Administration) to study feasibility of toll-financed



Log trucks at scales in the late 1930s.

system of three east-west and three north-south super highways. Report showed these toll roads as not self-supporting and instead pushed for 26,700 mile interregional highway network.

Oregon becomes nation's top lumber producing state.

1939

Oregon Highway Code enacted by Oregon Legislature. Provisions include:

- Highway Commission authorized to appoint Assistant State Highway Engineer
- Chief Counsel authorized to assume authority and responsibility over Right of Way Department
- Highway Commission authorized to name and define termini for the fifty-two primary state highways
- Highway Department granted additional powers to acquire real property

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- Highway Department also authorized to designate, construct and maintain state highway routes through cities

Written, vision and behind-the-wheel driver tests required for people not having valid driver license for period immediately prior to date of application. Examination also required for applicants not completing tests within four years of date of application.



Drivers and examiner wait for drive tests. Location unrecorded

Highway Commission

Highway Commission Developments:

- Huron W. Clough of Canyonville replaces F.L. Tou Velle of Jacksonville on Highway Commission
- Legislature empowers Commission with wide range of authority to construct primary and secondary state highways. The act also allows Highway Commission to enter into contracts with Federal Government for construction of highways in Oregon

Highways

Highway developments:

- Van Duzer Corridor named for former State Highway Commissioner and Chairman Henry B. Van Duzer of Portland. The corridor, located along Highway 18 between Lincoln City and



Late-night lights gleam off trolley tracks on Broadway in Portland in 1939

Grand Ronde, acquired by State Highway Department as a park, preserved over 1,500 acres of forestland

- Highway 58 (Willamette Highway) completed, connecting Central Oregon to Eugene and rest of Willamette Valley

Head lamp inspection fee eliminated along with inspection stations, but approval by Secretary of State's office still required.

Germany invades Poland, World War II begins.

Arthur W. Whitaker named Chairman of the State Board of Aeronautics, replacing Dr. Paul W. Sharp.

1940

Statistics for 1940:

- The state highway system consists of 7,131 miles of state primary and secondary roads: 1,035 paved, 1,140 surfaced with bituminous macadam, 2,998 surfaced with oiled macadam, 1,125 surfaced with rock or gravel and 414 graded, ready for surfacing. Only 419 miles remain unimproved
- 399,813 vehicles registered in Oregon

Leo G. Devaney becomes Director of State Board of Aeronautics, replacing Arthur W. Whitaker as Chairman (February 2). From this point forward, staff overseen by director or administrator not chairman.

Herman Oliver of John Day replaces E.B. Aldrich of Pendleton on Highway Commission.

Keep Oregon Green Association founded.



Unnamed sternwheeler heads under original Marion Street Bridge in Salem in 1940.

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Women fill the gap “for the duration”





Line of U.S. Army sedans, their drivers and supervisor await duty on the docks in wartime Portland

Category

1941

Trucking

Weightmaster Section of Highway Department created, relieving State Police from duties performed in scale house, increasing protection for roadway surfaces and bridges. Enforcement directed towards logging trucks, but soon expanded to all trucks on state highways.

Miscellany

Signs marking Oregon Trail placed on Upper Columbia and Old Oregon Trail highways at request of Old Oregon Trail Association. Signs also posted at Abert Rim near Lakeview and Oregon City identifying landmarks.

Highways

President Franklin D. Roosevelt appoints National Interregional Highway Committee to evaluate the need for a national expressway system.

Highway Department

Highway Department employs 2,300 at this time.

Driver Licensing

Motor Vehicle Accident Fund created by Oregon State Legislature. Licensed drivers pay additional 50¢ to provide means method for reimbursement of hospitals for hospitalization and care of indigent patients, injured in motor vehicle crashes.

Bridges

Oregon Legislature authorizes State Highway Commission to enter into agreements with Federal government or Washington government to construct a bridge(s) over Columbia River. Tolls could pay debt and operating costs.



Paving a section of U.S. 99 between Corvallis and Albany in the 1940s

Vehicle Licensing

Nonresident owner of vehicle registered outside of Oregon no longer required to secure nonresident permit, but allowed to operate vehicle in Oregon as long as owner is not gainfully employed and no residence established in Oregon. Vehicle could not be used beyond registration period from state of origin.

Trucking

“Mirror type” reciprocity established on commercially operated vehicles, under which Oregon grants same registration reciprocity as owner’s foreign state granted to Oregon, commercially- operated vehicles in that state.

Event

Japan attacks U.S. military installations on Hawaii, drawing U.S. into World War II. (December 7)

Highway Department

War impacts activities of State Highway Department. Highway Commission cancels all state and federal construction projects not essential to war effort.

Gasoline rationing decreases revenues for Highway Department.

1942

Oregon voters amend Oregon Constitution to establish Highway Trust Fund and dedicate road user fees for Highway Department, State Police and State Parks activities only. Action prompted by growing fear that fund would be raided for purposes not related to law, especially during wartime. Other states, such as Kansas and Missouri, were first to pass this type of anti-interstate diversion law.

State Parks development and operation, along with advertising for tourists, sharply curtailed for duration of war.

Highway Commission focuses on planning postwar construction projects designed to prevent recurrence of unemployment and rehabilitate and improve highways to meet postwar transportation needs in Oregon.

State Board of Aeronautics also impacted by World War II. Civilian flying is curtailed due to gas rationing and no pilot registration for duration of the war.

Combined weight minimum of 4,000 lbs. for trucks increased to 4,500 lbs.

Due to a shortage of metal during World War II, 1942 license plates are used during 1943, 1944 and 1945. Plates validated by windshield sticker.

1943

Oregon Highway Commission appointments:

- T .H. Banfield becomes member of Oregon State Highway Commission replacing Henry F. Cabell
- Arthur W. Schaupp of Klamath Falls replaces Huron W. Clough of Canyonville, and Merle R. Chessman of Astoria replaces Herman Oliver of John Day

State highway system consists of 4,809 miles of primary state highways, all paved or improved except for 98.83 miles; 2,387 miles of secondary state highways. Only 263.72 miles remain unimproved. Total does not include 45,614 miles of roadways not on state highway system, such as forest roads, national parkways, county roads, city streets and rural roadways.

Highway Department developments:

- Employment drops to 1,600, a reduction of 26 percent from 1941. Many State Highway employees are either drafted or enlist in armed forces while others work in higher-paying war industry jobs. Reports indicate new employees are inexperienced and consist mainly of old men, boys and women
- Maintenance work-week increases from 44 to 48 hours and spe-

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- cial maintenance crews are put on 54-hour work-week
- Maintenance costs rise more than 40 percent, due to wear on highways caused by heavier wartime trucks both in war transport and in logging field, and increased material and supply costs. Highway maintenance suffers as result
 - Counties create special road districts to improve public roads if certain number of residents sign petition. Districts fund projects through tax levies
 - Wartime road construction includes 99 miles of road improvements to and near military reservations and war industries including Camp White (now White City) near Medford, Camp Adair north of Corvallis, Astoria Naval Base and the Oregon and Swan Island shipyards in Portland
 - Highway Department also builds 83 miles of road improvements on federal strategic network of highways

Legislature passes an act authorizing Highway Commission to work with Federal Government to build four airstrips for war effort. About \$1.1 million in Federal funds are used to finance airstrips built at Rome, Alkali Lake, Aurora and Boardman.

DMV

DMV developments:

- June 30, 1943 expiration date of all driver licenses extended to June 30, 1945. Extension due to shortage of personnel to process renewals, large surplus in License Fund, and to save customers gas and tires due to World War II shortages
- Legislature repeals requirement to re-examination of persons 70 years or older and those not having completed tests within a four-year period when filing renewal applications for driver licenses
- Fees for renewing original driver licenses lowered to \$1.25
- Legislature adopts provisions for issuance of special chauffeur licenses to drivers 16 and 17 years old during and six months after the war emergency
- Fees for original and renewal driver licenses lowered to \$1.25, reducing fee collected for the Motor Vehicle Accident Fund from 50¢ to 25¢

Administration

Robert S. Farrell Jr. elected Secretary of State, replacing Earl Snell as head of Motor Vehicles.

Highway
Financing

Highway financing developments:

- Cities added to distribution of collected gasoline tax revenue. Previously, only counties received a portion of money. Apportionment to cities from Highway Fund established at 5 percent
- Fuel tax established on diesel and other motor fuels at 5¢ per gallon

1944

Highway developments in 1944:

- Federal-Aid Highway Act of 1944 passed by Congress. Proposes national system of interstate highways not to exceed 40,000 miles to serve national defense (no specific funds allocated for construction of these roads until Highway Act of 1952). Routes for interstate highways to be chosen by joint action of State Highway Departments of each state and adjoining states
- National Inter-regional Highway Committee releases report entitled "Inter-regional Highways" supporting creation of system of 33,900 of inter-regional miles plus additional 5,000 miles of auxiliary urban routes
- Shortage of repair materials, such as asphalt for highways and timber for bridges, hinders State Highway Department efforts to adequately maintain Oregon roads and highways

1945

World War II ends.
Legislature passes bill giving returning World War II veterans preference in hiring for public jobs.

State Board of Aeronautics adopts program in which towns and cities erect markers showing nearest airport and true north to assist pilots in flights over Oregon.

Highway Commission begins process of converting from wartime to peacetime operations by awarding contracts under Federal Aid and State Highway post-war programs.

DMV developments:

- Driver licensing law amended to exclude operation of motorcycles by persons in possession of instruction permits
- Driver licenses scheduled to expire June 30, 1945 are extended to June 30, 1947

Second Motor Vehicle Cost Responsibility Study conducted.

1946

Ben R. Chandler of Coos Bay replaces Merle R. Chessman of Astoria on the Oregon Highway Commission.
State builds 453 miles of new paved highway.
Board of Aeronautics moved to State Capitol building.

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Ferry slip in Astoria

State Highway Commission operates several ferries between Astoria and Point Ellice, Washington—no bridge available to cross Columbia River.

Highway Department switches from wooden painted signs to reflective signs.

New license plates issued for first time since start of World War II.

1947

Highways

Wolf Creek Highway (now U.S. 26) re-named the Sunset Highway in honor of soldiers of 41st (Sunset) Infantry Division, United States Army.



Law

Oregon Legislature passes bill declaring ocean shores between ordinary high tide and extreme low tide from Columbia River on the north to Oregon-California State Line on the south, as public highway, except por-



A Southern Pacific passenger train steams down 12th Street in Salem about 1947

tions of the ocean shore already sold into private ownership. Act corrects fault in previous act of legislature passed in 1913. (see 1913, 1967, 1969)

Highway Department unable to keep many engineers on staff due to low salaries compared to neighboring states and Federal Government.

Vehicle licensing developments in 1948:

- Legislature passes SB 121, allowing State Highway Commission to build throughways (limited access highways, similar to free-ways), resulting in safer, more efficient traffic movement. Oregon adopts controlled-access law. In anticipation of building free-ways, all right-of-way purchased for primary highways includes limited access provisions
- First aluminum license plates issued in Oregon—adopted as means to combat rust and save on postage fees

Firsts for 1948

- *Oregon becomes first state to adopt staggered expiration dates for original and renewal driving licenses. Licenses rescheduled to expire on driver's birthday in even or odd-numbered year. No license issued for less than 12 months. If driver's birthday occurs less than 12 months from application date, 24 months are added to license period. Licensing periods ranging from 12 to 35 months set with following fees:*

Less than 18 months	18 to 29 months	30-35 months
75¢	\$1.25	\$1.75

(Fee includes 25¢ for Motor Vehicle Accident Fund. Fee for license renewal remains \$1)

- *First weight-mile tax instituted based on registered gross weight and distance traveled. Diesel vehicles exempt from fuel tax. Gasoline vehicles permitted credit against weight-mile tax*
- *First driver improvement program adopted by administrative rule*

W.M. "Jack" Bartlett becomes Director of State Board of Aeronautics, replacing Leo G. Devaney (August 13).

State Health Officer required to report all people diagnosed as having epilepsy or similar disorders characterized by momentary or prolonged lapses of consciousness or control, thereby affecting ability to safely operate a vehicle, to Secretary of State.

Legislature increases counties' allocation from the state highway fund to 19 percent. City allocation increased to 10 percent with stipulation that increased percentage would come from current annual revenue in excess of \$11 million.

Governor Earl Snell, Secretary of State Robert S. Farrell Jr., Senate President Marshall Cornett and pilot Cliff Hogue killed in an airplane crash in Klamath County (October 28).

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Highway

Earl T. Newbry elected Secretary of State, replacing Robert S. Farrell Jr. as head of Motor Vehicles.

Highway Department developments:

- Highway Department reduces work week for engineering, administrative and clerical staff from 44 or 48 hours a week to 40 hours a week
- State Highway Department forced to split up staff and place them at several locations in Salem, due to tight office space
- Legislature reacts by authorizing construction of Highway office building

1948

Highway Financing

Registration fees for commercial buses and trucks reduced to flat annual fee of \$5. Ton/mile tax replaced by weight/mile tax. Weight/mile tax increased to offset loss in registration revenue.

Technology

First magnetic pressure detectors installed at intersections with traffic signals to increase traffic flow. Before devices installed, traffic signals ran on fixed cycle, causing backups and delays.

Highway Department

Highway Department developments:

- Architectural firm of Whitehouse, Church, Newberry and Roehr of Portland selected as architects for new State Highway Building. The firm designed the new State Capitol and was principal architect for Public Service Building.
- Highway Department establishes Landscape Division

1949

Highway Funding

Legislature raises gasoline tax from 5¢ to 6¢ a gallon and increases automobile registration fee from \$5 to \$10 per vehicle.

Firsts

Oregon Legislature passes first "proration" law in nation, authorizing proration of registration fees between states in proportion to percentage of miles operated in each state on a fleet of three or more commercial vehicles.

Highway Department

Winter of 1948-49: Highway maintenance activities increase by nearly twenty percent due to prolonged, abnormally cold weather conditions.



Snowblower working in the Government Camp area in late 1940s

Charles H. Reynolds of La Grande replaces Arthur W. Schaupp of Klamath Falls as member of State Highway Commission.

Signature of either parent becomes acceptable on application for licenses and permits of persons less than 18 years of age.

Statewide mechanical inspection of school buses begins.



Hillsboro DMV office

Sound Construction and Engineering Company of Seattle awarded contract for new Highway Building by State Highway Commission. Winning bid was nearly \$1.6 million.

1950

Oregon becomes first state in nation to enact staggered registration system for passenger cars and pickups. Approximately one-twelfth of passenger car and pickup plates expired at end of each month of year.

- Permanent license plates for passenger cars and pickups became effective, validated by metal tab issued with registration renewal. License plate colors are black numbers on a silver background

Highway funding developments:

- Registration fees for commercial buses increase from \$5 flat fee to 45¢ per 100 pounds combined weight
- Registration fee for commercial trucks and trailers increase to same rate in effect in 1936
- Weight-mile tax reduced on buses and trucks to same rates in effect in 1947
- U.S. Congress passes 1950 Road Act—if a state wants to issue bonds for federal road construction and work performed under federal guidelines, federal share of bonds' principal could be paid

DMV opens field office in Hillsboro. First office outside Salem and Portland. By end of year, new offices open in 35 locations.



A sandhog cleans out a bore hole in the Tunnel Point Tunnel on the Columbia River Highway in 1949

Category

Commission

Driver Licensing

Safety

DMV

Highway Department

Firsts

Highway Funding

Category

Statistics

from future federal-aid highway authorizations.

Statistics:

- State Highway System comprised of 4,840 miles of primary highways and 2,480 miles of secondary highways:

	Primary Highways (miles)	Secondary Highways (miles)
Concrete pavement	323	47
Bituminous pavement	546	183
Bituminous macadam	1,307	67
Oiled macadam	2,394	1,372
Rock surface (not oiled)	134	451
Graded only	63	145
Unimproved	73	215

- 718,420 registered vehicles in Oregon
- State constructs 226 projects during 1949-50—involving paving, grading, re-oiling, guard rail construction, landscaping and rock production

Highway Commission

Milo K. McIver of Portland replaces T. H. Banfield of Portland on Oregon Highway Commission. Shortly afterward former commissioner Banfield dies and commission names new expressway in Portland “T. H. Banfield Expressway.”

Bridges Event

Ferry Street Bridge opens in Eugene.

North Korean troops cross the 38th Parallel, beginning the Korean Conflict.

1951

Highway Financing

Highway financing developments:

- Weight-mile tax increased nearly 20 percent to help maintain roads
- Legislature authorizes Highway Commission to issue and sell \$40 million of highway bonds for rehabilitation of major state system highways, in line with a Five-Year Program mapped out by Commission (1953 legislature is to authorize additional bonds if needed at that time)
- Money spent for much needed improvements on U.S. Routes 20, 30, 97, 99, and 101, allowing Oregon to use other highway revenue for other state highways
- Money also used to initiate construction of T .H. Banfield Expressway and Portland to Salem Expressway

Driver Licensing

Motor Vehicle Accident Fund fee for original and renewal driver licenses raised to 50¢:

- Increased by 25¢ to care for indigent persons injured in motor vehicle accidents

- Provides for additional reimbursement of pharmacies, in addition to hospitals, doctors, nurses and ambulance operators
- Amendment of statute governing issuance of chauffeur's licenses and badges enacted, eliminating issuance of badges, issued since 1911
- Combined operator-chauffeur license issued for first time

Highway Department developments:

- Employees move into the new Highway Building—built with white Vermont marble to match other buildings on the Capitol Mall
- Engineering and technical personnel salaries increase, enabling Highway Department to compete with other states, such as California and Washington



Newly-completed Highway Building in 1951

Title transfer fee for motor vehicles increased from \$1 to \$2.

“Proration” established between Oregon and Washington. Truck registration and operating fees divided depending on the number of miles traveled in each state.



Snow blankets downtown Portland in 1951

Category

Highway
Department

Vehicle Licensing

Trucking

Category

Statistics

1952

State highway system consists of: 4,797 miles of primary and 2,530 miles of secondary roads, 12,523 miles of roads and trails in national forests and 30,950 miles of county roads.

Ballot Measure

Constitutional amendment prohibiting weight-mile taxes defeated at polls by more than 3 to 1 Measure to raise motor carrier fees passed by same margin.

Highway Financing

U.S. Congress passes Highway Act of 1952, authorizing \$25 million for planning and construction the Interstate System

Statistics

1953

Statistics for 1953:

- Motor vehicle registrations nationwide pass 55 million
- State highway system consists of 7,300 miles of highway: 1,535 paved, 5,035 bituminous macadam and oil, and 410 un-oiled rock or gravel

Highway Financing

Legislature authorizes Highway Commission to issue and sell \$32 million dollars worth of bonds for repair of roads, such as U.S. 101, 99, 97, 30 and 20.

Standards

Stop sign colors changed from black letters on yellow background to white letters on red background, conforming to new national standards—octagon shape still used. (Conversion to new signs estimated to take two years)

DMV

Legislative interim committee studies transfer of Motor Vehicle Department to jurisdiction of governor—results to be reported to 1955 legislature.



Girder for main section of new Marion Street Bridge arrives at worksite in Salem in 1953

Armistice ends the Korean Conflict.

1954

Highway Act of 1954 passed by U.S. Congress, increasing authorized funds to \$175 million and adjusting the formula upon which Federal monies were to be apportioned among states, attaching greater weight to population.

Earl W. Snyder replaces W.M. "Jack" Bartlett as director of State Board of Aeronautics.

1955

House Bill 22 passed by legislature and signed by Governor, allowing all Highway Department maintenance and related employees a reduction in weekly hours from 44 to 40. Engineering, administrative and office staff had shifted to 40-hour week in 1947. Chief Engineer allowed by bill to implement change in work hours immediately.

T.H. Banfield Expressway (now part of Interstate-84) open to traffic through east Portland.

Billboard control law enacted with Bureau of Labor handling administrative duties. (See 1963)

Goshen Interchange opens on Oregon 99E.

Legislature passes law SB 85, separating Motor Vehicle Section from Secretary of State's office:

- With motor vehicle activity growing rapidly, concentrating driver licensing and motor vehicle registration in one agency would better serve the public
- Only handful of states used Secretary of State's office to conduct motor vehicle business

Statistics for 1955:

- State Highway System consists of 7,400 miles of roadway
- 780,000 registered motor vehicles in Oregon

1956

Contract for construction of three-lane bridge (known as Interstate Bridge West), across Columbia River from Portland to Vancouver, awarded to Guy F. Atkinson Company of San Francisco. (see 1958)

Congress passes, and President Dwight D. Eisenhower signs, Federal Interstate System Act into law, creating the I-highway system:

- The goal is to develop a 41,000-mile road network that will allow travel from coast to coast without traffic light stops. The goal

Category

Event

Highway Funding

Aeronautics

Highway Department

Highways

Beautification

Highways
DMV

Statistics

Bridges

Highways

Category

Highway Funding

not realized until 1992 when section of I-90 completed outside of Wallace, Idaho

Congress passes two laws, the Federal Aid Highway Act and the Highway Revenue Act, to finance the construction of a nationwide system of military highways. The acts:

- Create Federal Highway Trust Fund, financing improvements on primary, secondary, urban and I-systems
 - ◆ Trust Fund supported by highway-use taxes and fees on items such as: excise taxes on motor vehicles, tires, tubes, tread rubber, parts and accessories, motor fuel, and lubricating oil, along with motor vehicle-use taxes
- Change name of system to “National System of Interstate and Defense Highways.”
- Authorize \$24 billion of financing over 13-year period, expediting building of system
- Adjust Federal-State matching ratio from 60/40 basis to 90 percent Federal-10 percent state basis (due to Oregon’s large amount of Federal lands, matching ratio: 92-8)
- Require system to be built to standards established by Secretary of Commerce
- State primary purpose of controlled-access interstate system is to connect points of population, trade and commerce, and to serve needs of national defense
- First contract awarded for section of I-5 in Oregon under acts. Section was for the Fords Bridge Unit of Myrtle Creek-Canyonville section in Douglas County

Firsts

First section of I-80N completed (30-mile section east from Portland).

Technology

Highway Commission approves use of yellow paint for all traffic line and pavement stencil work, replacing use of white paint which had been approved in 1954. White paint approved to delineate highway shoulders.



Highway Department

Highway Department developments:

- W.C. “Dutch” Williams replaces R.H. Baldock as State Highway Engineer
- Personnel, Public Relations and Graphic Arts Divisions established within Highway Department

DMV



Oregon Department of Motor Vehicles established as a separate branch of government.

- Hailed by Governor Elmo Smith as “one of the major changes in the state’s administrative structure in several decades”
- Primary duties include motor vehicle registration, driver licensing, collecting of gasoline taxes and related duties
- Department housed in Capitol Building, Public Service Building and State Office Building
- Warne H. Nunn appointed as first director

New passenger car license plates issued with yellow numbers on blue background—number configuration changed from all numbers to one number, followed by one letter, followed by four numbers (i.e. 1A 1234).

Construction of State Board of Aeronautics office building begins at Salem’s McNary airfield.

1957

James F. Johnson named director of Department of Motor Vehicles, replacing Warne R. Nunn.

- Motor Vehicles publishes employee newsletter known as *MV News Carrier* to keep employees apprised of department programs, policies, activities and organization.

Robert B. Chessman of Astoria replaces Ben R. Chandler of Coos Bay on Oregon State Highway Commission.

First computer system in state government set up by State Highway Department—an IBM 650 and the second overall in Oregon (U.S. Army Corps of Engineer was first).

Additional \$1 added to driver license fee to establish Student Driver Education Fund to cover costs of high school driver training.

Full reciprocity granted for non-resident vehicles (not used for compensation) until out-of-state license plate expiration—even if owner accepted gainful employment or established Oregon residence.

- Proration and mirror-type reciprocity retained on commercial vehicles
- First permanent commercial plates issued to trucks over 8,000 pounds gross vehicle weight and commercial trucks

Legislature authorizes continuous trip permit for 40-foot-long semi-trailers and 60-foot overall length. Permitted vehicles only allowed to operate on specific highways.

Highway crews complete year-long test of experimental traffic line paint heating equipment that increases striping mileage by 30 percent. Increased productivity credited to pre-heating paint, which dries 50 percent faster than unheated paint.

Category

Vehicle Licensing

Aeronautics

DMV

Highway Commission

Firsts

Driver Licensing

Vehicle Licensing

Trucking

Innovation

Category	
Driver Licensing	Licensed driver, 18 or older must accompany drivers with instruction permits
Highway Commission	<p style="text-align: center;">1958</p> <p>Kenneth N. Fridley of Wasco replaces Charles H. Reynolds of La Grande on Oregon Highway Commission.</p>
DMV	<p>DMV developments:</p> <ul style="list-style-type: none"> • Vern Hill appointed director of Department of Motor Vehicles, replacing James F. Johnson • Motor Vehicles implements 25¢ charge for giving out license plate information. Halts practice of giving out information over phone
Bridges	<p>Second Interstate Bridge over Columbia River in Portland opens for west-bound traffic</p> <ul style="list-style-type: none"> • Construction cost for three-lane bridge: \$7 million
Event	<p style="text-align: center;">1959</p> <p>Oregon celebrates 100 years of statehood (Valentines Day, February 14).</p>
Miscellany	 <p>Oregon Tunnel Commission abolished by legislative act signed by Governor Mark Hatfield.</p>
Highway Commission	<p>Glenn L. Jackson of Medford becomes member of Oregon Highway Commission, replacing Robert B. Chessman of Astoria.</p>
Auto Dealers	<p>Oregon auto dealers required by law to put up \$15,000 corporate surety bond when applying for dealers licenses.</p>
DMV	<p>DMV developments:</p> <ul style="list-style-type: none"> • Legislature passes law, requiring contest among high school students to pick slogan for license plate—winning slogan: “Pacific Wonderland” • Department headquarters moves from the Capitol Mall area to new headquarters, a converted Piggly Wiggly grocery store at 1905 Lana Avenue NE in Salem • Responsibility for inspection of school buses transferred to State Department of Education • Migratory labor law requires Department of Motor Vehicles to inspect vehicles used to transport employees to and from work • Name of DMV employee newsletter changed to <i>Behind the Wheel</i>
Miscellany	<p>Law enacted to allow non-resident mobile home owners to use home-state licenses in Oregon for 90 days.</p> 



New DMV Headquarters building



Introducing new license plates -- 1960s style

1960

Motor Vehicles Department required to collect two-percent of mobile home license fees and transfer fees to counties where mobile homes located. This was the department's first experience in collecting ad valorem (value-based) tax.

