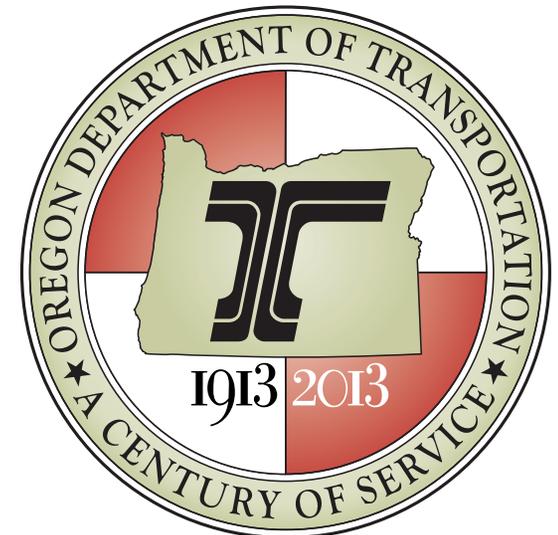




2012 KEY FACTS

Oregon Department of Transportation





ODOT is an equal opportunity, affirmative action employer committed to a diverse workforce. Accommodations will be provided to persons with disabilities.

Alternate formats available upon request.

The Oregon State Legislature created the State Highway Department in 1913 to “get Oregon out of the mud.” H.W. Bowlby was named first state highway engineer.



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Dear Oregonians,

Welcome to the Oregon Department of Transportation's latest edition of *Key Facts*, covering vital statistics about the state's transportation system from calendar and budget years 2010 — 2011. We hope you'll find this compilation of essential transportation industry information helpful. In celebration of our 100th anniversary, we've also included some historical tidbits we hope you'll enjoy.

Over the past two years in Oregon, we've continued to feel the impact of the nation's slow economy. Despite the challenges, I'm proud of what ODOT, as your transportation agency, continues to accomplish. In 2010, for example, we experienced the fewest number of fatalities on our roads since the 1940s, and we're working hard to put together as many fatality-free days in a row as possible. I encourage you to learn more about how we're doing this and what you can do to help, on our website, www.oregon.gov/ODOT.

In this edition of *Key Facts*, you'll find a "How Do I..." section that gives quick contact information for common transportation-related questions. We've also included information about:

- ODOT revenues and expenses.
- Driver and motor vehicle transactions.
- Motor carrier activity, freight movement, passenger rail and public transit programs.

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

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

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

Matthew L. Garrett
Director
Oregon Department of Transportation

How Do I ...?

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

Call Ask ODOT:

- Toll-free: 1-888-ASK-ODOT (1-888-275-6368)
- www.oregon.gov/ODOT/COMM/CRO

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

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

Contact DMV:

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

Learn about trucking rules, regulations, permits, safety and other motor carrier information.

Talk to Motor Carrier experts:

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

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

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

Find out about job openings at ODOT:

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

Learn about support ODOT offers small businesses:

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

Find out about gaining skills for highway construction careers:

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

Help make our roads safer:

- Report an impaired driver at 1-800-24-DRUNK (1-800-243-7865)
- Take a TEAM Oregon motorcycle safety class: <http://team-oregon.org>
- Protect child passengers: www.ACTSOregon.org
- Help a teen driver: www.oregon.gov/ODOT/TS/pages/de.aspx



The largest highway project ever began when President Dwight D. Eisenhower signed the Federal Interstate System Act into law in 1956. The goal was to develop a 41,000-mile road network that would allow travel from coast to coast without stopping.



How do I...?