Toll placed on Interstate Bridge between Portland and Vancouver, Wash. to pay for construction (Toll began January 12, removed on November 1, 1966).

Motor vehicles registered in state: 971,098.

1961

Robert W. Dunn replaces Earl W. Snyder as State Board of Aeronautics Director.

Forrest Cooper replaces W.C. "Dutch" Williams as State Highway Engineer.

Method of showing registration renewal on plate changes from metal tab to self-adhesive sticker.



Legislature requires drivers to file change-of-address notices with DMV within 30 days after moving.

Legislature authorizes \$24 million bond issue to finance building a bridge across Columbia River at Astoria.

First bill establishing Oregon Department of Transportation (ODOT) introduced in Oregon Legislature. Bill supported by Governor Mark Hatfield but fails to gain enough support for passage.



I-5 completed between Portland and Salem.

Category

Miscellany

Bridges

Statistics

Aeronautics

Highway Department
Vehicle Licensing

Driver Licensing

Bridges

Legislature

Highways

Category	
Highway Commission Event Technology Bridges	<p style="text-align: center;">1962</p> <p>David B. Simpson of Portland replaces Milo K. McIver of Portland on Oregon Highway Commission.</p> <p>Columbus Day storm of October 12 causes millions of dollars of damage to state highways from coast to Cascades.</p> <p>First traffic loop detectors installed at intersections with traffic signals to help with increasing number of cars.</p> <p>Contract to build Astoria Bridge awarded to DeLong Co. of New York. Ground breaking ceremony held August 11.</p>
Driver Licensing Miscellany Vehicle Licensing Highway Funding Beautification Statistics	<p style="text-align: center;">1963</p> <p>Driver License Compact approved by legislature</p> <ul style="list-style-type: none"> • Agreement between member states to promote driver compliance with laws, rules and regulations in each member’s jurisdiction • Each member state grants reciprocal recognition of other member states’ driver licenses and considers driving record licensee before granting license or driving privileges in new state <p>Legislature passes bill permitting non-resident mobile home owners to use home-state license plates until expiration of home-state license plates.</p> <p>“Pacific Wonderland” slogan deleted from license plates by the Legislature, effective January 1, 1964.</p> <p>Third Motor Vehicle Cost Responsibility Study conducted.</p> <p>Billboard control administration transferred from Bureau of Labor to Highway Commission.</p> <p>Oregon passes one million vehicle registrations -- motor vehicles registered in state: 1,029,943.</p>
Vehicle Licensing Bridges	<p style="text-align: center;">1964</p> <p>New license plates issued.</p> <ul style="list-style-type: none"> • Colors: yellow numbers, blue background • Number/letter configuration changed to three letters followed by three numbers (i.e. ABC 123) First letter indicates month of expiration (A=January, B=February, etc.) • Letters “I” and “O” not used to avoid confusion with numbers” 1” and zero <p>DeLong Company of New York pulls out of Astoria Bridge project after completing 50 percent of work. Highway Department re-bids project, Raymond International of New York is low bidder.</p>

Christmas Week Flood requires Highway Department workers around Oregon to work long hours to make emergency repairs to highways and bridges. Caused by 8.5 inches of rain in five days, melting higher-than-normal snow pack.

1965

Motor Vehicle Accident Fund fee increased to \$1. Driver licensing fee becomes \$3, with \$1 for driver education, \$1 for Motor Vehicle Accident Fund, and \$1 for license.

Motor vehicles registered in state: 1,271,085.

Oregon legislature passes Implied Consent Law. Upon receiving license, driver is presumed to give consent to submit to breath test for blood/alcohol level. If driver refuses, license is suspended.

Motorcycle endorsement program initiated—requires regular license to be endorsed for motorcycle operation. Additional written test and vision tests required.

Federal Highway Beautification Act of 1965, also known as “Lady Bird Act,” passed by Congress to control billboards. Federal penalties could be imposed if states did not comply.

Oregon’s worst-ever traffic crash occurs in December in Jackson County. A Greyhound bus traveling too fast for conditions hits a patch of ice and loses control on I-5. The bus rolls over, ejecting several passengers. The crash kills 14 and injures 30.

Stadium Freeway (I-405) construction begins.

1966

I-5 completed. Four lanes open from Portland to California border. Opening ceremony held October 22 near Roseburg. First complete freeway within state boundaries, in United States. Meanwhile, construction on I-80N continues.



Marquam Bridge over Willamette River opens for traffic.

Technological advances:

- First computerized traffic signals installed
- Driver license records at Motor Vehicles Department converted from manual to computer files

Statistics for 1967:

- Motor vehicles registered in state: 1,311,626
- 7,644 miles of roads in State Highway System

Category

Event

Driver Licensing

Statistics

Safety

Driver Licensing

Beautification

Event

Highways

Highways

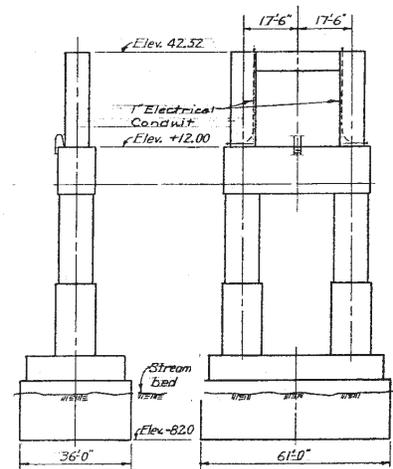
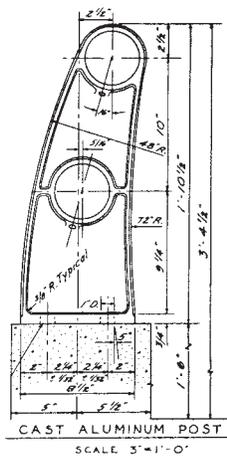
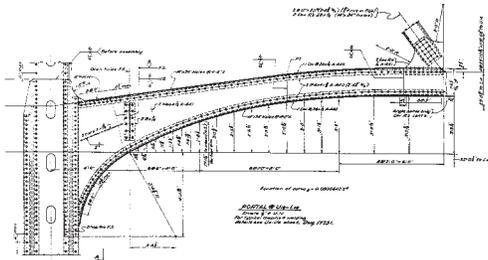
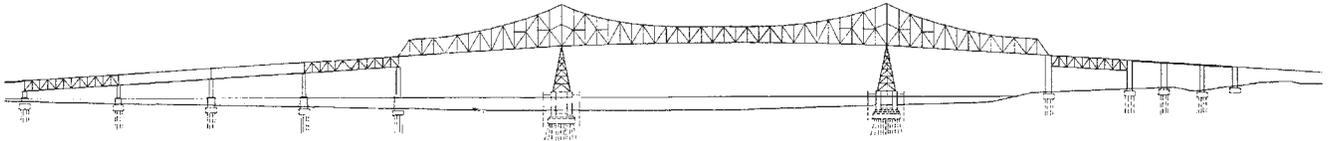
Bridges

Technology

Statistics

Spanning the Mighty Columbia

Oregon, Washington joined by Astoria-Megler Bridge





The mighty Columbia River was the last barrier to motor vehicle traffic on the Pacific Coast Highway (U.S. 101) between Canada and Mexico. In 1956, the Legislature approved Oregon's share of the costs of building a new bridge between Astoria on the south side of the river and the Megler area on the north side. Construction began on November 5, 1961, but it took four years and a change in contractors to complete the project. Sections of the superstructure were prefabricated in Vancouver, Washington, barged down the river and floated into place. Finally, on August 27, 1966 Governors Dan Evans of Washington and Mark Hatfield of Oregon, assisted by Miss Washington Sandra Lee Marth and Miss Oregon Estrellita Schid cut a ribbon to open the bridge. The opening of the Astoria-Meglar Bridge meant the end of ferry service across the Columbia at Astoria



Category	
Highway Financing	<p>Highway financing developments in 1967</p>
Laws	<ul style="list-style-type: none"> • Gasoline tax increases from 6¢ to 7¢ a gallon—first raise in 18 years • County apportionment increases to 20 percent, city apportionment increases to 12 percent
Highway Commission	<p>Legislature passes “Beach Bill,” making most of Oregon’s Pacific Ocean shoreline public trust, with enforcement power given to Highway Commission.</p>
Safety	<p>Highway commission appointments:</p> <ul style="list-style-type: none"> • Fred W. Hill of Helix replaces Kenneth N. Fridley of Wasco • Thaddeus B. Bruno of Portland replaces David B. Simpson of Portland
Trucking	<p>State law passed requiring drivers on two-lane highways to pull over, when not maintaining prevailing speed, and let faster traffic pass.</p> <p>Bill allowing triple trailers to operate on Oregon highways passed by Legislature.</p>
Safety	<h2>1968</h2>
DMV	<p>Traffic Safety Division transferred from Department of Motor Vehicles to Governor’s Traffic Safety Commission.</p>
Bridges	<p>Public Information Office created under Department of Motor Vehicles.</p>
Highways	<p>Fremont Bridge project begins.</p>
Safety	<p>I-205 freeway project begins with construction of bridge over Willamette River at West Linn.</p>
	<p>New law requires Slow-Moving Vehicle emblem to be placed on vehicles designed to move at less than 25 miles per hour on state highways. Emblem to be mounted on rear of power unit and rear-most vehicle it is pulling.</p>
	
<p>Oregon Department of Transportation (ODOT)</p>	<h2>1969</h2>
	<div style="display: flex; align-items: center;">  <p>Oregon Department of Transportation (ODOT) created by legislative act.</p> </div>
	<ul style="list-style-type: none"> • Department of Motor Vehicles, State Highway Department, Parks Division (part of Highway), State Board of Aeronautics, State Ports Commission and newly created Mass Transit Division become divisions of ODOT • Administrators to be appointed by Director of Transportation

- ODOT Director responsible for planning and research, but has no direct control over agencies or personnel
- John Fulton appointed first Director of ODOT
- Chester Ott becomes first DMV Administrator (replacing Vern Hill)
- Carl Fisher named first Ports Administrator
- Robert W. Dunn appointed Aeronautics Administrator
- George Baldwin becomes first Administrator of Highway Division. Baldwin first non-engineer to head up Highway Division



I-405 (Stadium Freeway) open for traffic.

Legislature empowers Highway Commission to establish rules for driving on beaches.

Oregon becomes first state in nation to use on-line computers to process and retrieve driver and vehicle records.

1970

*F*irsts for 1970

- First female driver examiners assigned to DMV field offices



Oregon's first female driver examiners, left to right: Roberta Probasco, Claire Scott, Dean DeVore and Virginia Laidlow during training at DMV Headquarters in 1970

- First Spanish-language driver manual and separate Motorcycle Manual published

Category

Highways

Laws

Firsts

Firsts

Beautification

Miscellany

Beautification

Miscellany

Category

Beautification

Custom license plate program established by executive order of Governor Tom McCall. Revenue from custom license plates sales dedicated to fighting litter.



Miscellany

Mobile home law provides owners of mobile homes over 32 feet in length option of either licensing the mobile home with Motor Vehicles Division or with county (subjecting structure to ad valorem tax program).

- County assessors issue an “X” number on a black and silver sticker, placed on the mobile home for identification
- “X” numbers recorded by Motor Vehicles Division and become part of computer and manual files

Vehicle Licensing

Mobile home law amended—vehicles previously known as house trailers divided into two classifications: mobile homes and recreational vehicles. Recreational vehicle category includes campers, motor homes and travel trailers.

Recreational vehicle fee schedule revised:

Campers: \$10 annual fee plus \$1.50 for each foot of length in excess of 10 feet

Motor Homes: \$20 annual fee plus \$1.50 for each foot of length in excess of 10 feet

Trailers: \$10 annual fee plus \$1.50 for each foot of length in excess of 10 feet

Highways

Highway developments in 1970:

- I-105 completed in Eugene
- Highway Division begins painting edge lines on all highways 24 feet wide or wider
- National Environmental Policy Act (NEPA) passed by Congress, mandating road projects using federal funds must have Environmental Impact Statement (EIS) detailing effects of proposed work

R.L. “Rod” Porter replaces Forrest Cooper as State Highway Engineer.

Highway
Department
Statistics

1970 statistics:

- 4,084 miles of primary highways
- 734.9 miles of interstate highways
- 4,887 miles of Federal Aid System on county roads & 3,524 of Highway System
- Motor vehicles registered in state: 1,581,207

Public Transit

Denny Moore named first administrator of Mass Transit Division.

Fourth Motor Vehicle Cost Responsibility Study conducted.

1971

DMV developments:

- DMV begins licensing snowmobile dealers and instructors. Certification program for operators under 16 years of age also authorized. Money used for snowmobile trail construction and maintenance
- DMV establishes five administrative regions: North, Northwest, Central, Southwest and East

Environmental Unit formed within Highway Division to prepare environmental impact statements for projects using federal funds.

Beautification and environmental developments:

- \$500 fine set for littering.



“Bicycle Bill” passes: one percent of Highway Fund money to be spent annually by State Highway Division, counties and cities for development of footpaths and bike paths. Bill also requires Oregon to construct footpaths and bikeways whenever a highway, road or street is built, rebuilt or relocated.

Sam Haley replaces John Fulton as ODOT Director.

1971 statistics:

- Motor vehicles registered in state: 1,650,000
- 7,630 miles of roads in State Highway System

1972

Tom Edwards replaces R.L. “Rod” Porter as State Highway Engineer.

Legislature redefines mobile homes and subjects them to ad valorem (value-based) tax instead of license fee tax.

Paul E. Burket becomes Aeronautics Administrator, replacing Robert W. Dunn.

Legislature passes Statewide Land-use Planning Act.

Highway Commission appointments:

- Robert L. Mitchell of Portland, replaces Thaddeus B. Bruno of Portland
- Carl O. Fisher of Eugene (formerly head of Ports)
- Robert E. Veatch of Klamath Falls (formerly head of Aeronautics Commission)
- Continuing: Glenn L. Jackson and Anthony Yturri

Category
Highway Financing
DMV
Highway Division
Beautification
Highway Financing
ODOT
Statistics
Highway Division
Miscellany
Aeronautics
Legislation
Highway Commission

Bridge builders raise the bar to complete



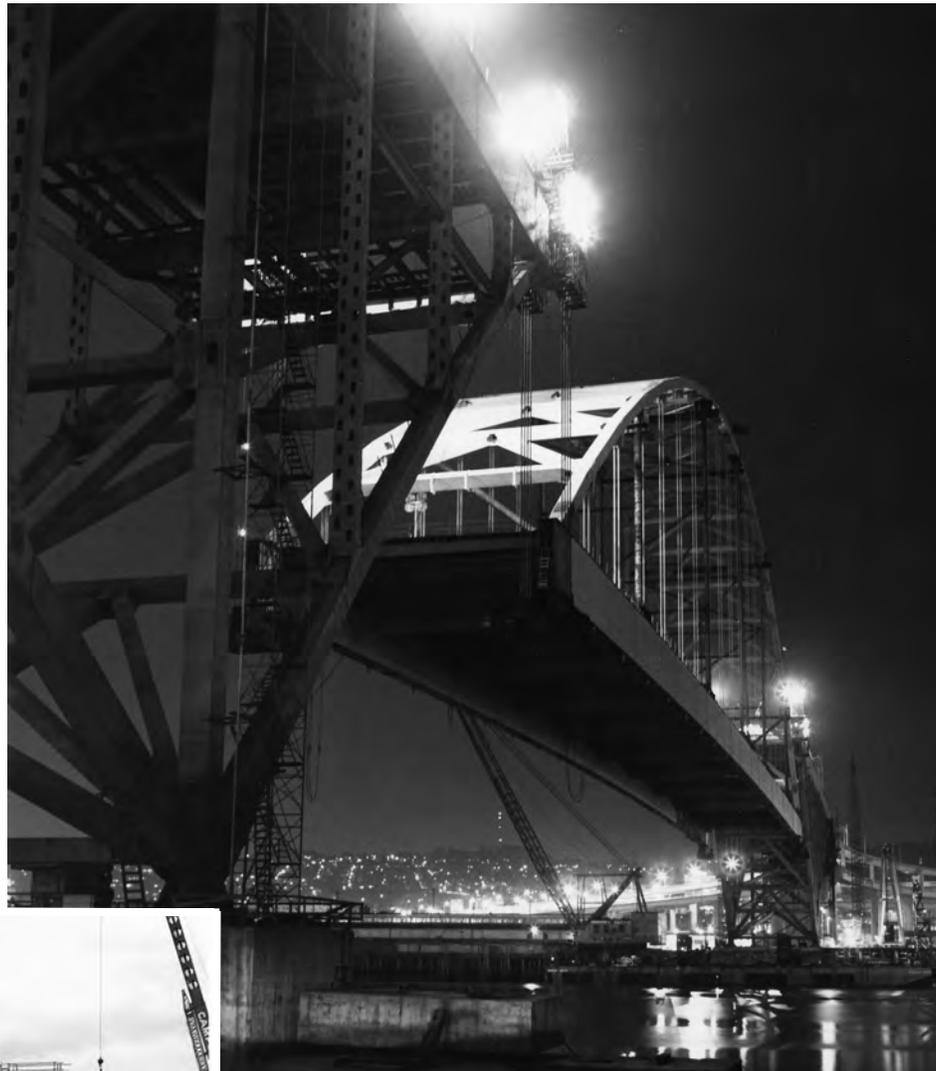
When ODOT engineers designed the Marquam Bridge to carry Interstate 5 over the Willamette River in Portland, the goal was to be economical and practical. That was not to be the case of the Fremont Bridge, the last link in the Interstate 405 beltline around the downtown core. The public's dissatisfaction with the architecturally bland Marquam Bridge led ODOT to invite the Portland Arts Commission to participate in the design process. The result was a structure modeled after the Port Mann Bridge in Vancouver, British Columbia.

Fremont (I-405) Bridge across Willamette

Working with the Portland Arts Commission, ODOT engineers designed a two-deck, steel tied arch bridge spanning the 2,154 feet from the east to the west banks of the Willamette River. The bridge has the longest main span of any bridge in Oregon and is the second-longest tied arch bridge in the world, behind only the Caiyuanba Bridge across the Yangtze River in China.

The bridge was named for explorer John Charles Fremont.

The main span of the bridge was fabricated in California, then barged to Swan Island, downstream of the bridge site and assembled. The 6,000-ton span was then floated into place and lifted on 32 hydraulic jacks. At the time, the lift was listed in the Guinness Book of World Records as the heaviest lift ever completed. The bridge opened in 1973. Flag poles were added to the top of the arch in 1976.



Category



Contractor applies roofing material on a new sand shed in Central Oregon in the 1970s

Beautification

Youth Litter Patrol Program opened to female applicants.

1973

Vehicle Licensing

DMV begins verifying vehicle identification numbers (VIN) on vehicles previously registered from another state before issuing Oregon registration and title.

Driver Licensing

Driver Licensing developments:

- First non-driver identification cards issued by DMV for \$2 for two years—same fee as a driver license
- Basic driver license fee increases from \$1 to \$2—first fee increase for licenses since 1922
- Fee for motorcycle endorsement established at \$3.50
- Instruction permit fees increase from \$1 to \$3

Safety

Oregon's driver improvement program formally established by statute.

- Program expanded to include classroom instruction
- Statute authorizes fee to cover administrative costs
- \$10 charged for Defensive Driving Course (DOC) Program (See 1947)

ODOT

George Baldwin replaces Sam Haley as ODOT Director.

Highway Division

Fred Klaoe becomes new State Highway Engineer, replacing Tom Edwards.

Highway Commission appointments:

- Anthony Yturri of Ontario replaces Fred W. Hill of Helix on State Highway Commission July 9

State Highway Commission becomes Oregon Transportation Commission.

- House Bill 3166 increases number of members from three to five, with Highway Commission chairman (Glenn Jackson) becoming OTC chairman
- Governor to appoint members (subject to Senate approval), one from each congressional district, with second congressional district represented by someone east of Cascade Mountains
- Only three of five OTC members could be from a same political party and one member would be at-large representative, ineligible to be OTC chairman
- Bill also merges State Board of Aeronautics, State Highway Division (including State Parks), Mass Transit Division, Ports Division and Motor Vehicles Division into revised version of ODOT, where director has direct control over respective divisions and personnel

Vehicle registration developments:

- Legislature passes bill requiring DMV to issue reflectorized license plates (blue letters on yellow background) to improve visibility of plate and numbers
- Vehicle registration for passenger vehicles, motorcycles, campers, travel trailers, motor homes and light trailers change to two-year cycle
- Passenger vehicle registration cost \$20 for two years

1974

Carpool program developed by Mass Transit in response to Arab oil embargo.

Motor Vehicle Cost Responsibility Study accomplished.

Voters reject constitutional amendment allowing mass transit use of State Highway Fund.

ODOT becomes equal opportunity employer.

1975

Department of Environmental Quality (DEQ) emission inspection program begins. Vehicles registered inside Portland Metropolitan Service District must pass emission inspection before registration is renewed.

Category

Highway Commission

Transportation Commission

Vehicle Licensing

Public Transit

Highway Financing

Ballot Measure

ODOT

Environment

Transportation Commission

Marine

Highways

Driver Licensing

Driver Licensing

B. Gordon Coleman of Eugene replaces Carl O. Fisher of Eugene, Michael P. Hollern replaces Robert E. Veatch of Klamath Falls and Tom Walsh replaces Anthony Yturri on Oregon Transportation Commission.

Ports Division transferred by legislature, from ODOT to Department of Economic Development.



I-80N completed with four lanes open from Portland to Idaho border. Dedication ceremony held outside Baker City on July 3.

Driver licensing cycle changes from two to four years.

1976

DMV begins issuing color-photo driver licenses:

- Blue background for drivers under 21 years old and yellow background for drivers over 21
- Fee increases to \$9: \$2.00 for Driver Education Fund and \$2.00 for Motor Vehicle Accident Fund
- Duplicate fee changes from \$2 to \$3
- Identification Card fee changes to \$4
- Previous licenses made of paper and not laminated, thus easier to forge



One of DMV's two mobile field offices serves customers in Redmond in 1977

- DMV extends office hours temporarily and also used two motor homes as mobile home field offices in Central and Eastern Oregon to meet the demand for photo licensing
- Many customers east of Cascades, who lived some distance from a DMV field office, had always renewed by mail

ODOT

ODOT developments:

- Robert A. Burco becomes ODOT Director on the retirement of George Baldwin
- April: First issue of ODOT newsletter *Via* published

Highways

Mount Hood Freeway plans withdrawn in May after public opposition, with money used for other road projects in Portland area.



Workman places letters on the renamed Transportation (formerly Highway) Building in Salem in 1976

Voters reject a constitutional amendment establishing local option registration fees for public transit purposes.

Peter J. Brix of Portland replaces Robert L. Mitchell of Portland as member of Oregon Transportation Commission.

H. Scott Coulter replaces Fred Klaboe as State Highway Engineer. Fred Klaboe becomes Chief of Operations for ODOT.

July 4: United States celebrates Bicentennial.

November: One-cent increase in gas tax with 26 percent increase in weight-mile tax defeated at polls.

Budgetary shortfall causes Highway Division to lay off 198 employees.

ODOT, in cooperation with State Police, establishes recorded phone messages concerning current road conditions for public contact before heading for areas affected by inclement weather.

Highway Division experiments with metric signs for speed and distance on Oregon's highways. First signs placed near Harrisburg on I-5. Experiment is short-lived.



Employee places metric speed signs in storage racks in Salem sign shop

1977

DMV developments in 1977:

- Harold L. "Skip" Grover becomes new DMV administrator on the retirement of Chester Ott
- DMV authorized to form Dealer Investigation Unit to deal with problems with auto dealerships ranging from odometer rollbacks to misrepresentation

Sno-Park program established:

- Motor Vehicles Division offices sell and distribute Sno-Park permits
- Money from program pays for plowing at winter recreation site parking areas

"Flex Hours" begin for ODOT employees to help ease traffic congestion, parking problems on the mall and encourage use of carpools and mass transit.

Category

Ballot Measure

Transportation Commission

Highway Division

Event

Ballot Measure

Highway Division

Tourism

Standards

DMV

Miscellany

ODOT

Category

Highways

Highway developments:

- Plans for I-305, Salem Spur connecting I-5 north of Salem with arterial city street system in North Salem are withdrawn from Federal Highway Administration consideration. Money used for similar project in Salem and several other projects, including widening of major bridge across Willamette River to West Salem
- Construction begins on the last 9.6-mile stretch of roadway of I-205
- September: Construction begins on I-205 bridge between Oregon and Washington



Gov. Bob Straub and Transportation Commission Chairman Glenn Jackson man the controls of a bulldozer at the groundbreaking ceremony for the last section of Interstate 205 in Portland

Statistics

7,555 miles in State Highway System.

Highway Financing

Weight-mile tax rates increase to bring them to parity with 7¢ fuel tax passed by Legislature in 1967.

ODOT



Transportation Commission adopts the "Flying T" as the official logo of the Oregon Department of Transportation. Doug Olson, a Salem commercial artist, developed the graphic at the request of ODOT Director Bob Burco.

Vehicle Licensing

Apportioned farm plate introduced for part-time farming and part-time commercial vehicles.

Public Transit

Mass Transit Division changes name to Public Transit Division.

Safety

"Operation Lifesaver" program launched by ODOT, railroads companies and law enforcement agencies to combat increasing number of train/motor vehicle crashes.

1978

Ballot Measure

Voters turn down gas tax increase to repair roads (May 23 primary) and doubling of car registration fees (November 7 general election).

Safety

Escape ramps for trucks and other vehicles built on I-5, I-80N and State Highway 58.

Vehicle Licensing

Mandatory liability insurance law becomes effective:

- Proof of insurance company and policy number required to register and title motor vehicles

- DMV conducts sample surveys verifying that drivers carry insurance claimed at time of registration
- Accident report filed with DMV or law enforcement agency is required to have insurance company name and policy number



Parks Department designated state's first nude sunbathing beach at Rooster Rock State Park in 1978

7,616 miles of roads in State Highway System.

Congress lists Oregon Trail as National Historic Trail.

ODOT records record number of female hires between September, 1977 and September, 1978:

- 49 hired
- 85 promoted to pay grade 12 or above

1979

Fred Klaboe replaces Robert A. Burco as ODOT director.

David P. Moomaw replaces Harold L. "Skip" Grover as administrator of Motor Vehicles Division.

Title transfer fee increases from \$2 to \$7, with size of title changing from 4" by 5" to 7" by 8".

Driver Licensing developments

- Automatic Testing Devices (ATD's) replace written knowledge tests for driver licensing in larger DMV field offices
- Motorcycle endorsement fees increase to \$7
- Law changes allowing notice of change of address by mail, with issued address stickers placed on license backs



Automated testing machines

Dealer Advisory Committee established. Grounds for dealer suspension established by law and administrative law.

Anthony Yturri of Ontario replaces Glenn Jackson of Medford on the Oregon Transportation Commission. Jackson resigns twenty years to the day after being appointed to State Highway Commission by Governor Mark Hatfield.



Parks developments:

- State Parks removed from Highway Division and becomes a division of ODOT by legislative act

Category

Statistics

Miscellany

ODOT

ODOT

DMV

Vehicle Licensing

Driver Licensing

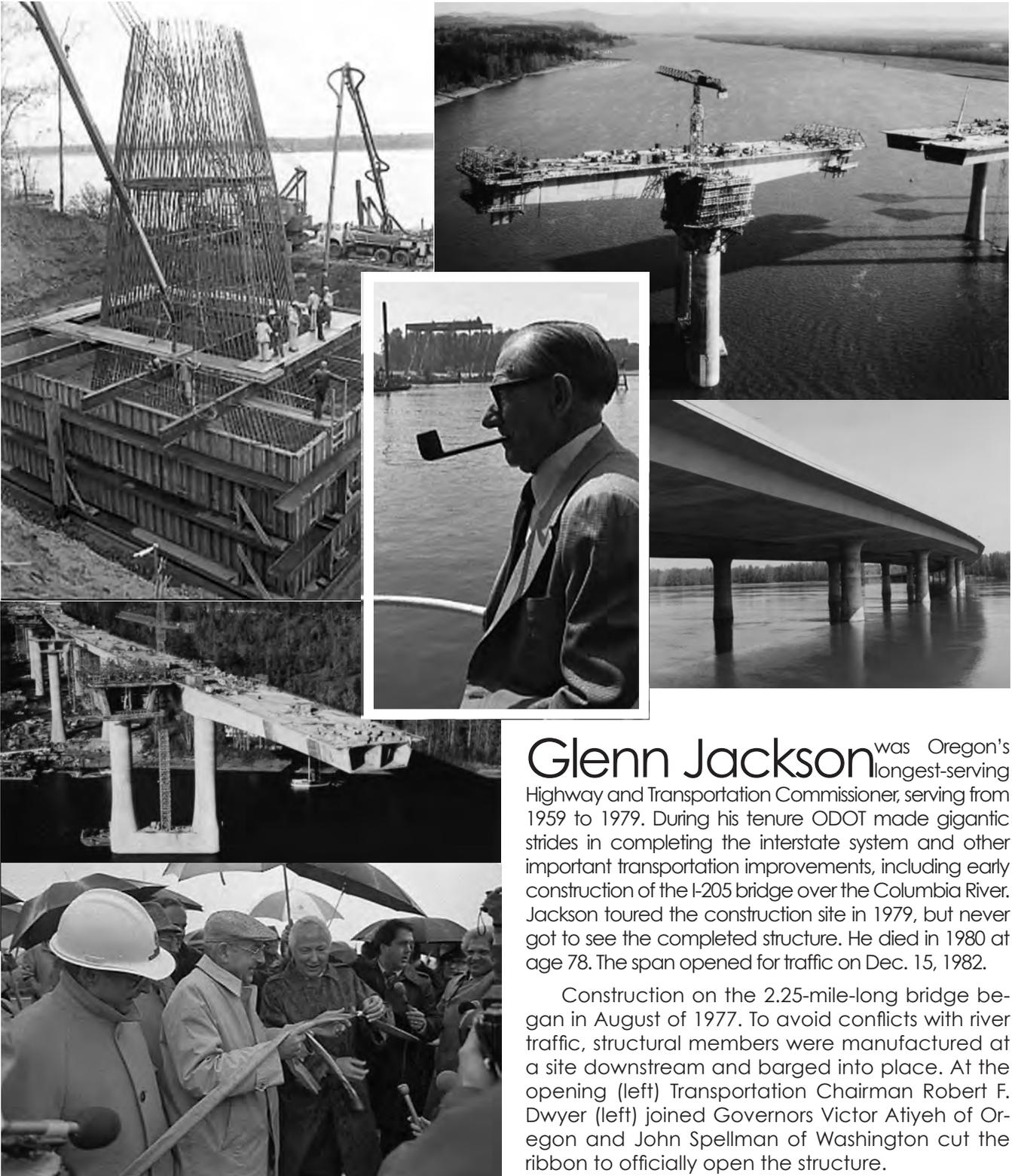
Auto Dealers

Transportation Commission

Parks

Honoring an icon

I-205 bridge celebrates Glenn Jackson



Glenn Jackson was Oregon's longest-serving Highway and Transportation Commissioner, serving from 1959 to 1979. During his tenure ODOT made gigantic strides in completing the interstate system and other important transportation improvements, including early construction of the I-205 bridge over the Columbia River. Jackson toured the construction site in 1979, but never got to see the completed structure. He died in 1980 at age 78. The span opened for traffic on Dec. 15, 1982.

Construction on the 2.25-mile-long bridge began in August of 1977. To avoid conflicts with river traffic, structural members were manufactured at a site downstream and barged into place. At the opening (left) Transportation Chairman Robert F. Dwyer (left) joined Governors Victor Atiyeh of Oregon and John Spellman of Washington cut the ribbon to officially open the structure.

DMV adopts modular system of processing titles and registrations.

Technical Services begins using Computer Assisted Design (CAD) devices for first time.

- *Jeanne Foster named manager of Silver Falls Conference Center, becoming first female park manager*
- *Vivian Perry becomes first female DMV region manager*

County apportionment of gas tax increases to 20.07 percent with city apportionment increase to 12.17 percent, making up for revenue loss due to repeal of fuel tax refunds to counties and cities.

Highway developments:

- Construction plans for I-505 withdrawn by State Highway Division
- President Jimmy Carter approves decision not to build freeway through Northwest Portland. Money to be used for other construction projects in Portland area, including alternate design for I-505



Take-a-number system at use in North Salem DMV office

Motor vehicles registered in state: 2,435,463.

DMV adopts Take-A-Number system for use in field offices.

DMV adopts improved Modified Motorcycle Operator Skill Tests (MOST), developed with assistance of Motorcycle Safety Foundation.

1980

Mount St. Helens erupts in Washington State, sending ash over parts of Oregon:

- Mountain erupts several times during the year, including May 18th blast, causing cleanup work for Highway Division
- Columbia River temporarily closed to deep-draft ships at Portland & Vancouver



I-80N changes to I-84 to comply with federal policy of discouraging use of directional letters in numbering freeways.



Oregon state government adopts employee suggestion awards program, implementing employees' ideas and maximizing use of tax dollars.

Category

Vehicle Licensing

Technology

Firsts

Highway Funding

Highways

Statistics

Customer Service

Driver Licensing

Event

Highways

Innovation

Category	
Ballot Measures	<p>Ballot measures:</p> <ul style="list-style-type: none"> • State Parks and State Police expenditures removed from Highway Fund by voters, narrowing ways road user revenues used • Voters reject fuel and weight-mile tax increase referred by 1979 legislature by 3 to 1 margin
Bridges	Underwater bridge inspection team formed within Highway Division.
DMV	<p style="text-align: center;">1981</p> <p>DMV developments:</p> <ul style="list-style-type: none"> • DMV opens first express field office in Clackamas Town Center shopping mall: Limited services offered (Driver license and vehicle registration renewals with no testing for driver licenses, serial number checks on out-of-state vehicles and reinstatement of suspended drivers) for quicker service and shorter waiting lines • License plate manufacturing fee passed by legislature to cover entire cost of manufacturing plates, not just reflectorization • DMV's computer operation moves to Department of Revenue building on Capitol Mall. DMV becomes "remote" user for first time since conversion to electronic data processing
Technology	Ramp metering begins for Portland area freeways. Computerized systems monitor traffic flows on major highways to control traffic entering from on-ramps to smooth merging on highways. First installed on U.S. 26 west of Portland.
Transportation Commission	N.B. Giustina of Eugene replaces B. Gordon Coleman of Eugene and Robert F. Dwyer of Milwaukie replaces Michael P. Hollern of Bend as members of Oregon Transportation Committee.
Highway Funding	Legislature increases gas tax from 7¢ to 8¢ effective January 1, 1982. Weight-mile tax for commercial trucks increases to maintain cost responsibility with fuel tax increase.
Driver Licensing	<p>Driver licensing developments:</p> <ul style="list-style-type: none"> • Original driver and chauffeur license fees increase from \$5 to \$10 to cover costs of testing and issuing licenses • Motorcycle endorsement fees raised to \$10 • Duplicate license fees increase from \$3 to \$4 • Special permit fees increase from \$1 to \$5 • Motorcycle instruction permit program established. Permits valid for six months, at cost of \$3
Safety	Motorcycle safety education program established. Motor Vehicles Division authorized to collect \$3 for each motorcycle-endorsed license issued or renewed, with money going to Department of Education for motorcycle safety classes in schools.

Drivers with no accidents, convictions or suspensions on record allowed to renew licenses for four years by mail under safe driver extension program.

Legislature makes driving under influence of intoxicants (DUI) a criminal act instead of traffic infraction. Diversion program also set up to educate first time drunk drivers.

Minimum accident reporting level in Oregon raises from \$200 to \$400.

Increase in gas tax defeated in May primary by voters in close race.

September: Banfield Light Rail and Banfield freeway widening construction project begins.

DMV selects Paradyne Company as vendor for new statewide computer system.

Rideshare program starts as one-year pilot project by Public Transit (see 1974 under carpool).

1983

Fred Miller named ODOT director, replacing Fred Klabeo who retired due to poor health.

First sign under Tourist Oriented Sign Program installed near Dundee, directing tourists to Sokol Blosser winery. Oregon becomes first state to use this type of sign to direct visitors to businesses, facilities and historical/cultural sites.



Driver Licensing developments:

- Original driver license fee increases from \$10 to \$15
- Renewals increase from \$5 to \$7 until January 1, then \$1 added if new photo taken
- Duplicate driver license fee increases from \$4 to \$10
- Motorcycle Safety Fund fee changed to \$2 for first-time applicants and \$3 for renewal
- Safe driver license extension law repealed, with drivers allowed to renew licenses by mail once every eight years

Oregon tightens law on drinking and driving by lowering blood-alcohol content level for legal intoxication from 0.10 to 0.08 percent. Other states soon follow.

Samuel T. Naito of Portland replaces Tom Walsh of Portland on Oregon Transportation Committee.

Category

Driver Licensing

Law

Miscellany

Ballot Measure

Public Transit

DMV

Innovation

ODOT

Tourism

Driver Licensing

Safety

Transportation
Commission

Category

Midnight on the Marquam...



With the Portland skyline in the background, a paving contractor's crew lays a new layer of concrete on the Marquam bridge in 1983. ODOT scheduled paving in the late night hours to minimize impact on traffic

DMV

DMV dinner meetings start in effort to improve communications between field offices and headquarters.

Vehicle Licensing

Vehicle Registration developments:

- Apportioned farm plate category abolished
- Fees change for travel trailers/campers and motor homes. New fees are:

Trailers/Campers.....\$36, plus \$3 for each foot of length over 10 feet

Motor Homes \$56, plus \$3 for each foot of length over 10 feet

Highways

I-205 completed, giving drivers alternative north-south route around downtown Portland. Public ceremony held on May 14-15 dedicating bridge with various events including a road race.



Highway Funding

Gas tax increases to 9¢ per gallon. Weight-mile tax increases to maintain cost responsibility with tax increase.

1984

Driver Licensing

Driver Licensing developments:

- Oregon's Implied Consent law adds administrative suspensions and license confiscation for both failure to pass and refusal to take sobriety test

- Standards for application for occupational license tighten and waiting periods for occupational license increase
- Driver License Issuance System (COLIS) project for DMV starts

“Home Purchase Plan” established as two-year pilot project to encourage transfers of management or executive service employees. ODOT would buy home of employees who have been transferred to gain experience or improve professional development.



Heidi Cade, age 18 months, reminded drivers that children under six years old had to be restrained in an approved child safety seat in 1984.

Mandatory child restraint law enacted:

- Children under six required to be restrained in approved child safety seat

Measure to double car registration fees to raise additional money for bridge repair defeated by voters in May primary. Last registration fee increase was 1949.

Innovations in 1984:

- DMV introduces “Ann Droid,” a robot mail delivery system, in the DMV Headquarters in Salem
- Parks Division builds first solar-powered hot water showers at Beachside State Park near Waldport
- ODOT and Judson Middle School become partners in unique project—ODOT employees give presentations to students and allowed to use school gym free of charge. In return, students participate in various activities such as singing at Christmas, food drive and “shadow day”, where teachers and students learn about various careers within ODOT



1985

Gasoline tax increases to 10¢ per gallon effective January 1. Weight-mile tax increases to maintain cost responsibility with tax increase.

Category

ODOT

Safety

Ballot Measure

Innovation

Highway Funding

Category		
<p>Law Environment Legislature</p>	<p>Motor vehicle laws re-coded and first Oregon Vehicle Code created. DEQ inspection program expands to Rogue Valley area of Jackson County. Motor Vehicle Accident Fund transferred by legislative act to Adult and Family Services, Department of Human Resources.</p>	
<p>Customer Service</p>		<p>DMV introduces drive-up express window service at East Eugene office — overwhelmingly positive public response.</p>
<p>Innovation</p>	<p>Motor Vehicles Division implements DAVE (DMV's Automated Voice Exchange) allowing certain account users to obtain information about vehicle and driver records by telephone without contacting DMV employees.</p>	
<p>DMV</p>	<p>DMV Public and Employee Communications Office produces first edition of "DMV Video News" to inform employees of latest agency news.</p>	
<p>Safety</p>	<p>Safety and Health Section begins pilot wellness project for ODOT employees.</p>	
<p>Highways</p>	<p>Rebuilt Banfield Freeway in east Portland opens to traffic. A \$74 million modernization project upgrades I-84 from Union Avenue to I-205, accommodates Metropolitan Area Express light-rail transit system (MAX) and adds additional lane east and west.</p>	<p>Co-producers Dave Davis and Natalie Barnes plan an edition of "DMV Video News"</p>
<p>Highway Division</p>	<p>Larry Rulien becomes State Highway Engineer, upon the death of H. Scott Coulter.</p>	
<p>Transportation Commission</p>	<p>A. W. "Bill" Sweet of Coos Bay replaces Peter J. Brix on Oregon Transportation Commission.</p>	
<p>ODOT</p>	<p>ODOT developments:</p> <ul style="list-style-type: none"> • "ODOT on the Move" is first video produced in-house by Photo and Video Services • STARS accounting system launched by Financial Services Section • Planning announced to remodel Transportation Building. Initial plans including building a five-story structure in existing building's courtyard 	

1986

Vehicle registration developments:

- New passenger car license plates (generic) issued due to depletion of A-M prefixes. Month of expiration no longer determined by first letter on plate. Expiration month and year both designated by stickers—New series begins with NAA 001
- Odometer reporting law takes effect, requiring owners to report odometer reading to DMV when transferring title or renewing registration of motor vehicles 25 years old or newer
- Late title transfer (title penalty) fees become law
- \$25 late fee imposed if person fails to transfer title within 30 days or \$50 late fee imposed if title is not transferred within 60 days
- All-terrain vehicle (ATV) registration and titling program begins for Class 1 vehicles

Mandatory child restraint law expands to children 16 and under.

Motor vehicles registered in Oregon 2,624,758.

Classified Driver License law becomes effective. Law creates five classes of licenses (based on type of vehicle driven) and two motorcycle endorsements (see next page).

DMV field office computer system fully operational.

ODOT Director Fred Miller issues order banning smoking in all ODOT buildings.

Plans to expand Transportation Building scrapped as “too disruptive to the work environment.” Facilities management looks at possibility of expanding fifth floor office space.

Videotape replaces 16 millimeter film as medium for creating highway log.

1987

DMV Express offices open in Portland (Mall 205 and Lloyd Center) and Beaverton (Beaverton Mall) to alleviate workload of full-service offices in those areas.

MAX light rail begins operation between downtown and East Portland.



Lloyd Center DMV Express Office

Category

Vehicle Registration

Safety
Statistics
Driver Licensing

DMV
Safety

ODOT

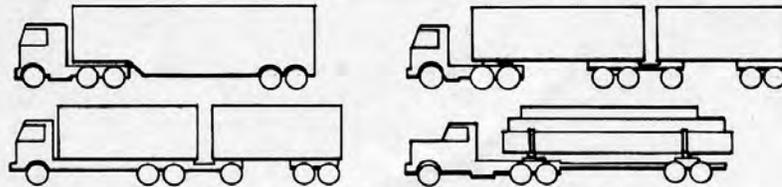
Technology

Customer Service

Public Transit

CLASSIFIED DRIVER LICENSES IN OREGON

CLASS
1



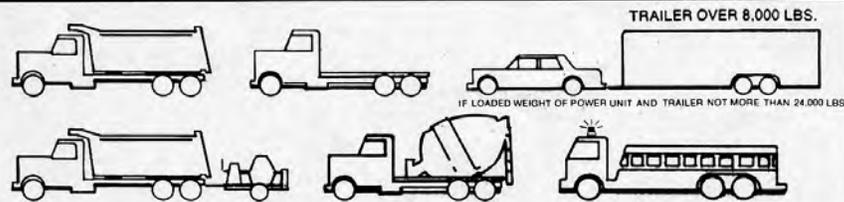
(YOU ALSO MAY DRIVE ANY VEHICLE IN A LOWER CLASS)

CLASS
2



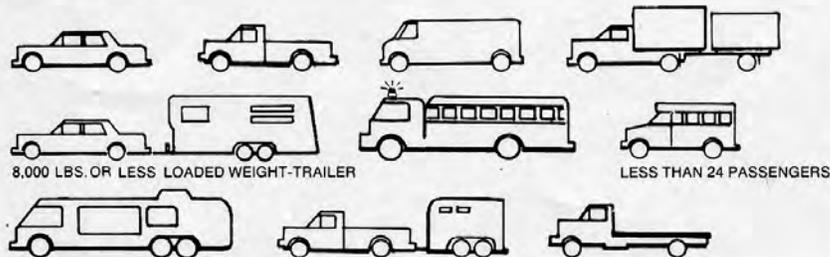
ANY MOTOR BUS DESIGNED TO CARRY 24 PASSENGERS OR MORE - SCHOOL, TRANSIT, ETC. (YOU ALSO MAY DRIVE ANY VEHICLE IN A LOWER CLASS)

CLASS
3



(YOU MAY ALSO DRIVE ANY VEHICLE IN A LOWER CLASS)

CLASS
4



CLASS
5

(YOU MAY ALSO OPERATE A MOPED WITH A CLASS 1, 2, 3 or 4 LICENSE)



MOTORCYCLE ENDORSEMENTS: I - ANY MOTORCYCLE; II - UP TO 499CC

Classified driver license law amended.

- Drivers allowed to haul trailers up to 24,000 pounds loaded (combined) weight on Class 4 license, unless towing vehicle is three-axle vehicle
- Firefighters allowed to drive any emergency vehicle with Class 4 license
- Agricultural commodity transport permits expand
- Conversion extended over entire eight-year period for combined driver/chauffeur licenses
- Drivers allowed to convert to higher class license if driver has proper experience in higher class vehicles and good driving record
- Legislature renames occupational licenses to “hardship” licenses.

Northbound lanes of Bend Parkway open for use.

First traffic cameras placed into operation in Portland area through a partnership between ODOT and KGW-TV.

Vehicle Registration developments:

- Vehicles older than eight years exempted from odometer reporting requirements
- Title fees increase from \$7 to \$9
- DMV required to “brand” Oregon title when title from another state or country indicates that vehicle has been damaged or destroyed



Gov. Neil Goldschmidt spray paints part of a “Welcome to Oregon” legend on the westbound lanes of Interstate 84 at the Oregon-Idaho border in 1987

Category	
Driver Licensing	<p>Driver Licensing developments:</p> <ul style="list-style-type: none"> • Drivers required to surrender multiple licenses and report convictions to home-state DMV and employer, a provision of 1986 Federal Commercial Driver Licensing Act • DMV publishes comprehensive truck/bus drivers manual, first of its kind in Oregon • Driver license fees increase, with instruction permits from \$11 to \$13; driver license renewal from \$13 to \$15; and 10 card renewals from \$7 to \$10
Highway Financing	<p>Highway Financing developments:</p> <ul style="list-style-type: none"> • Gasoline tax increases to 12¢ per gallon • Two-cent gasoline increases approved by legislature for 1988, 1989 and 1990
Miscellany	<p>Legislature passes law requiring a contest for design of new graphic license plate (see next page).</p>
Transportation Commission	<p>Michael P. Hollern of Bend, John Whitty of Coos Bay, David F. Bolender of Portland and Cynthia J. Ford of Medford (Glenn Jackson's daughter and first female commissioner) replace Anthony Yturri, Robert F. Dwyer, N.B. Giustina and A. W. "Bill" Sweet on the Oregon Transportation Commission. Lone hold-over is Samuel T. Naito. Dr. Robert Duvall of Forest Grove later replaces Naito.</p>
ODOT	<p>Bob Bothman replaces Fred Miller as ODOT Director.</p>
1988	
Highway Funding	<p>Gasoline tax increases to 14¢ per gallon effective January 1 with weight-mile tax adjusted to maintain cost responsibility with tax.</p>
Highway Division	<p>Don Forbes becomes State Highway Engineer upon the retirement of Larry Rulien.</p>
Ballot Measure	<p>Mandatory motorcycle helmet-use measure passed in May 17 primary election and became effective June 16.</p>
Vehicle Licensing	<p>Oregon joins other states in adopting graphic license plates—Oregon Transportation Commission adopts Nancy Westman's design.</p> <ul style="list-style-type: none"> • DMV begins issuing graphic plates for passenger vehicles and light trailers to huge crowds June 30: PDN 001 is first plate in new series and dedicated to public in ceremony
Transportation Commission	<p>Dr. Robert F. Duvall of Forest Grove replaces Samuel T. Naito of Portland on Oregon Transportation Commission.</p>
Customer Service	<p>DMV Express offices open in Salem (Lancaster Mall), Eugene (Valley River Center), and Medford (Rogue Valley Mall) to alleviate workload of full-service offices in those areas.</p>



And the winner is...



The 1987 Oregon Legislature passed a bill requiring ODOT to hold a contest to design a new license plate for passenger cars and light trucks. Above left: Oregon Transportation Commission chair Mike Hollern unveils entry forms for statewide contest to design the new plate. Above right: Holly Blanchard, contest coordinator, looks over some of the more than 500 contest entries. Below left: Nancy Westman, Beaverton, contest winner receives plaque for Gov. Neil Goldschmidt, center, and Tom Chamberlain of the Governor's office. The plate drew mixed reactions from Oregon drivers. Below right: Nancy Bradbury of DMV, watches as vote is entered in a "bean poll" on the new plate at the 1988 Oregon State Fair.