Get a FREE copy of the Official Oregon State Map:

Request by mail:

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

Request by phone: (503) 986-3154

Request by email: odot.maps@odot.state.or.us

Get bicycle maps:

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

Contact the Oregon Transportation Commission:

Call (503) 986-3450

Get involved with local planning activities:

www.oregon.gov/ODOT/involvement.shtml

Find resources for local governments:

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

Learn about state transportation projects in my area:

www.oregon.gov/ODOT/HighwayRegions.shtml

Find out more about ODOT:

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



How We're Organized

Office of the Director

(503) 986-3452
355 Capitol St. NE MS#11
Salem, OR 97301-3871

Matthew L. Garrett, Director

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

Central Services Division

(503) 986-4399
355 Capitol St. NE MS#11
Salem, OR 97301-3871

Clyde Saiki, Deputy Director

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

Communications Division

(503) 986-3455
355 Capitol St. NE MS#11
Salem, OR 97301-3871

Patrick Cooney, Administrator

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

Driver and Motor Vehicle Services Division

(503) 945-5100
1905 Lana Ave. NE
Salem, OR 97314-0100

Tom McClellan, Administrator

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

Transportation Development Division

(503) 986-4163
555 13th St. NE, Suite 2
Salem, OR 97301-4179

Jerri Bohard, Administrator

This division, leading a multimodal approach to Oregon's transportation system, provides planning services and analysis for all aspects and modes of the state's transportation system. It includes Rail, Public Transit and the Active Transportation Section.

Public Transit Division

(503) 986-3300
555 13th St. NE, Suite 3
Salem, OR 97301-4178

Hal Gard, Administrator (Interim)

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

How We're Organized



Rail Division

(503) 986-4321

555 13th St. NE, Suite 3

Salem, OR 97301-4179

Hal Gard, Administrator

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

Motor Carrier Transportation Division

(503) 378-6351

550 Capitol St. NE

Salem, OR 97301-2530

Gregg Dal Ponte, Administrator

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

Transportation Safety Division

(503) 986-4190

235 Union St. NE

Salem, OR 97301-1054

Troy Costales, Administrator

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

Highway Division

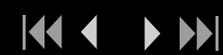
(503) 986-4002

4040 Fairview Industrial Drive SE MS#1

Salem, OR 97302

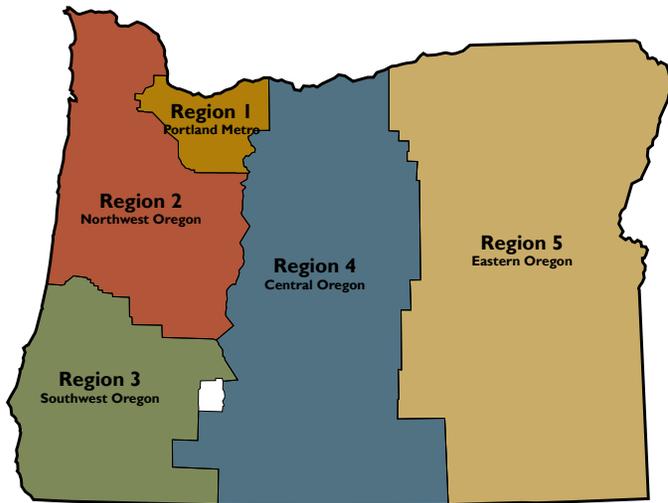
Paul Mather, Administrator

ODOT's largest division includes a variety of professionals in maintenance, engineering, planning, support services and more. Divided into five geographic regions, some services originate from ODOT's central Salem offices, while others are provided by via region "Tech Centers." We also have district offices that provide local services.



How We're Organized

ODOT Transportation Regions



Regional Transportation Offices

Portland Metro, Region 1

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

Northwest Oregon, Region 2

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

Southwest Oregon, Region 3

(541) 957-3500
3500 NW Stewart Parkway
Roseburg, OR 97470-1687
Frank Reading, Region Manager

Central Oregon, Region 4

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

Eastern Oregon, Region 5

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

Highway Units

Technical Services

(503) 986-3305
4040 Fairview Industrial Dr. SE
Salem, OR 97302
Cathy Nelson, Manager/Chief Engineer

Major Projects

(503) 986-4412
3210 Del Webb Ave. NE, Suite 110
Salem, OR 97301
Tom Lauer, Manager