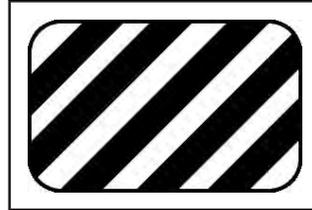
Category	
Bridges	Construction starts on new Alsea Bay Bridge. Original Conde McCullough-designed bridge succumbs to elements and needs to be replaced.
Event	<div style="border: 1px solid black; padding: 10px; text-align: center;">  <p data-bbox="727 415 1446 464">Highway Division celebrates 75th anniversary.</p> </div>
1989	
Highway Funding	Gasoline tax increases to 16¢ per gallon effective January 1 with weight-mile tax adjusted to maintain cost responsibility with tax increase.
Vehicle Licensing	Vehicle registration cycle modified so that registrations expire two years from initial date of registration instead of last day of month. Done to spread workload in DMV offices across state.
Event	ODOT celebrates 20 years as state department.
DMV	DMV History Committee formed. Original members: Dave Brenneman (Business Licensing), Dave Davis (Public Affairs), Norm Kellerhals (Field Services-North Salem office), Karl Krueger (Driver Records), Marilyn Rainey (Administrator's office) and Bob Trump (Records Management).
Transportation Commission	Roger L. Breezley of Portland replaces Dr. Robert F. Duvall of Forest Grove as a member of Oregon Transportation Commission.
Law	 <p data-bbox="646 1226 1479 1381">Disabled person parking permit law changes, tightening definition of disabled person and requiring applicant to have valid Oregon Driver License or Identification Card. Cost: \$4.00 for placard.</p>
Driver Licensing	<p data-bbox="451 1394 1479 1486">Legislature passes and implements provisional driver licensing law for teenage drivers.</p> <ul style="list-style-type: none"> <li data-bbox="516 1493 1479 1570">• Applicants for driver license between 16 and 18 years take additional test for safe driving practices, in addition to knowledge test <li data-bbox="516 1577 1479 1696">• Provisional licensees subject to more stringent driver improvement requirements should they have problems with accidents or citations <li data-bbox="516 1703 1479 1780">• Law includes "zero tolerance" for drivers under 18 if arrested for DUII <li data-bbox="516 1787 1479 1843">• Passed due to several fatal accidents around Oregon involving teenagers
Highways	I-82 complete, linking I-84 near Hermiston to Washington side of Columbia River.

1990

Paul Meyerhoff II named Administrator of Aeronautics Division, replacing Paul E. Burket, who retired.

“Zebra Stripe” law effective January 1 .

- Passed by Oregon Legislature, authorizes police officers to place black and white (later magenta and white) diagonally-striped stickers to license plates of vehicles operated by drivers with no or suspended licenses
- Suspension must have been due to no insurance or operating without valid operator’s license
- Stickers not applied to vehicles with out-of-state plates
- Police officers allowed to take vehicle registration cards
- Four-year pilot project scheduled to expire on December 31, 1993





Oregon Department of Parks and Recreation created by legislative act and becomes separate agency from ODOT.

ODOT History Advisory and Steering Committees formed. Original Steering Committee members: Denny Moore (Public Transit), Virginia Carey (Records Management), Dwight Smith (Environmental), John Shel-drake (Operations), Bob Kuenzli (Equipment and Services), Lisa Bolliger (Public Affairs) and John Elliott (Public Affairs).

DMV dinner meetings discontinued by management due to budgetary and time constraints, and improved communication methods used to reach all parts of DMV.

New Automatic Testing Devices (ATD's) using touch-screen technology introduced to most DMV offices

Most vehicle registration fees increased by 1989 legislature, effective January 1. First increase in passenger registration in over 30 years.



Category

Aeronautics

Safety

Parks

ODOT

DMV

Technology

Vehicle Licensing

Category

Driver Licensing

Driver licensing developments:

- Implementation of 1986 Federal Commercial Driver Licensing Act by DMV begins (April 2). Two-year period starts for 86,000 commercial drivers to complete necessary tests, otherwise unable to drive on April 1, 1992
- New license classes created:

Class A Commercial

- May drive any vehicle or combination of vehicles with required endorsements

Class B Commercial

- May drive any single vehicle over 26,000 pounds with required endorsements
- May pull trailer up to 10,000 pounds gross vehicle weight rating (GVWR)
- May drive any other Class C vehicle with required endorsements

Class C Commercial

- May drive any vehicle up to 26,000 pounds with proper endorsements

Class C Regular

- May drive car or any single vehicle, except motorcycle, designed to carry fewer than 16 passengers, including driver, which does not weigh more than 26,000 lbs.

Class C Provisional

- Issued to drivers under 18 years old. May drive car or any single vehicle, except motorcycle, designed to carry 16 passengers including driver, which does not weigh more than 26,000 lbs.

Class C Restricted

- A moped

Class C Restricted Provisional

- Issued to drivers under 18 years old. May drive moped

Endorsements include:

Doubles/Triples

- Required to pull double and triple trailers

Tank

- Required to drive tank vehicle designed to carry liquids, gaseous materials or portable tanks with capacity of 1000 or more gallons

Passenger

- Required to drive any vehicle designed to seat more than 15 passengers including driver
- Also required of all mass transit and transportation district vehicle drivers, regardless of number of passengers vehicle designed to carry, when vehicle actually used to transport passengers for hire.

Hazardous Materials

- Required to drive vehicles carrying hazardous materials requiring placards.

Farm Y and Z

- Farm Y endorsement for vehicles listed under Class A Commercial license.
- Farm Z endorsement for vehicles listed under Class B Commercial license
- Allows driver to operate vehicle listed in classes above when vehicle is controlled by farmer, used only for farm use and not hired out for use by others, operated within 150 miles of farm, and not used to transport 16 or more passengers, including driver

Motorcycle M and Q

- Motorcycle M endorsement allows operation of any size motorcycle
- Motorcycle Q endorsement allows operation of any motorcycle having an engine of 499cc's or less

Restrictions include:

Air Brake

- Restricts driver from operating air-brake equipped vehicle
- Restriction removed when driver passes knowledge and drive test in air-brake equipped vehicle

Constitutional amendment allowing counties and transportation districts to use local vehicle registration fees for non-highway expenditures rejected by voters in May primary election.

Gasoline tax increase to 18¢ per gallon effective January 1, with weight-mile tax adjusted to maintain cost responsibility with tax increase.

Events during 1990

- Dense smoke from nearby field burning operation triggers series of traffic crashes that kills eight and injures 38 in northbound lanes of I-5 near Albany
- Iraq invades Kuwait (August). Gasoline prices increase and driving goes down. Highway Fund slightly impacted by decrease in gasoline tax revenue

Sunstone Children's Center opens near ODOT building. Center provides daycare for children of ODOT and other state agency employees through contract with YMCA. The center is the first daycare center for children of state workers in Oregon.

Congress changes name of the interstate system to "The Dwight D. Eisenhower System of Interstate and Defense Highways" to honor former president.

Initiative for mandatory safety belt use passes November 6 general election. Drivers and passengers of most vehicles required to "buckle up."

1991

Gasoline tax increases to 20¢ per gallon effective January 1, with weight-mile tax adjusted to maintain cost responsibility with tax increase

Motor vehicles registered in state: 3,010,439.

Legislation enacted during 1991

- Disabled person parking permit law changes to allow "family" and care-giver permits
- Legislature repeals requirement that campers and travel trailers be continuously registered

Category

Ballot Measure

Highway Funding

Events

Firsts

Highways

Ballot Measure

Highway Funding

Statistics

Legislation

Category	
Trucking	<ul style="list-style-type: none"> Financial responsibility law expands to include all vehicles driven on highways.
	Responsibility for registering trucks, buses and tow trucks subject to Public Utility Commission (PUC) weight-mile regulations, transferred to PUC.
ODOT	<p>ODOT Developments:</p> <ul style="list-style-type: none"> Don Forbes replaces Bob Bothman as ODOT Director. Forbes also acts as State Highway Engineer until February 1, 1992 Cheryl Jarvis-Smith becomes first ODOT Historian (developmental assignment). Duties include conducting inventory of historical items within ODOT and writing ODOT History Action Plan Several ODOT employees serve during Persian Gulf War, mainly in reserve capacity
Firsts	<i>Dave Moomaw retires, former State Senator Jane Hardy Cease becomes first female DMV Administrator.</i>
Miscellany	"Motor-Voter" Program implemented. DMV customers can register to vote or change address on voter registration at DMV office. DMV field office employees required to ask customers completing driver license transactions if they want to register to vote. If customer fills out registration card, DMV accepts and forwards them to County Clerk's office.
Event	Iraq driven out of Kuwait by United Nations force.
Safety	"Zero Tolerance" for alcohol offenses expanded by Legislature to include drivers 18 to 21 years old.
Driver Licensing	<p>Driver Licensing developments:</p> <ul style="list-style-type: none"> Photo driver license law amended to allow DMV to take and file negatives of driver licenses for use by police agencies. Driver license fees increase \$1.25 for original issuance and renewal; \$1.00 for duplicate driver license and identification card original issuance, renewal and duplicate; license renewal with motorcycle endorsements increase \$7.00. Safety Education Fund created to fund traffic safety programs for young drivers. Original and renewal driver licenses increase 25¢ to cover costs.
Bridge	<p>New four-lane Alsea Bay Bridge dedicated by Governor Barbara Roberts and open for traffic.</p> <p>Oregon Transportation Commission approves restructure of six ODOT divisions into single agency at January meeting. Some restructuring accomplished internally. Others require approval by 1993 Legislature.</p>
ODOT	<p>New organizational structure of ODOT:</p> <ul style="list-style-type: none"> Transportation Development (Public Transit and Aeronautics)

- Human Resources/Organization Development
- Transportation Operations (Motor Vehicles and components of Highway)
- Financial Services
- Community and Governmental Relations
- Information Systems

Bill Anhorn becomes State Highway Engineer and Deputy ODOT Director, replacing Don Forbes.

1992

ODOT developments:

- Pilot project establishing toll-free employee hotline for better communication with ODOT employees around Oregon
- Oregon Traffic Safety Commission becomes part of ODOT
- Clyde Carrick becomes second ODOT Historian (developmental assignment) replacing Cheryl Jarvis-Smith. Carrick's duties include writing *A Chronological History of ODOT* and implementation of the ODOT Oral History Program
- Last issues of ODOT newsletter *VIA* and DMV newsletter *Behind the Wheel* published. Combined publication *Transcript* will cover all segments of ODOT.

State gasoline tax increases to 22¢ per gallon effective January 1, with weight-mile tax adjusted accordingly.

Wanda Kennedy becomes interim manager of Aeronautics Section, replacing Paul Meyerhoff II.

With an April 1 change in requirements for commercial drivers looming, rush to obtain Commercial Driver License (CDL) peaks in March as truck drivers pack DMV offices statewide.

Election results:

- Initiative allowing future gas tax increases to be used to fund State Police soundly defeated by voters in May primary election.
- Initiative allowing use of future gas tax increases to fund State Parks, defeated by voters in November 3 general election.

Susan Brody of Eugene replaces David Bolender of Lake Oswego as member of Oregon Transportation Commission.

Vehicle licensing developments:

- Title transfers for vehicles ten years or newer require odometer certification from both buyer and seller, due to new Federal law effective July 1
- Title fee raised to \$10

Category

Highway

ODOT

Highway Funding

Aeronautics

Driver Licensing

Ballot Measures

Transportation
Commission
Vehicle Licensing

Category	
DMV	<p>DMV developments:</p> <ul style="list-style-type: none"> • East Eugene DMV office closes due to building problems. Reed-sport and Gold Beach shut down in December due to under-utilization by area residents • DMV's Salem headquarters building (Lana Avenue) expanded and remodeled (November) • During first year of Motor-Voter Program, 143,000 people register to vote at various DMV offices around Oregon • ODOT selects IBM to replace Paradyne as vendor for new DMV computer system—contract signed in February
Public Transit	<p>Joni Reid becomes administrator of Public Transit upon the retirement of Denny Moore.</p>
Highway Funding	<p>State gasoline tax increases to 24¢ per gallon effective January 1, with weight-mile tax increase maintaining cost responsibility with tax increase.</p>
Events	<p>Events:</p> <ul style="list-style-type: none"> • Oregon celebrates 150th anniversary of Oregon Trail • At 5:34 a.m. on the morning of March 25, a 5.5 (on Richter scale) earthquake shakes most of Western Oregon. One bridge on Oregon 18 near Dayton damaged and closed temporarily for repairs
ODOT	<p>ODOT developments:</p> <ul style="list-style-type: none"> • Legislature approves ODOT reorganization plan that abolishes department's divisions and allows director to reorganize functions to streamline operations and implement automation strategies • New law requires ODOT to construct fences on freeway overpasses to prevent people from throwing rocks or other items onto highways • First issue of combined newsletter Transcript produced and mailed out to ODOT employees
Standards	<p>Legislature requires traffic signs showing speed limit in kilometers also show miles per hour.</p>
Aeronautics Safety	<p>Number plates no longer required to register aircraft in Oregon.</p> <p>Child restraint law revised to require use of child safety system in motor vehicle if child is under four years old and weighs less than 40 pounds</p>
DMV	<p style="text-align: center;">1993</p> <p>Legislature authorizes DMV to tie increases in property damage amount for which traffic accident report is required to increases in Consumer Price Index.</p>

New law authorizes DMV to issue motor vehicle titles and conduct transactions in forms other than paper

Class Q motorcycle endorsement eliminated by Legislature.

Recreational trailer, camper and motor home registration fees increase fifty percent by legislature.

Elizabeth Johnson named new Aeronautics manager, replacing interim Manager Wanda Kennedy.

Mike Hollern and Roger Breezely resign from Oregon Transportation Commission

Rail developments:



- Federal and state agencies announce plans for high speed rail corridor between Eugene and Vancouver, B.C. High-speed rail promoted as alternative to car travel.
- Spanish-built X2000 Tilt Train tours Willamette Valley to promote rail as an option for commuters

1994



Astoria Bridge toll booth

Toll to cross Astoria Bridge eliminated effective January 1, 1994.

Talgo 2000—Spanish-built high-speed train—begins six-month trial run between Portland and Seattle.

Safety developments:

- Mandatory bicycle helmet law requiring riders under 16 years of age to wear a helmet becomes effective
- Driving Under the Influence of Intoxicants (DUI) fine doubles to \$500

Category

Vehicle Licensing

Driver Licensing

Highway Funding

Aeronautics

Transportation Commission

Rail

Bridges

Rail

Safety

Category

Transportation Commission

Henry Hewitt of Portland and Steven Corey of Pendleton replace Mike Hollern and Roger Breezley on Oregon Transportation Commission.

Vehicle Licensing

Pilot project for electronic titling begins. DMV trains auto dealers to file paperwork for vehicle titles by computer link to DMV headquarters.



Miscellany

Willamette Valley/Rogue Valley drivers polled on driving habits and transportation needs.

1995

ODOT

Motor Carrier Transportation functions transferred from Public Utility Commission to ODOT. Over 300 PUC employees join ODOT.

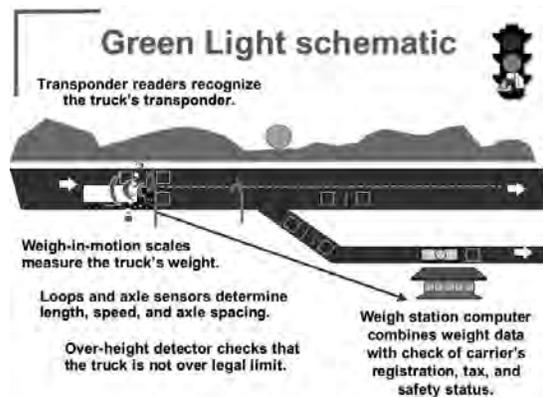
Transportation Commission

Stuart Foster of Medford replaces John Whitty on Oregon Transportation Commission.

Miscellany

Survey of ODOT employees raises questions about department's ethics policies. Department develops PRIDE in Public Service Program to educate employees about ethical decision making.

Trucking



"Green Light" Commercial Vehicle Operations Project allows ODOT and PUC to regulate commercial traffic using scanning and weigh-in-motion (WIM) scales.

Highway Funding

ODOT proposes comprehensive transportation funding package to 1995 legislative session: increases gas tax and maintenance issues.

- Proposal would amend Oregon

constitution to allow new auto registration fees to fund public transportation.

Event

Heavy rains in Southern Oregon cause floods and slides, closing highways.

Beautification

ODOT hires state and county correctional facilities to use inmate work crews to do landscaping work on Oregon highways. The program is successful in saving money and allowing more areas to be cleaned.

Highways

Study of road damage caused by studded-tire damage reveal devices cause \$42 million in damages to pavement each year.

Technology

Signal crews begin using Light Emitting Diodes (LED) elements to replace incandescent red bulbs in traffic signals

ODOT begins strengthening bridges against earthquakes. Marquam Bridge in Portland raised by 8-inch hydraulic jacks for seismic retrofitting.

Transportation Safety Section provides \$27,000 grant to Teen Court program.

Results of 1995 Legislative session:

- Legislative committee fails to act on Transportation Finance Package
- Drinking driver laws toughened
- Bill to outlaw studded tires fails to pass
- Transportation Growth Management program funded for another biennium

Highway funding developments:

- Commercial truck weight-mile tax reduced 6%
- Grand Ronde and Siletz tribes help pay for road improvements that improve access to tribal gaming casinos

U.S. Congress includes \$130 million in the federal Transportation Appropriations Bill for westside light rail transit.

Fines for speeding in a work zone double.

Highway Division unveils organizational realignment project, called "Re-engineering Plan" to employees during meetings in November and December.

Don Forbes resigns as ODOT Director. Ken Husby named interim director.

1996

Grace Crunican becomes first female director of the Oregon Department of Transportation.

Highway Developments:

- Governor Kitzhaber launches Transportation Infrastructure Initiative. The goal is to involve more Oregon residents in project selection and design process.
- Historic Columbia River Highway and Volcanic Legacy Byway named All American Roads by federal government. Oregon Coast Highway (U.S. 101), McKenzie and Santiam Loop, Cascade Lakes Byway and Outback Byway south of LaPine named scenic highways.

Nine miles of three-cable safety barrier system installed on I-5 in Salem as pilot project.



First cable barrier on I-5 near Salem

Category

Bridges

Safety

Legislature

Highway Funding

Public Transit

Safety

Highway Division

ODOT

Firsts

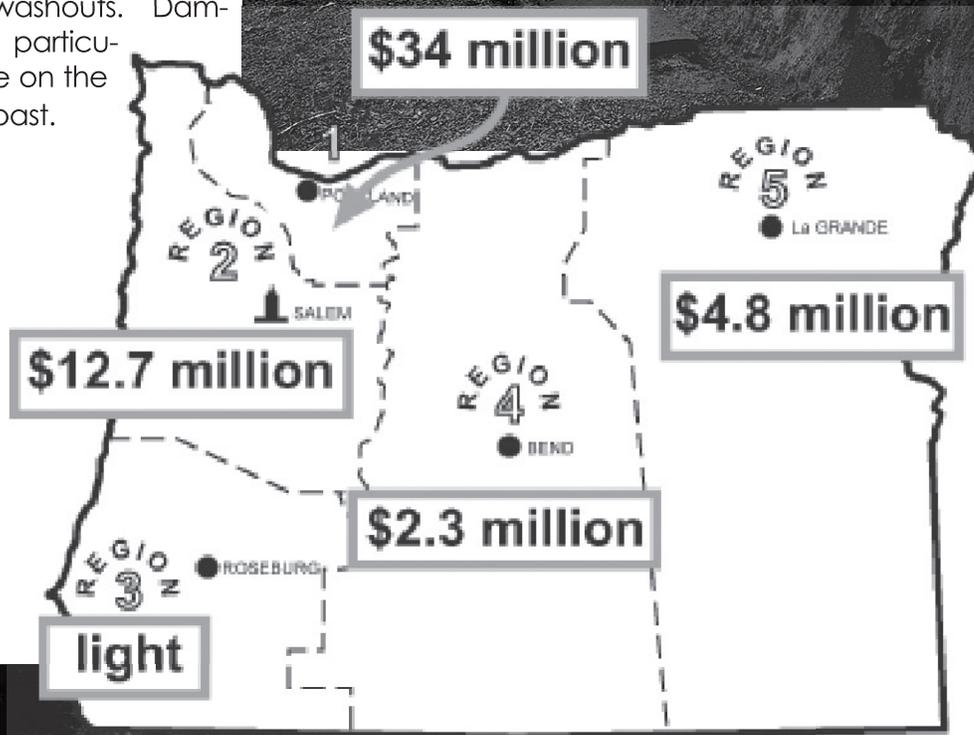
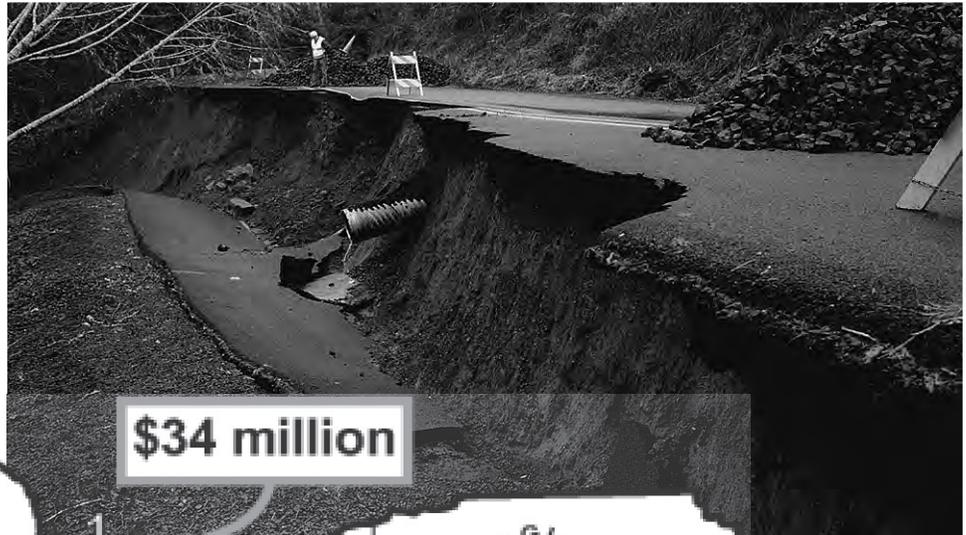
Highways

Safety

And the rains came down...

Monsoon rains, howling winds caused havoc in early 1997

During the winter of 1997, a series of powerful Pacific storms ripped through Oregon, dumping record amounts of rain and causing massive flooding and highway washouts. Damage was particularly severe on the Oregon coast.



Hundreds of washouts closed scores of highways, including Oregon 224 (the Siletz Highway - top of page) and Oregon 6 (the Wilson River Highway - bottom of page). When transportation officials tallied the damage, Oregon's transportation systems had taken a \$34 million hit.

John Russell of Portland replaces Cynthia Ford on the Oregon Transportation Commission.

ODOT mail service merged with Department of Administrative Services (DAS) mail service.

ODOT launches first internet web site. E-mail system opened to internet.

DMV redesigns driver license to make it more difficult to falsify.

1997



Heavy rains and a plugged drainage pipe undermine portion of I-5 near Roseburg, causing massive sinkhole that swallowed two semi-trucks. ODOT maintenance crews and contractors work around the clock for 48 hours to repair and reopen highway.

Gov. John Kitzhaber asks Oregon Transportation Commission to put \$50 million worth modernization projects on hold due to failure of highway funding bill in state legislature.

Legislature restricts availability of personal driver and vehicle license information from DMV.

New salmon design license plate unveiled: designed by Herb Goblirsch, first owned by David Olson of Salem, funds go toward salmon restoration and state parks.



Category

Transportation
Commission

Miscellany

Technology

Driver Licensing

Event

Highway Funding

Driver Licensing

Environment

Category

Highway Funding

Highway Funding developments:

- Governor Kitzhaber develops three transportation funding proposals to help close gap between Oregon's priority transportation needs and available revenues
 - ◆ Highway operations/maintenance/preservation
 - ◆ Livability and economic opportunity improvements
 - ◆ Alternate transportation
- Transportation package fails to pass legislature
- Oregon Transportation Infrastructure Bank established by Legislature. Bank is a revolving loan fund designed to promote innovative funding solutions for transportation needs. Eligible borrowers include cities, counties, transit districts, port authorities and special service districts, tribal governments, state agencies and private for-profit and not-for-profit entities. Eligible projects include: highway projects such as roads, signals, intersection improvements, and bridges; transit capital projects such as busses, equipment, and maintenance or passenger facilities, and bikeway or pedestrian access projects on highway rights-of-way
- Oregon Transportation Infrastructure Bank loans approved by Oregon Transportation Commission—\$5.51 million from US Secretary of State

Bridge



Worker checks newly installed trunion

ODOT closes northbound I-5 bridge between Oregon and Washington to replace the bridge's cracked axle-like steel trunion. ODOT hired Christie Constructors of Richmond, CA under a unique plus/minus incentive program to repair the 81-year-old bridge. Under the contract, Christie can earn a \$100,000-a-day bonus for each day the firm finishes the project

before the 21 days allowed to fix the bridge. If the bridge closure lasts longer than 21 days, the contractor pays a \$100,000 a day penalty. ODOT and government agencies in Oregon and Washington warn motorists that even a 10-day bridge closure will cause huge traffic tie-ups on I-5, I-205 and other area roads. Amtrak trains, special transit services and High-Occupancy Vehicle lanes for buses and carpools used to help offset some of the traffic headaches.

Safety

School zone crossing law changed to extend 20 mph speed limit to "any time children are present or could reasonably expected to be present in vicinity of crosswalk."

COMET trucks begin patrolling I-5, I-84 and U.S. 26 in Portland area to help motorists and provide traffic control at crashes and other traffic events. Goal is to minimize back-ups caused by traffic events.



Legislature adds restrictions to laws regulating rights of owners when their property is being purchased for highway projects. First, property owners must get a 15-day notice of appraisal inspections. This allows owners time to prepare their property for an inspection. Before, there was no advance notice requirement and inspections were done as soon as agency appraisers notified property owners. Second, agencies must provide appraisals to owners when making initial offers. The appraisals will help owners judge the fairness of offers. Finally, owners will have up to 40 days to accept or reject offers. Rejecting offers opens up two options: either mediation, designed to resolve differences; or arbitration, where a panel decides how much the property is worth. Arbitration is binding up to \$20,000 and non-binding up to a \$50,000 limit. If all else fails, condemnation trials determine a fair price.

Historic Elk Creek Tunnel on Oregon 38 between Drain and Reedsport closes for four months for a \$4 million project to replace the tunnel's Port Orford cedar lining. The lining, installed in 1931 was found to be dry rotted and chipped. During the closure, ODOT reroutes traffic onto Oregon 126 between Florence and Eugene, and Oregon 138 between Sutherlin and Elkton. The contract also requires the tunnel to be open during holidays. Crews salvage 58,000 board feet cedar for use in the Mosier Twin Tunnel restoration project on the Historic Columbia River Highway.

Oregon's Scenic Byways Guide named best state interpretive guidebook by American Recreation Coalition in organization's third annual Best of the Byways contest. Guide, called *Off the Beaten Freeway - A Guide to Oregon's Scenic Byways*, describes 12 tour routes officially designated earlier in the year as "scenic byways" by state Transportation and Tourism commissions.

1998

Highway funding developments in 1998:

- Congress passes reauthorization of Intermodal Surface Transportation Enhancement Act (ISTEA)
- Gov. John Kitzhaber asks Oregon Transportation Commission to put 22 projects currently in development phase on hold because of failure of funding package in Legislature

ODOT operations increasingly relies on the Internet for internal communications and research.

Motor Carrier Transportation Branch awards first four "Trusted Carrier" designations to Orowheat Best Foods Bakery, BiMart, Fred Meyer,

Category

Public Service

Highway Funding

Highways

Miscellany

Highway Funding

Technology

Trucking

Category

Highways

Inc. and Total Transfer companies. Designation result of high safety ratings and meeting industry standards.

Highway developments:

- Work begins on \$32.2 million project to widen Sunset Highway east of Portland
- Arch Cape Tunnel on U.S. 101 near Manzanita closed four months for reconstruction. Traffic detoured onto Necanicum Highway (Oregon 53)
- ODOT opens new four-lane section of North Santiam Highway (Oregon 22) between Salem and Stayton



Workers remove rotted support beams in Arch Cape Tunnel

Events

Events of 1998:

- Partial collapse of Sunset Tunnel on U.S. 26 east of Portland kills bridge inspector Dennis Edwards
- U.S.S. Missouri visits Astoria enroute to final decommissioning berth in Hawaii. Advanced planning by District 1, city, county and law enforcement officials keep traffic flowing as thousands of sightseers crowd U.S. 30 and U.S. 101

ODOT

ODOT developments:

- Director issues revised Workplace Harassment Policy
- Project Leader Academy established to create common understanding of how department develops and delivers projects
- Safe Haven program created to give employees a safe place to ask questions about ethical decision making and to report possible violations of ODOT ethics standards

Public Transit



Oregon Zoo Station of Westside MAX system -- 350 feet underground

Westside MAX system begins operation in Portland

Brush Creek Bridge project in Southern Oregon completed. The use of innovative construction practices increases projected life-span of structure to about 100 years -- twice as long as previous bridges.

Bridges

Transportation Commission

Transportation Commission approves Intelligent Transportation Systems Strategic Plan: emphasis on technology changing travel patterns.

Otter Crest Loop partially reopened after being cut by massive slide in 1996.

Traffic cameras at Siskiyou Summit on I-5, Lake of the Woods on Oregon 140, Cabbage Hill on I-84 and Willamette Pass on Oregon 58 come on-line.

Safety developments:

- Rumble strips added to Oregon 18 and 22 as part of a "drowsy driver" information and education campaign
- Contractors install an additional 12 miles of three-cable barrier system in median of I-5 between Aurora and Salem



Centerline rumble strips on Oregon 18

Legislative developments:

- Associated Oregon Industries proposes 6¢ increase in gasoline tax (over two years) and \$10 boost in vehicle registration to fund construction projects
- Bills introduced to create separate Highway Department as way to increase accountability for use of highway funds. Bill failed to pass.
- Bill introduced to create separate Aeronautics Department
- Safety, Transit, Aeronautics and Rail sections become divisions
- \$350 million dedicated to 200 projects including:
 - I-5: Wilsonville Road Interchange
 - I-84: Emigrant Hill—Poverty Flats
 - U.S. 395: Hines-Silvies River and Silvies River-Junction 395
 - I-5: North Oakland to Rice Hill
 - Oregon 224: Repairing last of 1996 flood damage
 - I-5 Repaving from Salem to Wilsonville
 - U.S. 97: Crooked River Bridge
 - Oregon 42: Manning Gulch-Green Acres Curve
 - I-5: North Medford Interchange

DMV moves database to new IBM database platform DB2. Move occurs with minimal interruption.

1999

Pending end of the century prompts fears that computers may not be able to recognize dates after December 31, 1999. Computer manufacturers and software providers scramble to assure smooth transition to new century. New century picks up nickname "Y2K." ODOT 39% complete with Y2K preparations as of January 1, 1999.

Category

Highways

Public Service

Safety

Legislature

DMV

Event

Category	
Firsts	<i>First Oregon Highway Plan adopted:</i>
Highway Funding	<ul style="list-style-type: none"> • Changes highway standards and practices • Recognizes safety needs • Allows better management of Oregon’s highway system
ODOT	<p>Highway funding developments:</p> <ul style="list-style-type: none"> • Legislature proposes 2¢-cent fuel gas tax increase (to 26¢) dedicated to highway repair and preservation effective November 1, 1999 with another 3¢-cent fuel tax increase (to 29¢ total) effective Jan. 1, 2000 • \$600 million bond issue proposed for modernization and safety projects • Increases car registration by \$5 per year from \$30 per biennium to \$40 per biennium • Proposal would allow any county, by vote of county commission to increase registration fees by \$10 yearly • Trucking industry pushes for fairness and proportionality between cars and trucks <ul style="list-style-type: none"> ◆ Diesel tax of 29¢ per gallon would replace weight-mile tax <p>ODOT developments:</p> <ul style="list-style-type: none"> • ODOT director Grace Crunican orders formation of “Project Time Team” to cut turnaround time for highway construction projects. Target is 18 months between acceptance of project by city/county to release of advertising for contractor bids • “Moving Ahead,” ODOT TV show premieres on community television channels in Rogue Valley
Highways	Bill introduced in Legislature to require construction of Westside Bypass around Portland.
Driver Licensing	<p>Provisional driver license law for drivers under 18 years old becomes effective. Provisional licenses restrict age and number of passengers young drivers may have in a vehicle as well as nighttime hours when teenager may drive. Drivers under age 18 also will have to:</p> <ul style="list-style-type: none"> • Hold an instruction permit for six months • Have at least 50 hours of driving experience supervised by a licensed driver at least 21 years old • Complete driver training course, or certify that they have had an additional 50 hours of driving experience
Ballot Measure	Initiative petition drive successful in referring proposed gasoline and fee increases to 2000 General Election.
Technology	State computer security section successfully prevents “Melissa virus” from affecting state computer E-mail system.

Events of 1999:

- Blowing dust leads to a series of traffic crashes on I-84 east of Pendleton. Eventually, 42 vehicles are involved. Crashes kill seven people and injure 22. Final report by Oregon State Police lists "speed too great for conditions" as prime cause



Bystander comforts victim of I-84 crash



Workers examine washout of Otter Crest Loop below Cape Foulweather blow-out on U.S. 101 near Depoe Bay

- Torrential rain storms supersaturate roadbeds and cause major landslides at Cape Foulweather and Cape Cove. Cape Foulweather slide sends 180,000 cubic feet of dirt, trees and asphalt into Pacific Ocean south of Depoe Bay, gouging out 150 feet of roadway. Slides keep U.S. 101 closed for several months
- Cargo ship New Carissa runs aground near Alsea Bay. ODOT maintenance crews provide traffic control for sightseers who flock to coast to catch a glimpse of stranded ship.

Region 5 sign crews install eight electronic readerboards on I-84 between Pendleton and Powder River to warn motorists of adverse weather and road conditions, particularly in the winter.

Category															
Statistics	<p>Study of cost of licensing and operating a car in seven western states shows Oregon costs lowest (includes fuels tax, registration fees, value-added and sales taxes, etc.)</p> <table border="0"> <tr> <td>Oregon</td> <td>\$162.60</td> </tr> <tr> <td>Washington</td> <td>\$654.00</td> </tr> <tr> <td>California</td> <td>\$466.20</td> </tr> <tr> <td>Idaho</td> <td>\$316.80</td> </tr> <tr> <td>Nevada</td> <td>\$455.10</td> </tr> <tr> <td>Arizona</td> <td>\$393.00</td> </tr> <tr> <td>Montana</td> <td>\$337.20</td> </tr> </table>	Oregon	\$162.60	Washington	\$654.00	California	\$466.20	Idaho	\$316.80	Nevada	\$455.10	Arizona	\$393.00	Montana	\$337.20
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California	\$466.20														
Idaho	\$316.80														
Nevada	\$455.10														
Arizona	\$393.00														
Montana	\$337.20														
ODOT	<p>ODOT developments:</p> <ul style="list-style-type: none"> • Maintenance districts 6 and 7 combined with headquarters in Roseburg • First Area offices established, one in Salem and one in Roseburg. Area offices responsible for project selection, development and construction 														
Safety	<p>Twelve sections of I-5, I-84, I-205, U.S. 101 and U.S. 20 designated Truck Safety Zones due to high rates of truck crashes.</p>														
Beautification	<p>New interchange on I-84 at Chenoweth unveiled. Overpass decorated with unique metal salmon sculptures.</p>														
Tourism	<p>First Tourist Information signs to be placed on major freeway installed on I-84 near Pendleton.</p>														
Innovation	<p>Innovations in 1999:</p> <ul style="list-style-type: none"> • Experimental process uses wood chips as filler on recurring slide area on Salmon River Highway (Oregon 18) west of Grand Ronde • ODOT budgets \$6.3 million to place durable striping on entire length of U.S. 101. Plastic-based striping will last up to eight years, compared to eight-month life of painted striping • Audible Pedestrian Crossing devices installed at seven locations in Region 5 to aid sight-impaired pedestrians 														
Firsts	<p><i>First two Area Commissions on Transportation (ACT) established, Mid-Willamette ACT and Rogue Valley ACT. Commissions created to advise Oregon Transportation Commission on project selection within their areas.</i></p>														
Safety	<p>ODOT fined \$7,000 by Oregon Office of Occupational Safety and Health for practices that led to fatal collapse of Sunset Tunnel. Two specific violations noted:</p> <p>“Employees were not instructed in recognition and avoidance of hazards associated with underground construction activities,” and</p> <p>“Inadequate training and instruction regarding tunnels and underground structures led to poor decisions in evaluating the conditions of the Sunset Tunnel prior to collapse.”</p>														

21ST CENTURY

2000

New millennium arrives with minimal impact on ODOT computers. Dire predictions of system failures prove unfounded. ODOT's new computer security software protects computers from viruses before and during the Y2K roll-over weekend. New OfficeScan software installed just before Christmas caught and eradicated approximately 165 individual viruses, including several that were particularly nasty and had the potential to ruin computers. A new procedure to remotely upgrade software on desktops is one benefit from Y2K that will continue to pay dividends. This procedure was first used to deliver Y2K solutions to desktops throughout the agency.

Gail Achterman of Portland replaces Susan Brody on Oregon Transportation Commission.

New Crooked River Bridge opens to traffic.



Crooked River Bridge under construction on Oregon-Idaho border

Driving Under the Influence of Intoxicants (DUII) law strengthened. Increased fines and jail sentences established. A 4th DUII conviction becomes a felony.

Transportation Commission adopts Aviation Plan:

- Guides state in protecting, maintaining and developing public-use airports and contains recommends steps for implementing policies

ODOT now operates more than 40 highway cameras.

Historic Columbia River Highway designated as National Historic Landmark.

Category

Event

Transportation Commission

Bridges

Safety

Aeronautics

Technology

Miscellany

Category

ODOT

ODOT developments:

- ODOT Office of Civil Rights reorganized to meet social and policy changes in response to Title VI Environmental Justice Act
- Transportation Operations Division renamed Highway Division

Ballot Measure

Transportation funding proposals (Measure 82) rejected by voters by 8 to 1 margin.

Courts

American Trucking Associations (ATA) and other plaintiffs file a class action lawsuit contesting the constitutionality of Oregon's truck tax system. The ATA claims that allowing certain motor carriers to pay a flat fee for miles traveled, rather than the weight-mile tax, presented an unfair and undue burden on interstate commerce.



Public Service



ODOT installs signs on the Mt. Hood Highway (U.S. 26) advising motorists of the elevation at specific points. The signs begin at 1,500 feet and are posted at every 500 foot gain in elevation, all the way up to the summit on U.S. 26. The signs help motorists correlate what

they're hearing on the weather reports with where they are on the highway and be able to drive accordingly. Added bonus is that the signs tie in with the road and weather information available on a low-power radio station now broadcasting in the Zigzag area. The station, a cooperative effort of the U.S. Forest Service and ODOT, is at 1610 on the AM radio dial.

Research

An analysis comparing how much a typical highway user pays in taxes and fees to own and operate a basic motor vehicle or automobile shows Oregon's basic motor vehicle highway user taxes and fees are significantly lower than other Western states. In Oregon, all highway user taxes and fees are dedicated to roads. Other Western states place some automobile-related highway user revenues in general funds to support non-highway, even non-transportation programs. For example, Washington levies sales tax on automobiles that goes to general fund. In 1999, Washington State drastically changed transportation funding. Washington voters repealed motor vehicle excise tax and replaced it with flat \$30 fee. Other miscellaneous fees bring total registration amount to \$51.50. Despite revenue loss of about \$750 million per year, Washington's automobile-related taxes and fees are about twice those in Oregon.

Highways

Two-mile-long Forest Grove Bypass dedicated. The \$14 million bypass is designed to ease traffic through downtown center and around Pacific University and improve livability in downtown core. County and state each pay half of the \$14 million cost for the new road. ODOT provides \$7 million in state funds while county's portion includes \$5 million from its Major Streets Transportation Improvement Program, \$1 million in federal money and an additional \$1 million

from city of Forest Grove. Project includes creation of wetland. More than 22 acres of land reclaimed for wildlife habitat as part of wetland mitigation work.

Tri-Met opens light-rail link between downtown Portland and Gateway Transit Center in NE Portland. A third Metropolitan Area Express (MAX) project to extend service to Portland Airport remains on schedule to open in September 2001. Tri-Met estimates 4,000 to 5,000 travelers and airport-area employees will use service daily.



Terminus of Max line in downtown Portland

\$125 million project is result of an innovative, public-private venture between Port of Portland, Tri-Met, city of Portland and San Francisco-based Bechtel Enterprises Inc. MAX project is believed to be first of its kind in the country to use cost-sharing approach with private sector to fund public light rail project.

Technological advances in 2000:

- Information Systems successfully prevents “ILoveYou” virus from seriously damaging agency’s computer systems. IS shuts down all Microsoft Outlook Exchange servers and electronically delivered virus-fixing packages to ODOT computers. Virus did not affect Driver and Motor Vehicle Services business. Additionally, Motor Carrier Transportation did not report any problems with its business. Virus initially arrived in E-mails that carried ‘ILoveYou’ in subject line and an attachment, which when opened using Microsoft Outlook sent virus to user’s stored E-mail addresses. Continuing on its infectious path, ‘Love Bug’ took on its cleverest disguise yet, pretending to be an anti-virus cure for itself. ODOT Computer Security warns that future viruses may be even trickier
- Region 2 installs two solar-powered variable message signs on Salmon River Highway (Oregon 18), one just west of Oregon 18/Oregon

- 22 junction and second near Otis on west end of highway. Main function of signs is to warn motorists of traffic delays on heavily traveled highway. But ODOT also equipped signs with a radar speed gun. When approaching vehicle exceeds 65 miles per hour — 10 miles per hour over posted speed — sign flashes warning “Your Speed Is... (with vehicle’s speed) ...Please Drive

Safely.” After several days of operation, ODOT officials report speeding vehicles were “tripping” radar device about 110 times an hour

Category

Public Transit

Technology

Category

Event

- Prototype lighted guidance tube furnished by 3M Corp. Tested on top of concrete barrier on curve section within Eddyville to Cline Hill project along U.S. 20 about 30 miles east of Toledo. Tube developed by 3M to provide better visibility and reduce accidents on highway curves or through a work zone by providing motorists with continuous, positive guidance along roadway.

Gov. John Kitzhaber and Salem Mayor Mike Swaim join Amtrak and ODOT officials, project contractors and citizens in a ribbon-cutting ceremony to officially open the refurbished Salem Railroad Station. The 82-year-old station was extensively re-modeled and restored.



Much of the brick station building restored to appear as it did back when it was originally built in 1918. Ceilings restored to original height and decorative lamps, a new ticket counter, and other features added.



UPPER RIGHT: Passengers greet Southbound Amtrak Coast Starlight following reopening of Salem Train station. LOWER RIGHT: Interior of renovated station

Public Service

DMV, working with federal and local law enforcement agencies, shuts down two fraudulent operations:

- Business Regulation investigators, working with the FBI, shut down operations of business that modified and sold vehicles equipped for the disabled. Investigators said that in many cases company was buying vehicles with bad checks and selling them to unsuspecting customers. When company's checks bounced, customers were left holding bag. Many of those harmed by the check scam have disabilities. In addition to suspending the company's business license, DMV levied about \$12,000 in fines against business, with the possibility of further sanctions against those responsible
- DMV also helps break up a ring that produced fraudulent Department of Environmental Quality certificates for emission standards.

Employees at the Gresham DMV office spotted discrepancies in paperwork and questionable documents that were presented to them. A joint effort by DEQ, Sandy DMV and local law enforcement led to several arrests.



Gov. John Kitzhaber and ODOT Director Grace Crunican read plaques in front of Transportation Building at dedication of ODOT Transportation Workers Memorial

Family, friends and fellow employees attend dedication of ODOT Transportation Worker Memorial, honoring those who died while working on the transportation system. More than 150 people gathered at the memorial site at the west entrance to the Transportation Building in Salem. Memorial honors 45 employees who have died in ODOT work zones since 1939.

DMV closes offices in Oakridge, Sutherlin, Coquille and Milton-Freewater, plus Express offices in Beaverton, Mall 205 (Southeast Portland), Lancaster Mall (Salem) and Rogue Valley Mall (Medford). Offices closed to maintain flat funding level. DMV considered transaction volumes, how far customers would have to travel to obtain services at other offices, what service options were available to customers, overall needs of state and lease expiration dates in deciding which offices to close.

Kudzu, a serious and potentially devastating noxious weed, discovered for first time in Oregon along Oregon 99E south of Canby. Oregon Department of Agriculture and ODOT work together to develop aggressive management plan for treating noxious weed at site. Kudzu is creeping, high-climbing vining plant that often completely covers trees in rapid fashion. Unlike slower-growing ivy, kudzu's vines can grow as much as 60 feet each year. Weed overwhelms native plants, literally smothering other species, and is threat to riparian areas and watershed health. Kudzu, with a deep and extensive root system, is difficult to control once it becomes established in area. Roots can go as deep as 12 feet into ground.

ODOT participates in multi-state agreement that reduces costs for fleet purchases of large loaders. Along with Nevada, Arizona and New Mexico, ODOT negotiated for contracts with the assistance of the Western States Contract Alliance (WSCA). Bids were awarded state-by-state.

Highway cameras at Ladd Canyon/Ladd Creek and at Snake River Bridges on the Idaho border come on-line. Cameras, as well as those at Deadman's Pass,

Category

Event

DMV

Environment

Innovation

Innovation

Category

Transportation
Commission

La Grande and the Weatherby Rest Area provide updated pictures of I- 84 road conditions every ten minutes.

Transportation Commission developments in 2000:

- Gail Achterman of Portland replaces Susan Brody on the commission.
- Commission issues provisional charter for South East Area Commission on Transportation (SEACT) encompassing Grant, Harney and Malheur counties. SEACT joins eight other area commissions on transportation (ACT). Area commissions on transportation serve as advisory body chartered by OTC. ACTs also consider regional and local transportation issues if they affect the state system.

Rail

Amtrak adds a second Cascades corridor train to service in Willamette Valley. Amtrak Talgo trains assigned to the run are built especially for operation in the Pacific Northwest Rail Corridor.



A southbound Cascades Talgo train crosses Cow Creek between Aurora and Woodburn on Willamette Valley

Highways

Request to designate I-205 as "Veterans Memorial Highway" approved by Transportation Commission. The expressway will be added to the Blue Star Memorial Highway system in honor of all veterans. The Blue Star memorial program began after World War II to honor veterans. Memorial markers are usually placed in rest areas or scenic overlooks, but I-205 has no rest areas and the only overlook is only accessible from the north-bound lanes. The commission authorized placing signs at each end of I-205 as an exception to policy.

Technology

ODOT Support Services purchases three Toyota Prius hybrid gasoline/electric cars for use in Regions 1, 2 and 3 as a fuel economy measure for more populated areas. Vehicles get about 52 miles per gallon in city, and 45 on the highway. Vehicles reportedly great for stop-and-go traffic.

Event



Odot, right, and sister Journey at three weeks old

Arctic wolf pup born at White Wolf Sanctuary in Tidewater in the central Oregon Coast Range named "Odot" in honor of District 4's participation in providing road kill deer and elk to sanctuary. Odot and sister Journey are only wolves ever born to WWS. Odot described as "pure Arctic, huge and very brave, humorous, healthy and full of life."

2001



As a giant World War II B-17 bomber flew overhead, ODOT and several other agencies teamed up with the Evergreen Air and Space Museum in 2000 to move the "Spruce Goose" flying boat to its permanent location along Oregon 18 in McMinnville.

Category

Event

Highway funding developments:

- Third phase of Automobile Liability Insurance Reporting Program completed
- Legislature passes 2001 Oregon Transportation Investment Act (see pages 116-117)

ODOT developments:

- Bruce Warner becomes ODOT director
- *TranScript* changes publication schedule from monthly to quarterly beginning in March. Monthly intranet magazine *Inside ODOT* provides up-to-date information.

Randall Pape' of Eugene replaces Henry Hewitt on the Oregon Transportation Commission.



Transportation Safety Division grant provides law enforcement officers instant computer access to automobile insurance info during traffic stops.

Highway Funding

ODOT

Transportation Commission

Law Enforcement

Category

Highway

Highway developments:

- ODOT begins \$2 million project to widen I-5 at Delta Park
- Project to renovate I-205 at the Sunnybrook interchange begins

Event

World Trade Center Twin Towers in New York and Pentagon in Washington D.C. hit by commercial airliners hijacked by terrorists

2002

Innovation

First use of Exodermic bridge sections in Oregon. Mill Creek Bridge, a steel truss structure with concrete deck built in 1949, replaced with steel grid and concrete composite deck. Process involves removing sections of old deck and installing Exodermic bridge deck sections and new concrete bridge rail. Exodermic, or composite unfilled steel grid deck, comprised of a reinforced concrete slab on top of, and composite with, an unfilled steel grid. Process maximizes use of compressive strength of concrete and tensile strength of steel.

Transportation Commission

Transportation Commission adopts new, more aggressive timeline for delivery of \$500 million worth of road and bridge projects under Oregon Transportation Investment Act (OTIA). First project on I-system is replacement of Coast Fork (Willamette River) Bridge on I-5 near Creswell – begins. Project also is biggest project to use innovative form of contracting called “design-build.” Traditionally, ODOT engineers design and manage construction projects, but private contractors build them. In design-build, contractor not only builds the project, it designs it as well.

Legislature

Legislative developments:

- Governor John Kitzhaber calls special session of legislature to address \$830 million shortfall in 2001-03 biennial budget
- Legislature decides to add \$100 million in bonding capacity to ODOT program

Vehicle Licensing

Vehicle licensing developments:

- DMV begins issuing the Crater Lake new license plate. Motorists requesting the plate pay a one-time surcharge of \$10 per plate or \$20 per pair, with proceeds earmarked for the National Park Foundation for projects at Crater Lake National Park. It is the first new Oregon license plate since DMV started issuing the salmon plate issued in 1998
- DMV launches pilot project for Electronic Vehicle Registration. Participating auto dealers will be able to issue plates and stickers to customers at the time of sale. The program’s goal is to enable dealers



to provide these services quickly and efficiently through electronic means instead of paperwork. EVR also will open channel of services that ensures that legal requirements are met for vehicle registration and the protection of customers' personal information

Trucking developments:

- Green Light weigh stations pre-cleared the two-millionth truck in March 2002
- Motor Carrier Transportation Division moves its 24/7 Service Center from the Farewell Bend Port of Entry on the Idaho border to Salem and closes its Registration Offices at the Woodburn Port of Entry on southbound I-5 and the Cascade Locks Port of Entry on eastbound I-84. Closures have had no effect on truck size and weight enforcement or safety inspection activities and the locations also continue to operate their Green Light weigh station pre-clearance systems

First multi-lane traffic roundabout on major state highway installed on U.S. 101 at south entrance of Astoria. Smith Point roundabout is at junction of U.S.



101 and Nehalem Highway (Oregon 202). Roundabout design allows two lanes of traffic entering and leaving U.S. 101, and one lane entering and leaving Nehalem Highway and is designed for continuous traffic flow at about 15-20 mph through roundabout, saving time and fuel for drivers by eliminating traditional wait for a traffic signal.