Maintenance and Operations

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

District Offices

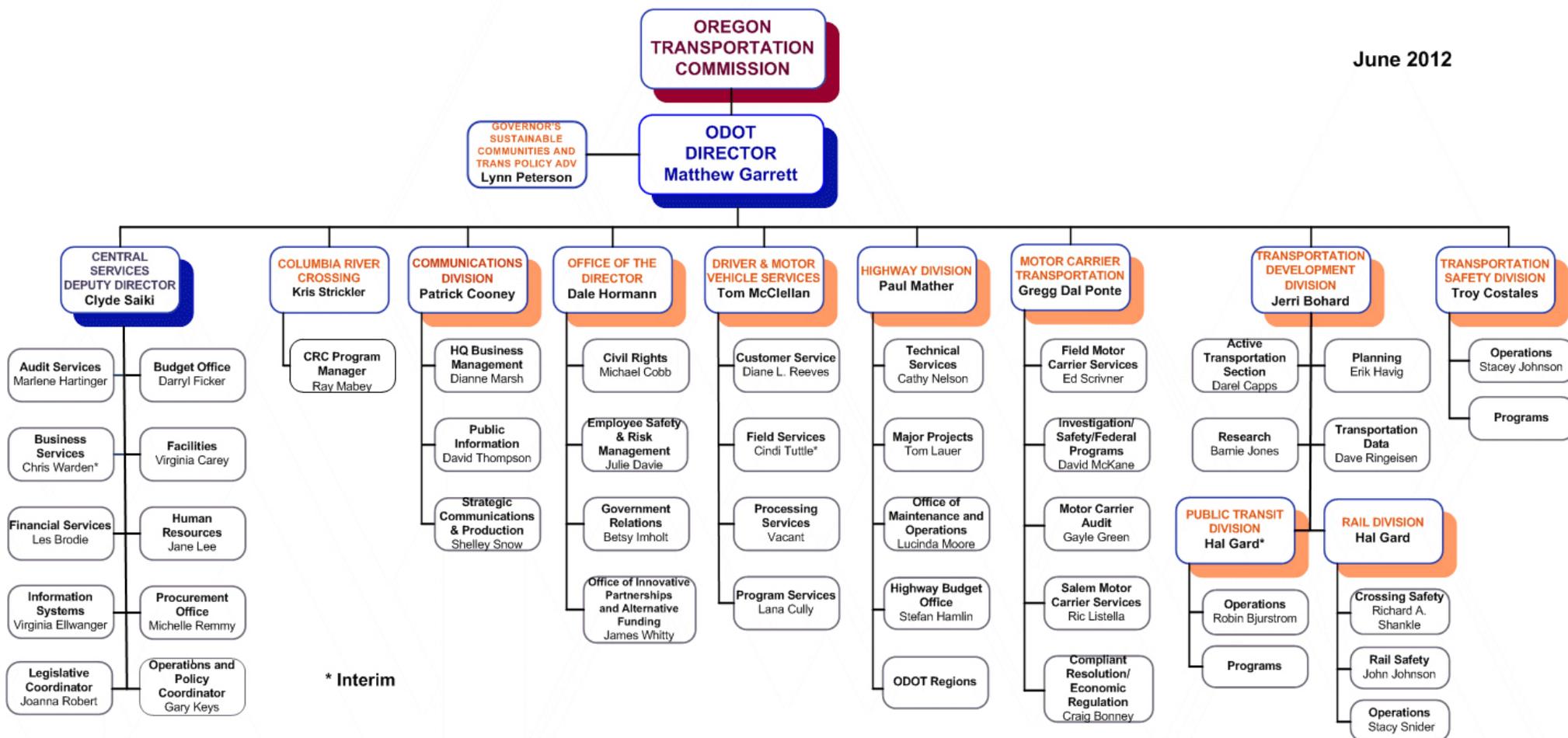
To locate the ODOT District Office nearest you, visit our website: www.oregon.gov/ODOT.