Rail developments:

- Freight train service restored to Wallowa for the first time in six years after Wallowa and Union Counties join to buy a rail line in from the Idaho Northern & Pacific Railroad. The railroad had received federal permission to abandon the line. Terms of the sale include a provision that IN&P provide service on the line for one year
- Amtrak Thruway Motorcoach Service offers new connection from Coos Bay, Reedsport, Florence to Eugene to connect with Amtrak Cascades trains to Portland and Seattle



Marion County Circuit Court rules against an American Trucking Association lawsuit contesting the constitutionality of Oregon's truck tax system.

Category

Trucking

Innovation

Rail

Courts

Category

Miscellany

Salem shops restore three mine cars for display. The cars were used by the Oregon State Highway Department in 1920s to bore drainage tunnels into hillsides where subterranean water could create potential slide problems. Cars used into 1950s to maintain existing tunnels in western Oregon including along Barbur Blvd. in Portland, and Columbia River, Wilson River and Coos Bay-Roseburg highways.

Environment

Wildlife officials report Peregrine falcon population thriving on Portland bridges. Peregrine chicks successfully fledge off both the Fremont Bridge (connecting I-405 to I-5 at the north end of downtown Portland) and St. Johns Bridge (connecting U.S. 30 and the community of St. Johns).



Peregrine falcon and eggs on Fremont Bridge

DMV

Legislature increases certain DMV fees to fully cover costs of providing services.

Innovation

District 14 tests a program to use goats to manage vegetation on about two and a half acres of right of way between I-84 and the Burnt River near Lime. The site is about 30 miles northwest of Ontario. Parcel had become overgrown with Russian Knapweed, Whitetop and Perennial Pepperweed, all of which are on Oregon Department of Agriculture's most wanted list of noxious weeds.

Event



Dedication plaque for Dennis Edwards Memorial Tunnel

Sunset Tunnel on U.S. 26 renamed in honor of Dennis Edwards, ODOT senior bridge inspector, who died when part of the tunnel's roof collapsed in 1999. Tunnel, located on U.S. 26 at milepost 41, originally named for nearby Sunset Camp logging operation when it opened in August 1941. Tunnel constructed by Works Progress Administration, a federal program to put people back to work during the Depression.

Safety

ODOT joins AMBER Alert system, which uses highway variable message signs, or VMS, radio and TV to alert citizens in the event of a child abduction. System will flash messages on all or some of 38 permanently installed variable message signs on state highway system.

Technology

Additional cameras installed on central Oregon highways to provide motorists with travel and weather information prior to leaving home. New cameras located just north of Chemult on U.S. 97, west of Sisters on U.S. 20, and near Arlington on I-84.

ODOT Region 2 launches “Irv Bear” pilot project. Region employees contribute \$500 to buy 100 “Irv (for Incident Response Vehicle) Bear” teddy bears. Incident responders use bears to help calm young children involved in highway incidents. Bears wear tee-shirt with Incident Response logo on front and inscription on back that says: “The employees of the Oregon Department of Transportation donated the money to buy this (bear) to make life a little more ‘bearable’ for you.”



Irv Bear

Salmon preservation project results in salmon spawning in Viento Creek along I-84 eight miles west of Hood River for first time in 40 years. Region 1 maintenance and bridge crews installed four dozen fish weirs inside a long culvert under the frontage road and I-84. Project opened as much as three miles of stream channel.

2003



Automated Teller Machines (ATMs) installed in most DMV field offices. Peregrine Technologies of Portland hired to install ATMs in 49 DMV field offices. Availability of ATMs makes doing business at DMV field offices more convenient for customers as DMV does not accept credit or debit card payments.

DMV launches Medically At-Risk Driver Program, a driver safety program that expands regulation of drivers who develop medical impairments that adversely affect their safety and safety of others:

- Change comes as a result of growing concerns across the nation about impact of an aging population and potential risks of age-related impairments to drivers, their passengers, other drivers and pedestrians. Oregon program is first in nation because it is based on impairments, not age, unlike many other states that restrict drivers based on age alone
- 2001 legislation authorized DMV to set up a set of rules for medically at-risk program
- Physicians in all Oregon counties still required to report loss of consciousness and control. This will remain in effect until specific counties are phased-in to new medical reporting requirements

Oregon introduces next-generation digital driver license and identification card:

- New cards take advantage of latest security and fraud-prevention technology

Category

Public Service

Environment

Customer Service

Safety

Driver Licensing

THE OREGON TRANSPORTATION IMPROVEMENT ACTS

Rescuing Oregon's aging highways and bridges

At the turn of the 21st century, the Oregon Department of Transportation warned of an ever-widening gap between needed work to improve Oregon's roads and the funds to pay for those repairs and improvements. The state's transportation system was aging, and many bridges were reaching the end of their design life. Roadway use was increasing, but there was no corresponding increase in highway funds to pay for wear and tear. It was clear that Oregon needed to do something to provide a strong infrastructure for Oregon's economy.

The 2001 Legislature took the first two of three major steps toward helping Oregon's transportation systems. House Bill 2142, also referred to as the Oregon Transportation Investment Act I (OTIA I), increased several Driver and Motor Vehicle fees to secure \$400 million in bonds to increase lane capacity and improve interchanges (\$200



ODOT bridge inspector checks crack on one of the state's deck girder bridges

million), repair and replace bridges (\$130 million), and preserve road pavement (\$70 million).

The legislation marked the beginning of a new era of change and innovation in the Oregon Department of Transportation. To deliver OTIA projects, ODOT had to make fundamental changes in the way it delivers the final product—a healthy transportation infrastructure for Oregon and more jobs for Oregonians. Favorable bond rates resulted in the passage of the second phase of the OTIA program during the first legislative session in 2002. OTIA II added \$50 million for projects to increase lane capacity and improve highway interchanges, \$45 million for additional bridge projects, and \$5 million to preserve road pavement.

The \$500 million in bonds from OTIA I and II was combined with matching funds from local governments. This allowed ODOT and local governments to deliver transportation projects across Oregon worth a total of \$672 million. ODOT scheduled more than 170 projects with funds from OTIA I and II, including:

- more than 50 modernization projects increase lane capacity and improve interchanges
- more than 50 projects to repair or replace bridge owned by cities, counties, and the state of Oregon and
- more than 40 projects to fix and repave state highways and local roads

Projects for the first two phases of the OTIA program were selected through an extensive public input process. Local governments and Area Commissions on Transportation worked together to recommend project lists to the Oregon Transportation Commission, which approved the final choices. The OTC received requests for about five times as much funding as was available—an indication of the much needed repairs that still existed.



Diver comes up for air after inspecting bridge footing



Ground breaking ceremony on Oregon 99E near Woodburn.
Left to right: Jeff Scheick, ODOT Region 2 Manager, Sen. Peter Courtney, Rep. Jeff Kroft

OTIA III: Bridges and our economy

The third phase of the Oregon Transportation Investment Act focused on bridges. In 2003, ODOT, in cooperation with the trucking industry and other stakeholders, produced the Economic and Bridge Options Report describing aging concrete bridges and the effect on Oregon's economy and future productivity. During the interstate-construction era of the late 1950s, bridges were often built using a reinforced concrete deck girder design. The report revealed that these bridges were nearing or past their life expectancy. Many of the weakened bridges required load limits.

The report concluded that Oregon's deteriorating bridges, if left unaddressed, had the potential to cost the state more than 88,000 jobs and \$123 billion in lost productivity over the next 20 years.



OREGON TRANSPORTATION INVESTMENT ACT

Building on the success of the first two phases of the OTIA program, the 2003 Legislature addressed Oregon's problems of aging bridges, realizing that this would also support the state's economic health. The third phase of the OTIA program used existing ODOT funds and federal advance construction money, as well as increases in title, registration, and other Driver and Motor Vehicle fees, to bond a total of \$2.46 billion. Plans for the bonded funds:

- \$1.3 billion to repair or replace more than 300 state bridges



Ground breaking for Coast Fork Bridge on I-5 north of Eugene

- \$300 million to repair or replace about 140 local bridges
- \$361 million for city and county road maintenance and preservation and
- \$500 million for modernization (these funds are not new revenue; about \$25 million per year for about 20 years, from ODOT's annual modernization budget of about \$56 million)

gies. Colorful new design, bearing an image of the state Capitol, will be on driver licenses, instruction permits, commercial driver licenses and ID cards. No fee increase related to the new cards

- Several new features improve security and enhance fraud prevention, including
 - ◆ Tamper-resistant laminate printed with “Oregon” that varies in color depending on the viewing angle and glows under ultraviolet light
 - ◆ More durable and tamper resistant
 - ◆ Small “ghost image” of card holder’s photo
 - ◆ Overlapping type and graphics, including an image of the Capitol
 - ◆ State of Oregon seal that overlaps the card holder’s photo
 - ◆ Bar-coded information on the back of the card
 - ◆ Digitized signature
- The digitized signature is a significant change. Customers will sign an electronic signature pad rather than the card itself, protecting the signature from wearing off
- Cards held by minors bear age notices for alcohol and tobacco vendors. The notices, printed in a red border around the bearer’s photo, state, “Under 18 until ...” and “Under 21 until” In addition, minors’ photos will be on the right side of the card instead of on the left. Vendor for new license is Oregon-based Digimarc ID Systems Inc. This represents the first major change in Oregon driver licenses and ID cards since 1997



Vehicle Licensing



DMV begins issuing Oregon Cultural Trust license plate. Plate carries a surcharge of \$15 per plate, or \$30 per pair, first issued and at each registration renewal. Plate available for passenger cars, motor homes and trailers, including custom and amateur radio operator configurations. Cultural

Trust is a statewide plan to raise new funds to invest in Oregon’s arts, humanities and heritage. Plate designed by Portland artist and graphic designer Kelly Kievit. Design selected by Cultural Trust Fund Board after an open competition that received more than 100 entries from Oregon artists. Plate was the second of two new vehicle plates created by 2001 Legislature.

Trucking

Trucking developments in 2003:

- Motor Carrier Transportation Division (MCTD) unveils its Trucking On-

line Internet-based service that brings truck-related transactions and records inquiries as close as the nearest home or office computer. The Division is counting on companies to shift as much business as possible to the Internet so it can improve its service to those who still must complete transactions by phone, mail, or in person

- Green Light weigh stations pre-cleared the three-millionth truck in May 2003
- MCTD installs automatic advisory system to caution transponder-equipped trucks about steep downgrades on I-84 westbound between La Grande and Pendleton. System linked with Green Light truck preclearance system at Emigrant Hill weigh station and provides specific information based on truck weight to help drivers more safely negotiate a double hairpin turn and a 6 percent downgrade on Emigrant Hill, also known as Cabbage Hill. Trucks equipped with Green Light transponder (a small pager-like device that broadcasts its identity to weigh-in-motion equipment located at site), activate variable message sign displays with a recommended speed based on that truck's weight as recorded when it passed the Emigrant Hill weigh station



Iron worker guides beam into place during renovation of I-5 through Medford

Renovation of I-5 through Medford begins. Six-month-long Medford Viaduct project will rehabilitate the nearly half-mile long bridge deck and modify bridge rails to current safety standards. It's the first renovation of the structure since it was built in 1962.

Transportation Commission approves adding nine bridges to bridge replacement project originally schedule to replace four bridges on Central Oregon Highway (U.S. 20). Estimated \$16,211,000 construction cost for project will be funded from State Bridge Program. All 13 bridges located between communities of Riley

and Vale in southeastern Oregon show signs of cracking and aging. Because of bridge conditions, the route has been weight restricted for heavy trucks. Replacement of the 13 bridges to begin in late 2003.

Michael R. Nelson of Baker City replaces Steven Corey on the Oregon Transportation Commission.

City of Klamath Falls renames Wall Street Bridge near Klamath Union High School for Dennis L. Edwards, ODOT bridge inspector killed Jan. 28, 1999, in the collapse of the Sunset Tunnel on U.S. 26. Edwards was born and raised in Klamath Falls and was 1968 graduate of Klamath Union High School.

Category

Highways

Bridges

Transportation
Commission
Event

Category

ODOT

ODOT developments:

- Northwest Oregon Traffic Operations Center (NWTOC) moves into a new, state-of-the-art communications center in the Maj. Gen. Donald N. Anderson Readiness Center on State Street in southeast Salem. Communications center had been housed in about 350 square feet at the Oregon State Police district office on Portland Road in Salem. The new facility is in about 1,000 square feet. ODOT is a tenant in the building along with State Police dispatch center, Office of Emergency Management and several Army and Air National Guard units
- Support Services Purchasing and Contract Management Section and Technical Services Construction Contracts Section merge to form unified Contracting and Interagency Agreement program. Director Bruce Warner requests merger so department can better meet the challenges presented by the OTIA, Statewide Transportation Improvement Program (STIP), an aging infrastructure and other agency needs



Bridge



**Rex T. Barber Veterans
Memorial Bridge**

Legislature renames the High Bridge/Crooked River Bridge on U.S. 97 the Rex T. Barber Veterans Memorial Bridge. Col. Barber was a Culver native and World War II flying ace best known for 1943 mission in which he shot down Japanese Admiral Isoroku Yamamoto, designer of attack on Pearl Harbor. Col. Barber was career pilot and served as Culver mayor and a community volunteer after retirement.

Rail Division funds excursion train between Portland and Astoria as part of Lewis and Clark Bicentennial celebration. Service marks first passenger service to Oregon coast in 51 years. Train

Rail

is made up of self-propelled diesel “Budd Cars,” that have pleasant ride, comfortable seats and large windows that are perfect for viewing spectacular scenery along route. Four-hour journey runs along right-of-way owned by Portland & Western Railroad.



During the summer of 2003, District 4 cooperated with the Oregon Air and Space Museum and a local auto dealer to permit a World War II-era Grumman TBM Avenger torpedo bomber to land on a section of Oregon 99 near Junction City.

Region 4 crews install electronic variable message sign on U.S. 97 between LaPine and Klamath Falls to inform drivers about traffic conditions. Sign, controlled from the Region 4/5 traffic management center in Bend, also can display information on detours or road closures.

HB 2041 (also known as OTIA III) passed by Legislature. (see pages 116-117)

ODOT Transportation Safety Division funds installation of Drive Sober, Save Lives signs throughout Oregon to remind motorists of dangers of drunk driving. Oregon is test site for new signs. The signs were developed by the Oregon Governor’s Advisory Committee on Driving Under the Influence of Intoxicants and were approved by the state traffic engineer and the U.S. Department of Transportation. If the signs are successful in Oregon, they may be used in other states. Approximately 130 signs will be installed statewide.



Sign coordinator Ton LaFrance installs “Drive Sober - Save Lives” sign near Redmond

Category

Event

Public Service

Highway Funding

Safety

Category

Innovation

Region 4 maintenance crews begin using Safety Glow, a 10-inch, high-intensity light stick as an alternative to safety flairs. Dry conditions in central Oregon mean crews have to use extra caution when performing traffic control. Flares can roll off highway into brush and cause wildfires. Crews also deal with hazardous chemicals and hazmat spills and don't want to strike off an ignitable source around what could be a fuel spill.

Bridges

Construction begins on detour bridges on I-5 at both the Willamette and McKenzie rivers near Eugene after inspections find significant cracks on both structures. Two contractors work jointly on the \$28.9 million project. Completion schedule set at 352 days. The contract for the project is bid on a process called A plus B contract, placing emphasis on time and cost. Contract includes incentive of \$20,000 a day for every day the project is ahead of schedule and a disincentive of \$20,000 for every day the project falls behind.

Safety

Safety developments in 2003:



- Region 4 Traffic Section introduces centerline and fog line rumble strips on central Oregon highways. Rumble strips are a cost-effective way to reduce run-off-the-road crashes and help reduce cross-over vehicle crashes by 50 percent. Strips – perpendicular notches cut in roadway – placed on U.S. 97 centerline

between Bend and Redmond, on Oregon 126 centerline east of Pilot Butte between Redmond and Prineville, on U.S. 97 shoulder between Terrebonne and O'Neal Junction and between Bend and Cottonwood Interchange

- Region 1 installs cable barrier system in the median along notorious section of I-5 south of Portland. Section has long history of cross-over traffic crashes

Public Service

511 highway information system activated. Travelers can dial 511 to access reports about major highways and mountain passes throughout the state.



2004

Trucking

Truck taxes and fees increase effective January 1 as the result of the passage of the 2003 OTIA III by the Legislature:

- Oregon weight-mile taxes increases 9.9 percent
- Flat fees increased 9.9 percent
- Road use assessment fees increased to 5.7 cents per equivalent single-axle load mile traveled

- Oregon truck registration fees increased 53 percent
- The Oregon Weight Receipt and Tax Identifier credential fee increased from \$5 to \$8

Other Motor Carrier developments:

- Green Light weigh stations pre-clear the four-millionth truck in April
- Motor Carrier Transportation Division closes the Registration Office at the Klamath Falls Port of Entry on northbound U.S. 97

Janice J. Wilson of Portland replaces John Russell on the Oregon Transportation Commission.



Numbering system for passenger car license plate must change after DMV hits end of alphabet at ZZZ 999. Numbering system changed to numbers-first pattern, starting with 001 BAA. Oregon began current configuration of three letters and three numbers in 1964 with

yellow characters on a blue background. DMV estimates new numbers-first configuration is likely to last at least two decades, possibly three.

DMV launches a pilot program that allows customers in Deschutes County to renew vehicle registration by computer.

ODOT introduces Critical Incident Stress Management and Peer Support program for employees exposed to traumatic incidents on job. Employee-based crisis intervention team available statewide to those involved in on-the-job critical incidents. Goal of program is to counteract harmful effects of crises or emergency situations. Also known as CISM, program team members address issues by conducting critical incident defusing and debriefing and offering peer support for employees who have experienced single traumatic occurrence or an accumulation of occurrences.

Passenger train service returns to Oregon City after 50-year absence. Brass band plays and local high school students sing as more than 100 dignitaries and guests ride first train into Oregon City April 16. Amtrak Cascade trains will make two northbound and two southbound stops at new station daily on their routes between Portland and Eugene.

TripCheck.com adds map feature that provides color-coded segments indicating current travel speeds on metro-area interstates. Three colors — red, yellow and green — represent average speeds of less than 25 mph, 25 to 50 mph, and speeds above 50 mph. Map comes up in separate window, allowing users to view it alongside Portland area incident maps.

Category

Transportation
Commission
Vehicle Licensing

Technology

ODOT

Rail

Public Service

Category

Bridges

First two new bridges funded through OTIA completed. Northbound I-5 Grave Creek Bridge at Sunny Valley and Fords Bridge, north of Canyonville dedicated in southwest Oregon, with one bridge completed under budget and three months ahead of schedule.



Innovation

Oregon Smart Buy, shared buying program for state agencies, signs contract with Boise Office Solutions, multinational distributor of office supplies, paper, technology products and office furniture. Agreement is first in series that consolidates purchasing of many commonly used items throughout state government. Smart Buy created by Department of Administrative Services (DAS) to explore benefits of shared purchasing rather than agencies signing separate contracts with suppliers.

Trucking

New truck scales open at South Bend weigh scales, capping 10 years of planning and negotiations. New scales located just east of northbound lanes of U.S. 97, two miles north of Lava Butte. Finished project included new ramp, a 640-square-foot operating facility for enforcement staff, and framework for weigh-in-motion technology in the northbound slow lane.

Technology



ODOT installs integrated variable message signs and speed detection equipment on north- and southbound approaches to Myrtle Creek curves on I-5 in southern Oregon. Myrtle Creek Curves Advance Curve Warning System was originally intended to reduce high number of commercial vehicle crashes occurring in area, but is expected to benefit all vehicle traffic. System uses radar to detect speed of each approaching vehicle and displays one of three messages, depending on the speed detected. Lower and upper speed thresholds are based on geometry and current driver behavior throughout the curves.

Safety developments:



A Region 2 sign crew places double fine signs on a stretch of Oregon 22 west of Salem.

- Traffic fines in designated safety corridor double. First designated safety corridor with doubled fines is Oregon 22 from the West Salem bridges to the junction with Oregon 99W at Rickreall. Base fines will double in posted state highway safety corridors for Class A and B traffic violations and Class C and D speed violations. Under Oregon law a court may not waive, reduce, or suspend base fine

portion of citation if offense occurred in a designated safety corridor.

- Legislative mandate requires all new structures crossing freeways to include protective screening when they are designed and built. ODOT also required to retrofit at least 15 existing structures per year with protective screening. Purpose is to protect traveling public from items thrown or dropped from overpass structures.



Arland Wood, Adam Markell and Sandy Van Bommel inspect a section of protective screening on Interstate 5.

Motor Carrier Transportation Division closes trucking registration offices located at the Cascade Locks, Klamath Falls and Woodburn ports of entry (POE). Enforcement and safety activities will continue at the Klamath Falls POE. Legislative changes that eliminated tax plates for trucks have cut down the number of walk-in customers.

ODOT developments:

- Department establishes regional Tech Centers to move project delivery decision-making and resources from Salem to regions. Shift will bring more local control, input and accountability. Centralized staff will continue to provide quality assurance and other key services
- Contracting and procurement functions reorganized to better meet needs of business lines. All contracting programs combined within Support Services to help fully implement Oregon Transportation Investment Act:
 - New unit called ODOT Procurement Office includes Purchasing and Contract Management Section and Construction Contracts Section

Safety

Trucking

ODOT

Category

Organization

- Construction Contracts Section moves from Transportation Building to East Salem Compound to put CCS closer to its customers. It also allows more cross-training and staff backup as ODOT shifts from design contracts to construction contracts. Contractor Plans Unit remains in Transportation Building

Training merged into Human Resources to build better connection between HR and training. Teams from HR Consulting Services and Field Operations serve every division and region in ODOT. Teams now include HR professionals providing recruitment, classification, training and HR consulting services. Teams will serve customers in:

- Region 1, Portland
- Region 2 and Support Services employees, East Salem
- Region 3, Roseburg
- Region 4, Bend
- Region 5, La Grande
- Headquarters/T-Building, Highway, Motor Carrier, Transportation Safety
- Headquarters/Mill Creek, Transportation Development, Rail, Public Transit, Executive Offices, Central Services
- Headquarters/DMV

Bridge

Caravan of biggest precast concrete beams ever used on an Oregon state highway bridge travels from Harrisburg, where beams were cast, to Alder Creek Bridge on U.S. 26 near Sandy. Bridge project is part of 10-year, \$3 billion Oregon Transportation Investment Act (OTIA) Program. Each of seven massive beams—162.5 feet long, 7 feet tall, and 135,000 pounds apiece—require a separate truck for the journey. A remote steering unit attached to the back of beam provided additional steering -- much like a hook and ladder fire truck. Beam and tractor unit has a combined length of 177.3 feet. ODOT's



Beam hauler eases across railroad tracks enroute to Alder Creek Bridge project

contractor chooses big beams to overcome conditions that make it difficult to use traditional footings in creek bed at bridge repair site .

ODOT program to convert traffic light lamps to Light Emitting Diodes (LEDs) in Jackson, Josephine, Douglas, and Coos counties nets department incentive payment of \$52,000 from Portland General Electric and Pacific Power. LED signal lamps can cut traffic signal energy use by 80 to 90 percent. ODOT expects to install 6,000 green LEDs throughout Oregon service territories of PGE and Pacific Power, saving estimated 3.2 million kilowatt hours and \$240,000 in energy cost per year for next seven years.

Odote the wolf turns four years old at the White Wolf Sanctuary (WWS) in Tidewater.



Odote at 4 years old

2005

Oregon DMV begins requiring background checks as a prerequisite for renewing commercial driver licenses (CDL) with hazardous materials endorsement:

- Under USA Patriot Act regulations, all CDL holders must submit their fingerprints to obtain a security clearance from the U.S. Transportation Security Administration before DMV can issue or renew hazmat-endorsed CDL
- The background check will be conducted by a private contractor, Integrated Biometric Technologies (IBT), approved by the federal Transportation Safety Administration. IBT will gather information from the applicant, collect the background check fees and fingerprints
- Drivers must complete an application and pay a fee and go to an IBT site in Portland, Medford or La Grande to submit fingerprints

DMV reports 80,771 transactions have been completed through Electronic Vehicle Registration, (EVR) in the three years since the program graduated from a pilot in October 2002. As of October 2005, dealers performed an average of 3,200 transactions per month via EVR. About 124 Oregon vehicle dealers are participating. Most are new-car dealers, but a few RV and motorcycle dealers also offer the service.

The titling, registration and regulation of manufactured structures moved from DMV to the Building Codes Division of the Department of Consumer and Business Services:

- DMV will no longer issue ownership titles, registrations, trip permits and related transactions for manufactured structures

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Technology

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Trucking

Vehicle Licensing

Miscellany

Category

- Dealers licensed to sell manufactured structures also will be regulated by the Building Codes Division in the future. The responsibility for licensing and regulating the dealers of manufactured structures also is being transferred from DMV to the Building Codes Division
- Building Codes Division already responsible for ensuring that manufactured structures meet state building codes

Courts

Oregon Supreme Court unanimously rejects challenge to constitutionality of Oregon's truck tax system. Court finds no evidence that flat fee payment option puts interstate carriers at disadvantage when compared with intrastate carriers.



ODOT

Financial Services implements significant changes in usage and availability of employees' Social Security Number (SSN) information to improve the security of personal information for all ODOT employees. DAS implements Oregon Employee Identification Number (OR EIN), a unique 9-digit identifier issued to employees of the State of Oregon.

Safety

Oregon scores highest in the 47 states surveyed in three categories of program administration, rider education courses and motorcycle licensing, according to the study of best practices conducted for National Highway Traffic Safety Administration by the American Institutes for Research:

- Oregon's program is named TEAM OREGON to honor the "teaming" of motorcycle rider organizations, and educational and government agencies that served on the original Governor's Advisory Committee on Motorcycle Safety. The committee proposed legislation that established the TEAM OREGON program
- Applicants for a motorcycle endorsement may present a TEAM OREGON basic course certificate at DMV instead of taking the DMV knowledge and skills tests
- Applicants younger than 21 years are required to take the TEAM OREGON safety course before applying for the endorsement at DMV
- Oregon developed its own motorcycle safety education curricula for beginning, intermediate and advanced rider training courses. The courses were developed and produced through extensive



TEAM OREGON motorcycle course participants listen to instructor Dusti Weinberg (back to camera)

review with the assistance of experts and practitioners in motorcycle safety and education from throughout the nation.

Trucking developments in 2005:

- Oregon adds its 22nd Green Light site, weigh-in-motion scales and transponder systems at Bend weigh station on northbound US 97.
- Green Light weigh stations pre-cleared the five-millionth truck in January 2005 and six-millionth in October 2005.

ODOT Human Resources launches web-based employment application featuring single, custom-designed ODOT application to replace the current versions of applications. Known as Site-in-a-Box for eGovernment, program is used by several other public employers in Oregon, Washington, and Colorado. Electronic applications allow for better document tracking, audit trails, and record keeping. New form includes simplified drop-down box for the geographic work availability section, and ability to attach electronic versions of resumes, cover letters, references, and responses to supplemental questions.

District 1 works with the National Park Service and the Lewis & Clark Bicentennial Committee to change 27 existing directional road signs so they reflect the newly created “Lewis & Clark National and State Historical Park.” Park combines Fort Clatsop National Memorial, Ecola State Park, and Fort Stevens State Park in Oregon with three sites in Washington—Clark’s Dismal Nitch, Station Camp, and a proposed Jefferson Memorial at Cape Disappointment.

Oregon will spend about \$3 billion over next decade to repair or replace hundreds of bridges, pave and maintain roads, improve and expand interchanges, add new capacity to the state’s highway system, and remove freight bottlenecks statewide under the OTIA III. About 18 family-wage jobs are sustained for every \$1 million spent on transportation construction in Oregon. Each year during the OTIA program, construction projects will sustain about 5,000 family-wage jobs.

An ODOT contractor completes repair and renovation work on the historic Cape Creek Tunnel. Construction work located on U.S. 101 between Yachats and Florence near Heceta Head, at milepost 178. Soft soils and an old tunnel structure kept engineers and contractors busy making safety repairs to tunnel and stretched work schedule by several months.



One of many new national park signs that were installed for Lewis & Clark Bicentennial celebration. This one is located on U.S. 101 northbound at the junction with U.S. 30 and Astoria-Megler Bridge.

Category

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ODOT

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Highways

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Innovation

ODOT tests new management approaches and technologies on highway and bridge construction in central Oregon:

- In many locations, ODOT uses high-performance steel to extend bridge's life and reduce the need for painting, reducing maintenance costs
- Rapid construction techniques, such as pre-assembling a bridge and sliding it into place, allow ODOT to replace bridges more quickly. Ultimately, new technologies allow the agency to save time and money
- Contractors use automatic dynamic directional signs to control traffic through work sites. When construction narrows highway to one lane, the automated signs cycle traffic through at two-minute intervals. Drivers see green, yellow, and red signal that tells them when to proceed. Signs help keep traffic moving over the length of the roadway and increase worker safety, particularly at night. Using signs also means more manpower can be used in actual construction

Legislature

ODOT-related bills from 2005 Legislature:

- **ConnectOregon** – Senate Bill 71, proposed by Governor Kulongoski, creates a Multimodal Transportation Fund using \$100 million in proceeds from lottery bonds. Money will be used for the non-highway portion of the transportation system—aviation, marine, rail, and transit. Transportation commission charged with selecting projects to be funded. Commission will solicit project recommendations from the State Aviation Board, the Freight Advisory Committee, and public and rail advisory committees. SB 71 also sets out criteria to guide the OTC's project selection decisions
- Emerging Small Business Program – Senate Bill 173 expands number of contracting opportunities for emerging small businesses by increasing the size of the firms that can participate and the amount of time they can participate in the program. Small companies will have additional opportunities to perform as subcontractors on large projects. SB 173 complements 2003 Oregon Transportation Investment Act's objective of promoting the use of minority-owned, women-owned and emerging small businesses
- Drivers' Requirements at Crosswalks – Senate Bill 591 requires a driver to stop and remain stopped while a pedestrian crossing at a crosswalk is in the driver's lane or in an adjacent lane. SB 591 gives clear direction to motorists and provides law enforcement with the parameters to define a violation.
- Traffic Speed in School Zones – House Bill 2840 requires 20-mph speed on roads and streets adjacent to schools when school zone lights are flashing. Bill requires 20 mph speed between 7:00 a.m. and 5:00 p.m. on days when school is in session in situations where the school zone does

not have lights. Bill also addresses school zones (usually crosswalks) on roadways that are not adjacent to a school, requiring 20-mph speed when a flashing light is in operation or “when children are present” as already defined in ORS 811.124. Law will change on July 1, 2006 to allow state, counties, and cities to change signs in school zones between school years

- Steel Cost Escalation – House Bill 2077 allows ODOT to retroactively adjust public improvement contracts to compensate contractors for increases in the cost of steel used in highway projects. Any contract that ODOT signed between April 1, 2003, and October 1, 2005, may be re-opened at request of the contractor. HB 2077 also requires ODOT to adopt rules concerning price escalator or de-escalator clauses in future public improvement contracts.
- Commercial Drivers License Compliance – House Bill 2107 changes five areas of the Oregon Commercial Driver License (CDL) Program to bring state statutes into compliance with federal requirements:
 - Creates new school bus endorsement with associated testing requirements and fees
 - Disqualifies person from holding a CDL for certain convictions, including convictions for offenses that may have occurred in a personal vehicle
 - Suspends CDL for conviction of certain offenses that occur in a personal vehicle
 - Applies convictions for driving under the influence of intoxicants (DUI) in any vehicle to CDL and
 - Creates requirements for CDL holders to submit and pass security background check prior to receiving or renewing a hazardous materials endorsement
- Biometrics on Drivers Licenses – Senate Bill 640 requires ODOT to use biometric data contained in a person’s photograph to verify the person’s identity before issuing or renewing a driver’s license or identification card. This change in driver licensing system will go into effect July 1, 2008. Biometric data will be available only to department employees acting in official capacity. Bill makes process used to issue Oregon’s drivers’ licenses and identification cards more secure and reliable and allows department to recover its costs. DMV can implement SB 640 in conjunction with recently passed federal Real ID Act, which also requires changes to process used to issue drivers licenses
- Senate Bill 468 transfers responsibility for maintaining ownership records and licensing dealers of manufactured housing from DMV to state Building Codes Division (BCD), which already regulates the manufacturers of mobile homes. BCD also will generate documents needed by manufacturers, dealers, lenders, transporters, and tax assessors

Oregon Innovative Partnerships Program (OIPP) receives proposals for three major projects in response to its first “Request for Proposals.” Proposals, from both national and international development firms, cover three currently unfunded highway projects: Newberg-Dundee transportation im-

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provement project; Sunrise project in Clackamas County; and South I-205 corridor improvements. These massive capacity-enhancing projects do not currently have funding, and without using public/private partnership approach, would almost surely not be built.

Federal Highway Administration gives ODOT approval to use “Best Value” contracting methods on an on-going, programmatic basis. Approval allows ODOT to continue using innovative methods, also known as A+C and A+C+D contracting, without having to ask the FHWA for permission on each contract. ODOT is first state transportation agency in the country to receive this privilege. ODOT Region 1 used A+C method on I-Bridges Trunion Replacement project in 1997 and St. Johns Bridge Rehabilitation project in 2002. Region 1 will use the A+C+D contracting method in rebuilding the Martin Luther King, Jr. (MLK) Viaduct carrying traffic on OR 99E.

Understanding bidding methods

Oregon law generally requires public contracts to be based on competitive bidding and that contract go to lowest “responsive and responsible” bidder. ODOT has traditionally used low-bid approach where project is first designed and then design is put out for bid.

The law, however, allows exemptions from competitive bidding when specialized expertise required or project is technically complex. A+C alternative method of bidding, also known as Price plus Technical Qualifications bidding, bases contract awards on both price and quality. Contractors specify a bid amount for work (‘A’ component) and complete a technical qualifications form (‘C’ component), addressing such factors as technical excellence, management capability, personnel qualifications, prior experience, past performance, and schedule adherence. For MLK, Jr. Blvd. Viaduct project on OR 99E in Portland, an additional ‘D’ component will score a contractor’s technical approach to very complex traffic staging requirements such as keeping two-lane elevated structure open to traffic while it is being replaced.

Congress passes new federal transportation reauthorization bill, known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users). Bill provides Oregon with increased funding for highways, bridges, safety, transit, research and more. Bill provides Oregon an additional \$103 million per year in regular highway funding and an additional \$25 million in regular transit funding. Oregon also receives \$327 million for 80 highway projects and \$95 million for 26 transit projects located throughout the state and an additional \$160 million for bridge work and improvements on I-5 and \$40 million to repair bridges around the state.

2006

Massive water and debris flows damage Oregon 35 in several locations. About 2.5 miles of road were washed out, undercut and/or covered by mud and massive boulders (some larger than pickup trucks). Washouts follow several days of torrential rains. Government Camp and Parkdale maintenance crews had closed a 22-plus mile section of the highway just prior to the debris flows.

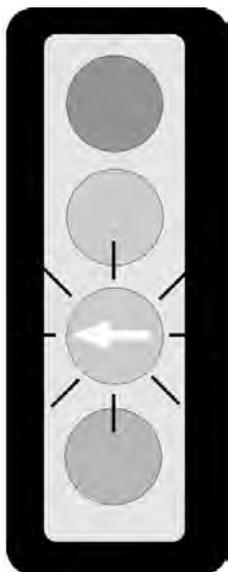


Mud flow on Oregon 35 on Mt. Hood

More than 9,200 trucking companies use Motor Carrier Transportation Division on-line services for a wide range of transactions, from obtaining trip permits to paying road-use taxes and checking status of an insurance filing. Online service also provides anyone with easy access to public information about trucking companies doing business in Oregon.

U.S. Supreme Court rejects appeal of Oregon Supreme Court decision on constitutional challenge of Oregon's truck tax system.

Innovations in 2006



- New traffic signal configuration introduced. New signal adds a flashing yellow left-turn arrow – meaning turn with caution after yielding to oncoming traffic and pedestrians. The first new signals are installed on the west side Portland Metro area, in Woodburn, in Bend, and throughout Jackson County in Southern Oregon.
- Two remote sites in Region 5 — one at Whitney, along Oregon 7 near mile point 15.2, and one at Stinkingwater Pass, along U.S. 20 near mile point 164.9 — receive innovative facility improvements including equipment storage buildings and propane-powered generators for engine block heaters and outside lighting. The key feature making these facilities unique for ODOT is the ability to activate the generator remotely by the state's radio system. Improvements will prevent engine freeze-ups and extended warm-up periods during frigid winter months.

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Highway Funding

The Office of Innovative Partnerships launches road user fee pilot project in Portland with recruitment of volunteers for program. Road user fee pilot project will test several key aspects of charging per-mile fee at pump in lieu of paying state gas tax. Volunteers for one-year pilot use mileage-counting device for in-state travel and will need to purchase gas at select service stations in northeast and southeast Portland.



- Road user fee pilot project is result of research findings from Oregon's Road User Fee Task Force (RUFTF) created by Legislature in 2001 to investigate new ways of generating revenue for state's transportation system. Oregon, like many other states and nations, is experiencing decline in gas tax revenue due to increased automobile fuel efficiency. User fee is one proposal for replacing gas tax revenues for road maintenance, preservation and construction

Driver Licensing

DMV sends driver license cancellation letters to about 11,000 customers who took drive tests at two private testing companies during 2003. The letters are sent to people who took behind-the-wheel tests through DME and Catt's Testing. The companies were part of a pilot third-party drive-test program that ended in 2003. Customers have 30 days to prove they are Oregon residents. DMV cancels driver licenses or identification cards of those who do not respond or who can't provide proof of an Oregon residence. DMV contacting customers because there is reason to believe that some may be out of state residents who provided false Oregon addresses. Because third-party testing companies were located in Portland area, majority of individuals provided metro area addresses.

Highways

ODOT adopts "no build" alternative for the West Eugene Bypass (WEP), bringing to closure project that had generated significant controversy in Eugene area for decades. Despite two affirmative votes by Eugene residents to build 5.8-mile bypass, Eugene City Council voted to oppose adopting 2008–2011 Metropolitan Transportation Improvement Program unless WEP project was removed from MTIP list of projects. Consulting firm experienced in resolving complicated community issues hired to do assessment of project. At conclusion Federal Highway Administration proposed alternative plan for

WEP that would have placed parkway south of preferred route identified in Environmental Impact Statement. Southern route would have avoided much of wetland area that stirred ongoing controversy. Despite ODOT’s willingness to adapt new alignment into current National Environmental Policy Act work, Eugene City Council also voted against this option. ODOT Director Matt Garrett writes letter to Lane County officials stating that it was time for ODOT to recommend a “no build” alternative to FHWA for project.

Transportation Commission approves first list of projects for funding from *ConnectOregon* program, the \$100 million lottery bond-backed initiative passed by the 2005 Legislature.

- The commission approves 43 projects worth \$99.5 million
- The OTC resolution to included several requirements that will keep fast-tracked, multi-modal transportation program moving
- *ConnectOregon* funds focus on air, marine, rail, transit and multiple mode transportation projects and will be spread throughout the state
- Highway projects are not eligible for the *ConnectOregon* program
- Performance measures are written into the contracts and money from *ConnectOregon* funding will be contingent on each project meeting its contract requirements and performance measures
- ODOT’s Local Government Section to administer program.

Breakdown of approved projects by region:

Region	Number of Projects	Dollar Amount Approved by OTC
1	9	\$27,274,271
2	7	\$19,298,591
3	5	\$16,880,000
4	8	\$17,584,760
5	13	\$16,848,026
3,4,5	1	\$1,625,684

ODOT contractor devises way to “recycle” used box beams from temporary bridge on I-5 to keep traffic moving when bridge on an I-highway is being replaced. When CH2M Hill Constructors completes Coast Fork Willamette River bridges (part of I-5 Clarks Branch to Tunnel Mill Race bundle) workers remove 88 prestressed concrete box beams that made up detour bridge. The beams are reused for three other detour structures. Forty-eight recycled beams are used for the Gettings Creek Bridge detour; 24 for the Roberts Creek Bridge detour; and eight for the Tunnel Mill Race Bridge detour. Beams were lifted off foundations, loaded onto trucks and shipped to new locations. Because each

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beam is worth approximately \$6,300, reusing the 80 beams reduces the cost of contractor's bid by half a million dollars.

SOLAR, ODOT's online job application program, upgraded to make it more user-friendly and valuable for applicants, hiring managers and human resource staff. Improvements include ability to save application at any point while being completed. Applicants also issued own individual SOLAR log-on so they save any ODOT application — even partially completed applications and then return to site later to retrieve, finish and submit the applications.

ODOT

Annual performance appraisal process updated to make it easier to use and more meaningful — for both employees and supervisors. New three-step process includes forms that feature evaluative criteria based on ODOT's core values. Changes provide foundation for having a constructive dialogue about recognition, project assignments, job performance and goals. Revised Performance Appraisal Guide will provide instructions on new process and forms. It will also provide managers with "best practices" options for helping coach and develop employees, set goals and guide other areas of performance evaluation.

Transportation Commission

The Transportation Commission endorses plan to include funding for renovation of ODOT's headquarters building in Salem in the Statewide Transportation Improvement Plan. Transportation Building was constructed in 1950 and is only building on central Capitol Mall that has never been renovated. Studies show building needs major work to deal with safety, seismic and efficiency issues. Many building systems are outdated or beyond intended life cycle, and continued use of building will result in increased maintenance costs.

2007

Public Service

ODOT's Office of Civil Rights establishes toll-free phone number for people seeking employment or apprenticeship opportunities with ODOT contractors on highway construction projects. Prospective workers dial 1-877-972-5700 and leave message. Office of Civil Rights representatives call back within 48 hours. Program is part of ODOT's Workforce Development Plan. Oregon Transportation Investment Act (OTIA) projects create critical need for trained workers. Plan is designed to provide training resources and opportunities for those looking for highway construction careers.

Event

An early-morning fire partly destroys Heppner maintenance station. One equipment bay and attached storage room received extensive fire damage, along with dump truck parked inside. Cement block wall protected the remainder of the facility from major damage. Blaze appears to have started when radiant heater ignited combustible materials stored in building.

Oregon Transportation Improvement Group (OTIG) presents report to transportation commission laying out menu of funding options for constructing the Newberg-Dundee Bypass Project. "Milestone One" report provides analysis of project costs, available funding sources and potential funding gaps but does not make recommendations regarding any specific funding alternative. Findings:

- The project may be financially feasible. A combination of private equity financing with some public sector participation is required and a menu of options for moving forward is provided
- Estimates of initial construction costs fare between \$374 and \$493 million, including right of way costs. The report identifies potential areas where cost savings may be available
- Report examines a number of tolling methods to fund the project such as "Pass Through Tolling," which tolls through traffic using Oregon 99W while providing exclusions for local residents and visitors who spend more than two hours inside the corridor
- Tolling bypass alone is not feasible since it will not only leave a significant funding gap, but revenue generated would not be adequate to cover operating and maintenance costs
- Report indicates that should one of the tolling options be adopted, it must be structured to be fair to residents and people traveling to visit the area while providing a strong incentive for pass-through traffic to Portland and the coast to use the faster and more reliable bypass rather than adding to congestion on Oregon 99W. If a tolling method is chosen, there will be a significant funding gap that would need to be filled by other funding sources
- Non-stop electronic tolling should be considered so that the toll or fee collection system does not slow traffic, if tolling is ultimately chosen as a financing mechanism. (Motorists obtain a small electronic sticker to affix to their windshield. It cannot be used for tracking purposes)

Other Bypass news:

- ODOT buys first parcel needed for Newberg-Dundee transportation improvement project. Property, along 11th Street in Newberg, is approximately 11,800-square-feet in size. Owner of the residential-zoned parcel had plans to build two homes on property, but earlier last year approached ODOT as a willing seller. ODOT decided to go ahead with this strategic purchase to avoid higher property acquisition costs in the future



Transportation agencies Oregon and Washington join to lead development of an improved Columbia River

Category

Bridge in Portland. The project, named the Columbia River Crossing (CRC), and is a co-led by the Oregon and Washington departments of transportation. The CRC is result of 10 years of work that began with I-5 Transportation and Trade Partnership in 1998. The CRC project area includes eight interchanges, connections to four state highways (State Route 14, State Route 500 and State Route 501 in Washington and Oregon 99E in Oregon) and several major arterial roadways.

- Project reaches major milestone when 39-member Task Force comprised of leaders from a broad cross section of the Washington and Oregon communities votes unanimously to advance several alternative bridge replacement options for further study in a Draft Environmental Impact Statement (DEIS)
 - ◆ Alternative 1 – No Build. Required of all DEIS studies to use as baseline for comparison with other alternatives. It considers existing commitments for transportation improvements and programmatic solutions
 - ◆ Alternative 2 – Replace I-5 bridges with one new bridge, add Bus Rapid Transit (BRT) between Vancouver and Portland and expand suburban express bus service between Clark County and Portland
 - ◆ Alternative 3 – Replace I-5 bridges with one new bridge, extend light rail transit to Vancouver and expand suburban express bus service between Clark County and Portland
- An additional alternative that retains one or both of existing Interstate Bridges is being developed by a subcommittee for consideration by the Task Force at its next meeting.

ODOT

Office of Project Delivery renamed the Major Projects Branch as part of reorganization to better serve ODOT regions and consultants as well as handle future large program management and delivery needs. Two key changes:

- Project Delivery Unit transferred from Office of Project Delivery to Technical Services to house in one office policy and support functions related to project delivery, such as training, leadership team support, guidance documents and Web sites.
- Bridge Delivery and Design-Build Units reorganized into specialized service teams, continuing current program and project delivery functions but also preparing to meet challenge of managing future large projects or program efforts.

DMV

DMV joins Fraud Emergency Warning System (FEWS), a nationwide program that allows state motor vehicle and driver licensing agencies across the nation to share reports of fraudulent activities including theft or loss of equipment and documents, and fraud related to documents presented, applications submitted and tests conducted. System created by American Association of Motor Vehicle Administrators. DMV field office staff submitted more than 115 alerts in first four weeks the statewide FEWS system was online.

Testing begins on electronic bidding system that allows construction contractors to submit bids to ODOT online rather than delivering them to Salem. E-bid system saves time and money for contractors, the agency and the public. ODOT enlisted 11 contractors to pilot the system over a five-month period. Bid Express, a Web site currently used by 25 other state transportation agencies for construction bidding, posts ODOT bid lettings. Contractors go to site to get information about projects and submit bids. Bid Express uses an American Association of State Highway Transportation Officials (AASHTO) software package called Trns*port Expedite for preparing and submitting electronic bids.



Looking downslope from Pioneer Mountain at Pioneer Mountain to Eddyville project on U.S. 20

landslide areas in project. However, these hazards were identified in request for proposal (RFP). Company and other bidders conducted additional investigation and risk assessment of the project area before submitting final bids.

DMV begins change-over to centrally-issued driver licenses. Main change involves switching from over-the-counter issuance of licenses and ID cards to centralized issuance — as neighboring Washington and California, and 11 other states have been doing for years. Under the centralized issuance system, DMV

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customers receive an interim paper at the field office. The permanent plastic card is produced and mailed from a single location, typically within five to ten business days after visit to DMV. The transition to centralized issuance is necessary step toward using “facial recognition” software to prevent fraud. Facial recognition software compares photos of license and ID card applicants’ with photos already on file at DMV before final card issued. Change required by fraud-prevention law passed by the 2005 Legislature. Centrally issued permanent card will have same appearance and security features as card that DMV has been issuing over the counter since 2004. To ensure smooth transition to centralized issuance, DMV tests systems and procedures at West Eugene, Springfield, Valley River, Junction City, Cottage Grove and Headquarters in Salem.



Features of new license:

- New process makes printing crisper and colors more vibrant. New look, however, led to a few calls from banks, retailers and other organizations that request identification from customers
- New permanent cards, produced and mailed from central location, have slightly different look and feel from the plastic card that DMV had been issuing over counter
- New permanent card feels thinner and more flexible because it is printed on a more durable, tear-resistant plastic
- Text and colors are clearer and more vibrant
- Rainbow colors on side, as well as clear plastic laminate coating the entire card, extend to edge of the card
- One-dimensional bar codes (those with vertical lines) on both the interim and permanent cards also are different under central issuance process. Businesses that scan new barcodes may get a false reading that a card is invalid. Two-dimensional barcodes (checkered appearance) are not changing
- Centrally issued plastic card has the same security features as the cards DMV has issued over counter since 2004. Also, requirements for obtaining driving privileges or an ID card – such as driving tests and proof of identity and residency in Oregon – remain same.

DMV makes 259 forms available in portable document format (PDF) on-line, allowing customers to download, fill them out by hand and mail or take to DMV with check or money order. About fifth of those are fill-and-print versions, letting customers type information into form on their computers, and print out completed form. Fill-and-print versions account for about a third of all forms received by DMV each year. DMV uses about 430 forms to do day-to-day business.

HB 2278 authorizes \$100 million in lottery-backed bonds to continue funding *ConnectOregon II* program.

- *ConnectOregon I* currently has 41 projects with signed agreements, and all projects in this first program are, at the very least, in the design phase. Seven are under construction, and three are near completion
- *ConnectOregon II* will build on the success of first program and continue improving connections between highway system and other modes of transportation to improve flow of commerce, remove delays and improve safety
- Like *ConnectOregon I*, *ConnectOregon II* provides \$100 million in funds for non-highway projects. The funds will be provided in form of grants and loans. Both public organizations and private entities may apply for funding. *ConnectOregon II* funds cannot be used for projects that are eligible for funding from the State Highway Trust Fund or for projects that require or rely upon continuing subsidies from ODOT. *ConnectOregon II* also provides for statewide and regional funding, however, formula for calculating how funds will be divided is different from the one used for *ConnectOregon I*. In HB 2278, the Legislature directs transportation commission to allocate least 10 percent of net proceeds of lottery bond funds to each region (subject to extent that proposed projects meet qualifications established by OTC by rule)

ODOT and Oregon Transportation Improvement Group announce the partnership has ceased pursuing development of a Newberg-Dundee tolled bypass. Both OTIG and Bear, Stearns agreed that significant reductions in overall scope of project would be necessary if ODOT were to move forward with plans for a bypass to relieve congestion in Newberg-Dundee area.

Legislature passes funding for renovation of Transportation Building. Legislation also approved construction and renovation of several other ODOT-owned buildings.

The Transportation Safety Division partners with law enforcement agencies to buy and equip a mobile DUUI processing center (MDPC). The goal of the “police station on wheels” is to keep drunk drivers off Oregon highways. The MDPC is a 2007 36-foot Winnebago Voyager motor home retrofitted with all equipment necessary to test and process potential drunk drivers:

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three Intoxilyzer breath analyzers, three work stations with laptops and printers, and two temporary holding cells. The unit also includes emergency supplies and cell phone and radio communications equipment. MDPC can be

used by any law enforcement agency in state.

Technology

An audio version of Oregon Driver Manual becomes available on-line. Traditionally, DMV produces 800 to 900 copies of the manual in CD format for local high school and public libraries throughout state. On-line version is in MP3 audio format. DMV strongly encourages those using audio version to read along using hard copy of manual to see important images and diagrams.