How We're Organized

Oregon Department of Transportation

June 2012



How to Get Involved

Oregon Transportation Commission

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

OTC responsibilities

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

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

Oregon Transportation Commissioners

Chair: Pat S. Egan
(Portland)

Term: 12/1/2011 to 6/30/2012
7/1/2012 to 6/30/2016



David H. Lohman
(Medford)

Term: 2/18/2008 to 6/30/2013



Mary F. Olson
(Portland)

Term: 3/01/2010 to 6/30/2012
7/01/2012 to 6/30/2016



Mark Frohnmayer
(Eugene)

Term: 6/20/2011 to 6/30/2013

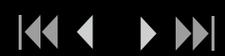


Tammy Baney
(Bend)

Term: 7/1/2011 to 6/30/2015

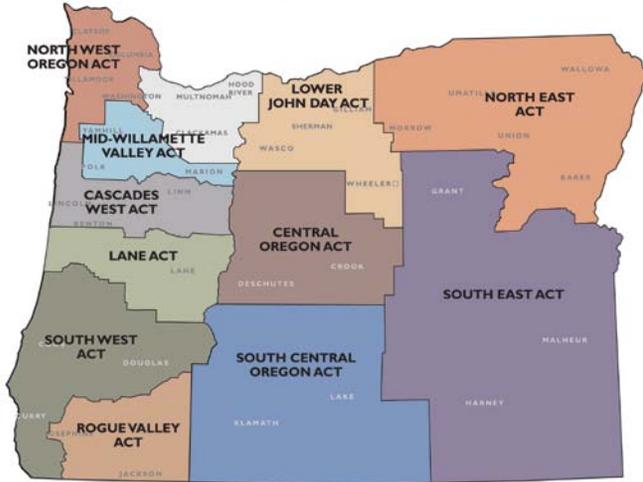


The "Oregon Transportation Commission" was created in 1973, just a few years after the Oregon State Highway Department was renamed the Oregon Department of Transportation (1969).



How to Get Involved

Oregon ACTs



Area Commissions on Transportation

- Area Commissions on Transportation are advisory bodies chartered by the OTC.
- ACTs offer key advice in developing the Statewide Transportation Improvement Program, or STIP, Oregon’s ongoing transportation investment program.
- ACTs serve the Transportation Commission in much the same way that local planning commissions serve cities and counties. Currently, there are 11 ACTs in Oregon.

How you can get involved

- Most major geographical areas in Oregon are covered by an Area Commission on Transportation (see map).
- ACT members are volunteers and represent local government, businesses and nonprofits, the transportation industry and the communities at large.
- ACTs meet on a regular basis to review and set transportation priorities and make recommendations for local roadway and multimodal projects to be included in the STIP.
- You can attend an ACT meeting anytime; to find out about the ACT meetings in your area, visit [our website](#).



Key Initiatives in Transportation

Over the past decade, Oregon has invested in its transportation infrastructure with several large programs. The Oregon Transportation Investment Act, first approved in 2001, is coming to completion, while the 2009 Jobs and Transportation Act is just beginning to see construction. ODOT was among the first states to obligate all the funds it received from the American Recovery and Investment Act (2009), and the 2011 Oregon Legislature approved another round of multimodal funding with the *ConnectOregon* program. These initiatives are in addition to the ongoing Statewide Transportation Improvement Program and other emergency and local government projects and programs.

2009 Jobs and Transportation Act

The Oregon Jobs and Transportation Act (JTA) is the state's largest long-term investment in transportation infrastructure ever. The Oregon Legislature authorized increases in Driver and Motor Vehicle fees and the first gas tax increase since 1993.

By the numbers

- **\$300 million each year:** funds go for investments in safety, congestion reduction, mobility, preservation and more, in all modes and all parts of the state. In its first full fiscal year of implementation, the revenue amounted to approximately \$270 million.