Public Service

ODOT assists in evacuation of Black Butte Ranch in central Oregon after flames from wildfire broke through containment lines. "GW" fire started from lightning strikes several days earlier. Authorities give order On Labor Day to evacuate. ODOT incident responders post signs and direct motorists onto U.S. 20 and away from danger. Rains on following day allow Black Butte residents to return to homes two days later.

Highway Funding

Office of Innovative Partnerships and Alternative Financing's final report states idea of charging "per mile" fee at pump in lieu of current gas tax is viable concept. Experimental program, which involved 285 volunteers from the Portland area and ran from April 2006 through March 2007, found that all of major areas of concern could be properly addressed, including requirement that the program be as seamless as possible for consumers. At conclusion of pilot, some 91 percent of participants said they would agree to continue paying mileage fee in lieu of the gas tax if the program were implemented statewide.

Driver Licensing

Driver licensing developments:

- DMV adopts policy banning driver license applicants caught cheating on knowledge test from retaking a knowledge test for 90 days. Test takers are also required to turn off and store cell phones and music players. DMV considers use of any of these items cheating, even if they don't contain sound files, text messages or other information that could help applicant answer questions in knowledge test
- Gov. Ted Kulongoski issues executive order directing DMV to tighten requirements for obtaining an Oregon driver license, instruction permit or identification card. Order brings Oregon driver license issuance requirements in line with those of most other states, so that Oregon no longer attracts people who falsely claim

to be Oregon residents to get a driver license. Oregon law does not require proof of U.S. citizenship or legal immigration status in order to qualify for a driver license or ID card but does allow state to limit by administrative rule what documents DMV may accept as proof of identity. Order directs DMV to develop and implement new identity requirements as soon as possible. DMV anticipates implementing the changes sometime during the first quarter of 2008. Emergency administrative rules, approved by transportation commission, require DMV to:

- Electronically verify Social Security numbers for all applicants for driver licenses, driver permits and ID cards. DMV previously verified SSNs only for commercial driver licenses
- Accept a verified SSN as a primary identification document
- If an applicant does not have a SSN, or has one that cannot be verified, he or she must provide additional ID documents to qualify. These additional forms of ID may include a U.S. passport, U.S. immigration documents or valid foreign passports, for example

Hurricane force winds and heavy rains pound coast and western valleys, causing flooding, downed trees, slides and other damage. Massive mudslide buries portion of U.S. 30 near Clatskanie. Heavy snow coats highways in eastern Oregon, making travel treacherous and closing major roads. Storms affect much of state and almost all divisions of the department — even closing DMV and district offices on coast for several days. Maintenance staff, engineers and front-line employees clear roads, repair culverts, assist customers, restore services and assess damage. Other employees support storm response efforts by keeping the public informed, providing resources and services to internal and external partners, maintaining systems, tracking resources and finances and staffing district, regional, agency and state emergency operations centers.

Event

2008



New Springfield DMV office

Springfield DMV office moves to new quarters with more space for customers and larger parking area. New office located at 204 30th Street. New site has more lobby space for customers to wait and do business, more room for staff to work, and more parking area for customers and drive tests. New parking lot has larger drive-test area and designated parking spaces for large vehicles.

DMV

Category

Bridge

Bridge Section uses construction manager/general contractor, or CM/GC method for letting bids on Willamette River Bridge in Springfield. Previously, ODOT used either design-bid-build or design-build delivery methods for infrastructure projects. Design-bid-build is more traditional of the two: ODOT designs bridge and contractor bids for job and builds the bridge. Design-build, a newer delivery method, pairs bridge designer and bridge builder for bid on project. CM/GC combines aspects of both methods. Bridge designer and bridge builder bid on project individually. Once ODOT chooses designer and builder, they partner together, and with agency, to create bridge. Early involvement of agency, designer and builder saves time and money since construction can begin before design is complete. ODOT also maintains direct control over design and construction.

Environment

ODOT bridge contractor uses special equipment to protect fish from potential nerve damage caused by loud noises from construction activities on McKenzie River Bridge near Eugene. Hamilton Construction Co. uses tool to help mitigate sound waves caused by drilling, which would disturb fish and other river residents, Hamilton uses bubble curtain: a ring on bottom of river that discharges air, causing bubbles to rise continually and isolate vibrations and noise.

Miscellany

Wire theft becoming large problem for ODOT electrical crews. ODOT has lost more than \$250,000 to wire thieves in Region 1 alone in last year. Five years ago wire thefts weren't even on region's list of concerns. With price of copper and other metals soaring, scrap metal recyclers are buying used wire, pipes and other metal materials. Wires are being severed and pulled out of conduits. Thieves are targeting light structures along interstates, highways and bike/pedestrian paths all across Portland metro area.



Safety

New law prohibits drivers less than 18 years old from using hand-held devices — like cell phones — while driving. Similar prohibited items include two-way, wireless and texting devices. Only exceptions are if the driver is summoning emergency assistance or engaged in farming activities. Oregon joins 18 other states that have similar bans.

ODOT

Safe Haven program became a part of Ask ODOT Office (formerly the Citizens' Representative Office). If an employee has a question about an ethical issue or a concern about a potential conflict of interest, he or she is now directed to new Ask ODOT for Employees program.

Highways

U.S. 97 Redmond Reroute project completed in Redmond. Project gives drivers option of bypassing downtown Redmond while traveling through central Oregon.



Mechanical flaggers make first appearance in ODOT construction zone. Human flagger now stands along edge of highway with mechanical flagger set up in middle of highway, making an effective barrier to traffic. Drivers can see its tall post with red or yellow light and reflective drop arm from quite a distance, day or night. Flagger uses remote

control to change signal lights and arm. Mechanical flaggers first used on Highway 31 in Central Oregon.

Alan A. Brown of Newport and David H. Lohman of Medford replace Randall Pape' and Stuart Foster on the Oregon Transportation Commission.

Motor Carrier Division partners with Clackamas County Sheriff's Office and Canby Police Department on undercover enforcement operation aimed at unauthorized household goods movers who advertise on the internet. Operation results in several citations. Illegal movers, typically with informal operations, often advertise on Web sites offering to help people move for a fee. Many consumers don't realize that these "companies" don't have legal operating authority, insurance and in some cases, safe vehicles and drivers.

Stricter requirements for driver licenses, instruction permits and ID cards take effect. DMV begins using facial recognition software and tightens identification standards. Everyone who applies for a first-time, renewal, or replacement driver license, instruction permit or ID card must provide documents that:

- Prove U.S. citizenship or "lawful presence" in country – such as a birth certificate, U.S. passport or foreign passport with U.S. immigration documents
- Prove Social Security number – such as Social Security card, employment document or a tax document, or
- Prove that applicant is not eligible for a Social Security number – such as immigration documents that do not include permission to work in United States
- Prove full legal name – such as birth certificate, or a combination of documents that create a link proving current legal name, such as a birth certificate and government-issued marriage certificate

Category

Technology

Transportation
Commission

Trucking

Driver Licensing

Category

Public Service

Additional requirements:

- In January 2009, DMV will begin electronic verification of data printed on immigration documents through the U.S. Department of Homeland Security
- And by January 2010, DMV is to start issuing “limited-term” licenses and ID cards for applicants with limited stays in the United States. The DMV fee will increase by \$1 per card to cover the cost of this option.

ODOT adds traffic cameras at U.S. 101 in Reedsport, McCullough Bridge on U.S. 101 just north of Coos Bay and I-5 at Barton Road, half way between Roseburg and Grants Pass. More cameras are coming soon to Eugene/Springfield area.

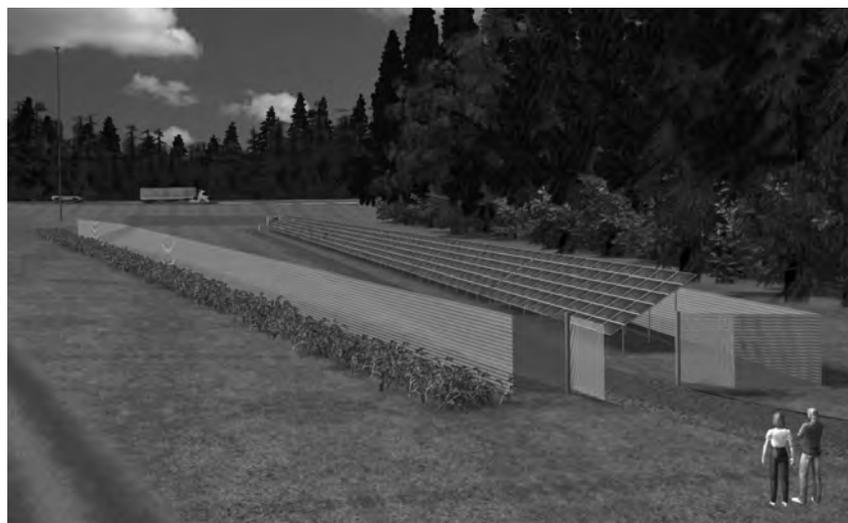
Legislature

Special Session of the Oregon Legislature codifies Governor’s Executive Order on restricted identification requirements for driver licenses, instruction permits and identification cards.

Innovation

Innovations in 2008:

- ODOT teams with Portland General Electric (PGE) and Bectel Corp. to announce plans to build nation’s first solar-powered interchange lighting project. Demonstration project at the Interstate 5-I-205 interchange near Wilsonville will use 594 solar panels to generate approximately 104 kW. System will produce approximately 112,000 kilowatts hours annually, about 28% of the electric used at the interchange. PGE will manage project. Other members of project team (Oregon Innovative Team) will include U.S. Bank and UFA Energy Fund.



Artist’s concept of solar interchange project



Rapid bridge replacement process in use on Elk Creek Bridge on Oregon 38 near Elkton. Contractor first builds new span adjacent to old bridge. New bridge, right, stands ready to slide in place. Breaker removes approach apron in top right. Jacks and roller assembly lifts old bridge and slides it out of way in bottom left. New bridge slides into position at bottom right.

- Bridge contractor uses “rapid replacement” approach to reduce closure time of Oregon 38 near Elkton. Using technique, crews build new span beside old one and then, during a short closure, slide old bridge out of way and new one into place. New technique saved several months of one-lane traffic at the bridge. ODOT partnered with specialty contractor Mammoet, company that pioneered development and use of hydraulic skidding systems for operation.

Difficulties in providing adequate proof of identity in certain cases (marriage-divorce-remarriage, adoption, etc.) prompts Transportation Commission to ease identity requirements for driver licenses and renewals.

Heaviest snowfall in 40 years snarls traffic in north and mid-Willamette Valley. I-84 closed between Troutdale and Hood River for three days by blizzard conditions and zero visibility. At one point, all major highways between Portland and Seattle and Portland and the Oregon Coast closed. Rapid thaw follows, causing flooding in Portland and in coastal counties.

Driver Licensing

Event

GALLERY
OF
TRANSPORTATION
LEADERS

TRANSPORTATION COMMISSIONERS
ODOT DIRECTORS
DMV ADMINISTRATORS
HIGHWAY ENGINEERS
PARKS ADMINISTRATORS
AVIATION DIRECTORS

Highway Commissioners

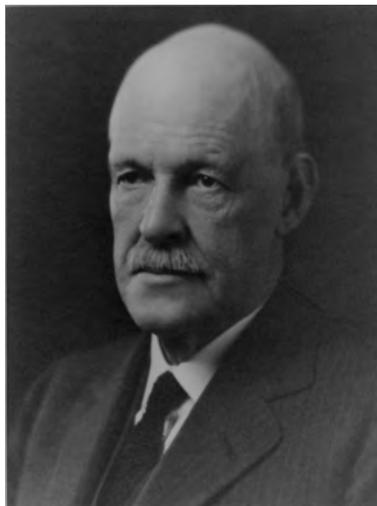
(Executive Committee System)



Oswald West
Governor
1913-1915



Ben W. Olcott
Secretary of State
1913-1917



Thomas Kay
Treasurer
1913-1917



James Withycombe
Governor
1915-1917

Highway Commissioners

(Commissioner System)



Simon Benson
1917-1920



W. L. Thompson
1917-1919



E.J. Adams
1917-1918



R.A. Booth
1918-1923



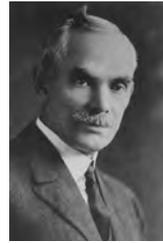
J.N. Burgess
1919



Ed E. Kiddle
1919-1920



John B. Yeon
1920-1923



W.B. Barratt
1921-1923



William Duby
1923-1927



W.H. Malone
1923-1927



Henry B. Van Duzer
1923-1931



C.E. Gates
1927-1931



Robert A. Sawyer
1927-1930



M.A. Lynch
1930-1931



Charles K. Spaulding
1931-1932



William Hanley
1931-1932



J.C. Ainsworth
1931-1932



Leslie M. Scott
1932-1935



Carl G. Washburn
1932-1935



E. B. Aldrich
1932-1940



Henry F. Cabell
1935-1943



F. L. Tou Velle
1935-1939



Huron W. Clough
1939-1943



Herman Oliver
1940-1943

Highway / Transportation Commissioners (continued)



Merle R. Chessman
1943 - 1946



T. H. Banfield
1943 - 1950



Arthur W. Schaupp
1943 - 1949



Ben R. Chandler
1946 - 1957



Charles H. Reynolds
1949-1958



Milo K. McIver
1950-1962



Robert B. Chessman
1957-1959



Kenneth N. Fridley
1958-1967



Glenn L. Jackson
1959-1979



David B. Simpson
1962-1968



Fred W. Hill
1967-1973



Thaddeus B. Bruno
1968-1973



Carl O. Fisher
1973-1975



Robert E. Veatch
1973-1975



Anthony Yturri
1973-1975/1979-1987



Robert J. Mitchell
1973-1976



B. Gordon Coleman
1975-1981



Michael P. Hollern
1975-1981/1987-1993



Tom Walsh
1975-1983



Peter J. Brix
1976-1987



Robert F. Dwyer
1981-1987



N. B. Giustina
1981-1987



Samuel T. Naito
1983-1987



A. W. "Bill" Sweet
1985-1987

Highway / Transportation Commissioners (continued)



John Whitty
1987-1995



David F. Bolender
1987-1992



Cynthia J. Ford
1987-1996



Dr. Robert F. Duvall
1987-1989



Roger L. Breezley
1989-1993



Susan Brody
1992-2000



Henry Hewitt
1994-2000



Steven Corey
1994-2003



Stuart Foster
1995-2007



John Russell
1996-2004



Gail Achterman
2000-present



Randall Pape
2001-2007



Michael R. Nelson
2003-Present



Janice J. Wilson
2004-present



Alan A. Brown
2008-present



David H. Lohman
2008-present

Oregon Department of Transportation Directors



George Baldwin
1973-1976



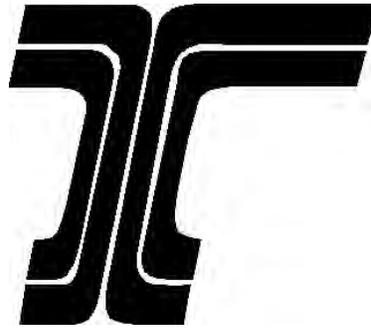
John Fulton
1969-1971



Sam Haley
1971-1973



Robert A. Burco
1976-1979



Fred Klaboe
1979-1983



Fred Miller
1983-1987



Bob Bothman
1987-1991



Don Forbes
1991-1995



Grace Crunican
1996-2001



Bruce Warner
2001-2005



Matt Garrett
2005-present

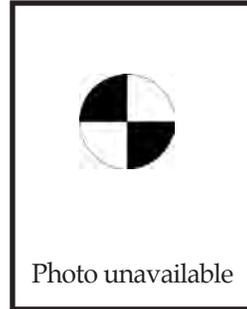
State Highway Engineers



Henry L. Bowlby
1913-1915



E. I. Cantine
1915



John H. Lewis
1915-1917



Herbert Nunn
1917-1923



Roy Klein
1923-1932



R. H. "Sam" Baldock
1932-1956



W. C. "Dutch" Williams
1956-1961



Forrest Cooper
1961-1970



R.L. Rod Porter
1970-1971



Tom Edwards
1972



Fred B. Klaboe
1973-1976



H.S. "Scott" Coulter
1976-1985



Larry Rulien
1985-1988



Donald E. Forbes
1988-1992



Bill Anhorn
1992-1993



Ken Husby
1993-1997



Tom Lulay
1997-2001



Kathy Nelson
2001-Present

Motor Vehicle Directors / Administrators



Frank L. Dunbar
Secretary of State
1903-1906



Frank W. Benson
Secretary of State
1906-1911



Ben W. Olcott
Secretary of State
1911-1920



Sam A. Kozar
Secretary of State
1920-1928



Hal E. Hoss
Secretary of State
1928-1932



P. J. Stadelman
Secretary of State
1932-1935



Earl Snell
Secretary of State
1935-1943



Robert S. Ferrell Jr.
Secretary of State.
1943-1947



Earl T. Newbry
Secretary of State
1947-1956



Warne H. Nunn
Director
1956-1957



James F. Johnson
Director
1957-1958



Vern Hill
Director
1958-1969

Motor Vehicle Directors/ Administrators (continued)



Chester Ott
Administrator
1969-1977



Harold L. "Skip" Grover
Administrator
1977-1979



David P. Moomaw
Administrator
1979-1991



Jane Hardy Cease
Administrator
1991-1996



Jan Curry
Administrator
1996-1999



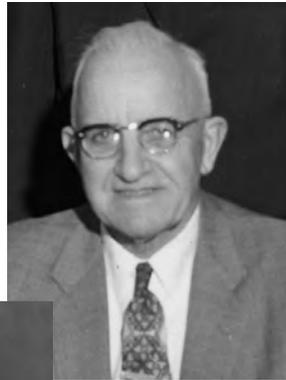
Lorna Youngs
Administrator
1999-2007



Tom McClellan
Administrator
2007-Present

Parks Directors

Under the Oregon Highway Department and Department of Transportation



C. H. Armstrong
1950-1961



Mark H. Astrup
1961-1962



Harold Schick
1962-1964



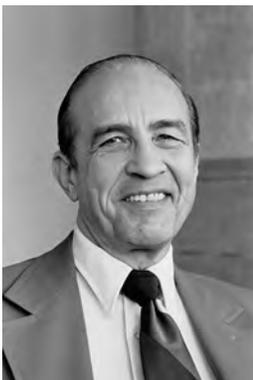
Samual Baldwin
1929-1950



David G. Talbot
1964-1992

Aviation Directors

Under the Oregon Department of Transportation



Paul Burkett
1972-1990



Paul Meyerhoff
1990-1992



Wanda Kennedy
1992-1993



Betsy Johnson
1993-2000

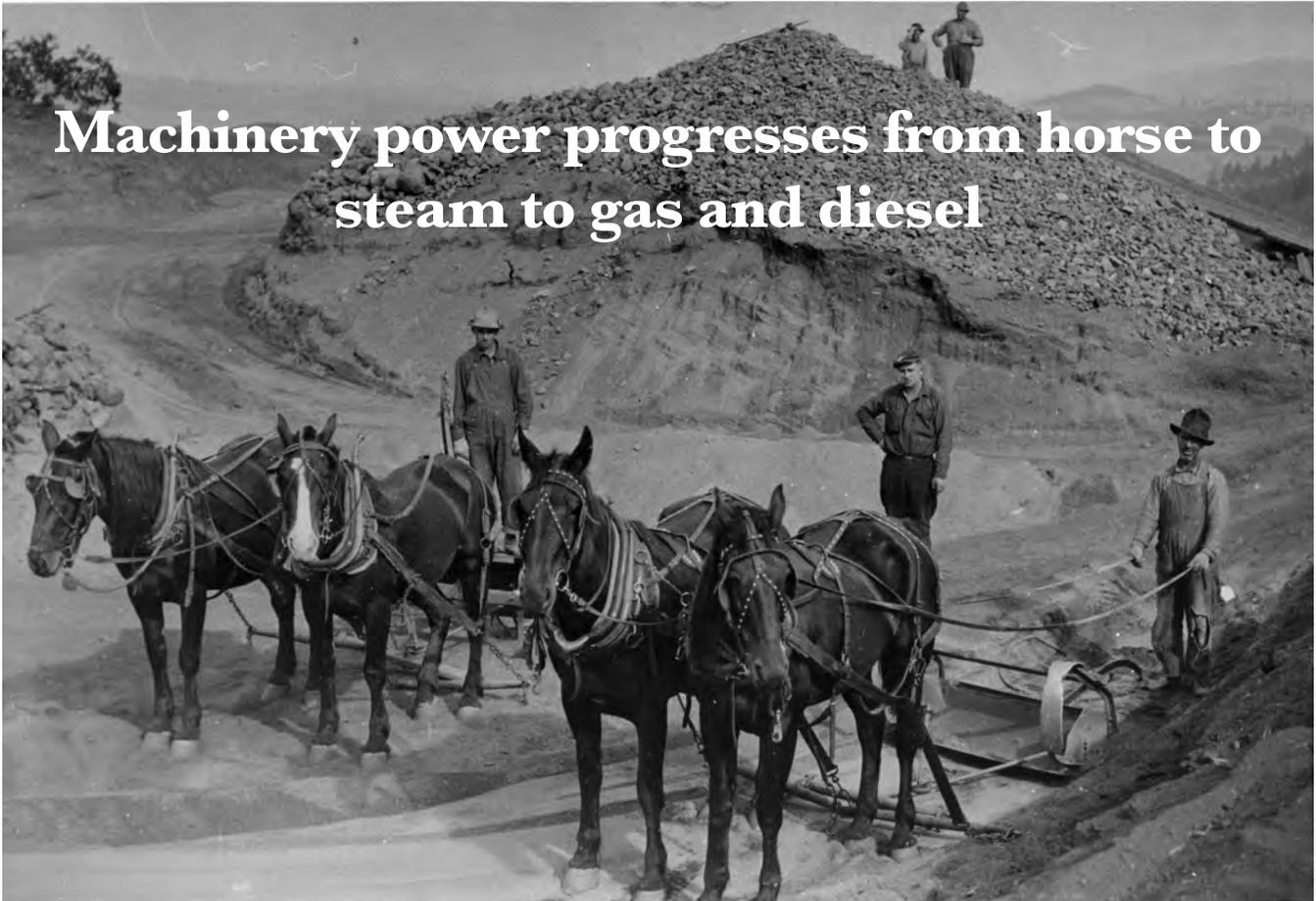


Tools of the Trade

THE MACHINERY THAT HELPED
GET OREGON
“OUT OF THE MUD”



Machinery power progresses from horse to steam to gas and diesel



The history of transportation in Oregon has also included an evolution of innovative machinery. From the horse-drawn "Fresno Scrappers" and Bucyrus-Erie D4 shovel pictured above to the modern Volvo graders currently being used by Highway maintenance forces, Oregon has always been a leader technology and the "tools of the trade" needed to build and maintain Oregon highways.



Road building wasn't for the faint of heart in the 20th Century. Here construction workers have horsed a thick cable attached to a bulldozer up a hill and attached it to one or more trees. The 'dozer operator then used the machine's winch to pull itself up the hill to start pioneering a road. Photo is from about 1940.



PREVIOUS PAGE: Top: Horse-drawn scraper loads paving rock into dump truck around 1915 in Southern Oregon. Bottom: A line of 5-ton dump trucks filled with asphalt wait to feed a spreader in the Oregon Coast range.



Above: A line of Sno-Go plows wait in front of the East Salem shops office before being assigned to maintenance offices for winter work in 1937.

Right: Striping crew lays fresh paint on U.S. 99 near Woodburn in the 1940s.

Below: A rotomill shows its stuff. Rotomills removed old paving, reprocessed it and prepared it for reuse. Location unknown. Date in the 1980s.



Photo acknowledgements:

Abbreviations: a – all, t – top, m – middle, b - bottom

Amtrak photo archives: 93-t

City of Portland, Public Works Department photo archives: 15

Clatsop County Historical Society: 34 (Neg. #2804-344),

Columbia Gorge Discovery Center photo archive: 9-t, 21

Driver and Motor Vehicle Services photo archive: 11-t, 20-t, 24-t, 28, 34-t, 38-t, 56, 57-a, 63, 69-m, 70-b, 75, 79-a, 80-t, 81, 87 156/157-a

Clatsop County Historical Society: 34 (Neg. #2804-344), 61 (ribbon cutting – Neg. #2274-281)

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Oregon Department of Transportation archives: 13, 14-a (except #2), 17, 18, 22-a, 26-a, 30, 31-a, 32, 33, 37, 40/41-a, 42, 48, 49-m, 51-t, 60-a, 60-b, 66/67-a, 68, 71-a, 72, 73-a, 74-a, 77, 78, 80-m, 83, 85-a, 93-b, 94-t, 95, 96-a, 97-a, 98, 100, 101, 104-a, 105, 107-b, 108-a, 109, 110, 111-a, 112, 113, 114-a, 116/117-a, 118, 119, 120, 121-a, 122, 123-a, 124, 128, 129, 132, 133, 139-a, 141, 143, 144, 147, 152-157-a, 160-a, 161-a, 162/163-a

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State of Oregon archives: 46-m, 151-a

Tri-Met photo archives: 107-t

White Wolf Sanctuary (Tidewater, Oregon): 111-t, 126-t

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Back: All - ODOT Photo Archives

Back cover photos: **Top:** Aerial tram to Oregon Health Sciences University glides across Interstate-5 in Portland with Marquam Bridge in background. **Middle:** Amtrak Cascades train crosses Cow Creek between Aurora and Woodburn in Willamette Valley. **Bottom:** Bridge inspectors check girders beneath John Day River Bridge near Hood River.



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