- **\$45 million each year:** specific investment in highway maintenance and safety.
- **\$100 million each year:** for Oregon cities and counties to maintain and improve local street systems.
- **\$1 billion in 37 projects:** to relieve key bottlenecks and address safety concerns.

Multimodal investments

The JTA invests strategically in **all transportation sectors:** airports, bridges, city streets, county roads, marine ports, mass transit, railroads and state highway and helps keep thousands of Oregonians employed.

Oregon Transportation Investment Act

The Oregon Transportation Investment Act, a series of funding packages passed in 2001-2003, provided the largest investment in transportation in Oregon in 50 years. OTIA raised **\$2.96 billion for highway and bridge construction** work and used revenue from truck and automobile title and registration fees to finance the sale of construction bonds.

By the numbers

- 2001-2002: OTIA I and II provided **\$500 million** to add lane capacity, build new interchanges, fix state-owned highway bridges, fix city- and county-owned bridges, and repave state highways and local roads and streets.
- OTIA I and II funds were expended as of May 31, 2010; **99 percent of the projects are complete** and open to traffic.

Key Initiatives in Transportation



- 2003: OTIA III provided **\$2.46 billion** to address 365 aging state highway bridges and 141 city- and county-owned bridges, repave city streets and county roads, and modernize and add capacity to state highways.
- As of April 30, 2012, of the 365 bridges in the OTIA III State Bridge Delivery Program:
 - **258 are complete** or open to traffic.
 - **13** are in construction.
 - **94** do not require repair or replacement.
- Every \$1 million spent on transportation construction in Oregon sustains **11.75 family-wage jobs**.
- Through 2011, the OTIA III bridge program has sustained more than 17,000 jobs. Overall, the bridge program will create or sustain approximately 23,000 jobs.

Statewide impact

- In 2010, the program spent **more than \$174 million on construction, design and program management**. Of those expenditures, **89 percent went to Oregon firms**. Now in its ninth year, the bridge program remains within budget. By the end of 2013, all but one project will be open to traffic.
- OTIA projects will continue to strengthen our economy by helping people and products move safely and more efficiently throughout the state.

ConnectOregon IV

In the last four legislative sessions, the Oregon Legislature has approved a program called “ConnectOregon.” This lottery-backed bond initiative focuses on **improving connections throughout the entire transportation system** by improving the flow of commerce and easing delays in travel with investments in marine/ports, rail, air and public transit. It is a “fast-track” program, aimed at getting funds into communities to **infuse the economy and build transportation options**.

By the numbers

- **\$340 million:** total amount legislatively approved for the multimodal *ConnectOregon* program.
- **108 projects:** total number of projects funded through CO III; in August 2012, another 38 projects were selected.
- **70 requests for \$84 million:** the number of initial applications and amount requested in the CO IV program.

Applications from public, private and joint organizations are reviewed by ODOT staff, advisory commissions, modal committees and stakeholders before receiving final approval from the Oregon Transportation Commission. Visit ODOT’s website to keep up-to-date on what’s happening in the *ConnectOregon* program.

Key Initiatives in Transportation



American Recovery and Reinvestment Act

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

By the numbers

- **268 projects were completed with ARRA funds** (as of May 31, 2012).
- Some **65 projects remain** under way.
- **\$270.4 million:** ARRA Funds authorized.
- **\$259.3 million: ARRA Funds expended**, providing jobs and keeping Oregon businesses at work during the economic slowdown.
- **\$61.2 million:** funding for urban transit districts in the ARRA program.
- **\$14.6 million:** funding for rural transit districts in the ARRA program.
- **65 percent:** ODOT ARRA funds that went to "Economically Distressed Areas" around the state.

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

Transportation Safety



Safety is ODOT's number one priority. Keeping Oregon roads safe, however, is everyone's responsibility. In recent years, this diligence has been paying off, with a continued decline in fatalities on Oregon highways. Individuals, communities and partnerships with state agencies, law enforcement, non profits and businesses are all making our roads safer.

Still, the focus must remain on being safe: 317 people died in traffic crashes in 2010. This was the lowest number of fatalities on Oregon roads since the 1940s. In 2011, Oregon had 331 fatalities.

Oregon's highway fatality rate in 2010 was 0.94 deaths per 100 million vehicle miles, the lowest in Oregon history. In 2011, it was 0.99.

Drivers make the difference

Speed: some 37 percent of all traffic fatalities in Oregon in 2010 involved speed, the lowest in more than a decade. In 2011, 38 percent involved speed.

Driving Under the Influence: approximately 44 percent of Oregon's 2010 traffic fatalities were alcohol-related and/or drug-related. It went up slightly in 2011 to 45 percent.

Despite more cars than ever driving on Oregon's roads, motorists are making choices that are reducing crashes, injuries and fatalities.

Oregonians are buckling up!

Oregon consistently ranks among the top three states in the nation for safety belt use. Since the 1990 belt law, belt use has risen from approximately 48 percent to 97 percent in 2010, 2011 and 2012.

In 2007, the Oregon Legislature brought the state's child passenger restraint requirements up to "best practice" standards; Oregon requires child safety seats and booster seats for children until they meet certain weight, age and height requirements.

Still, 35 percent of Oregon's passenger car occupant fatalities in 2010 were unrestrained. It dropped in 2011 to 28 percent.

Transportation Safety



Though a safe driving program had been in place since the 40s, Oregon's driver improvement program was formally established by statute in 1973.

ODOT's Transportation Safety Division:

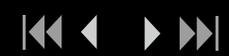
- Promotes transportation safety statewide through education, enforcement, engineering and emergency response – the “Four E’s.”
- Provides major statewide safety programs focusing on occupant protection, impaired driving, speed, young drivers, pedestrians, bicyclists, motorcyclists, driver education,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

Public involvement adds value

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

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

More than half of the TSD budget comes from federal transportation safety funds. For more information about Oregon's transportation safety efforts, visit the [Transportation Safety website](#).



Statewide Transportation Improvement Program



The Statewide Transportation Improvement Program (known as the “STIP”) is the way most transportation projects are identified, scheduled and budgeted for in the state of Oregon. The STIP:

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

The **2012-2015 STIP includes projects and programs worth \$997.8 million** (does not include funds from the Oregon Transportation Investment Acts, Jobs and Transportation Act, ConnectOregon programs, and American Recovery and Reinvestment Act).

STIP requirements

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

STIP project types

- **Pavement preservation** projects improve road conditions and address issues such as ruts, slick surfaces, drainage problems, cracks and potholes.
- **Modernization projects** increase capacity, reduce congestion and improve safety.
- **Safety projects** are specifically aimed at saving lives and preventing injuries.
- **Bridge projects** improve the safety and condition of the state’s bridges, overpasses and culverts.
- **Operations projects** are designed to improve transportation system safety, efficiency and reliability.
- **Flexible funds projects** use federal transportation dollars for non highway projects, such as transit capital and bicycle and pedestrian facilities.



STIP

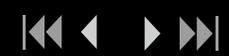


Selecting projects, getting involved

- ODOT uses local information from the Area Commissions on Transportation and data from the Oregon Transportation Management Systems to **identify and rank project needs** throughout the state. Residents can get involved with ACTs in their areas to help prioritize local projects. ODOT then issues a draft STIP.

- The draft STIP is subject to a **final public review** before being approved by the Oregon Transportation Commission, the Federal Highway Administration and the Federal Transit Administration.

For more information about ACTs and getting involved with your local STIP, [visit the website](#).



Bridges

Oregon's bridges must be built and maintained to preserve and protect the environment while safely moving people and goods throughout the state. Because the state is crisscrossed by rivers, streams, creeks and bordered on its western edge by the Pacific Ocean, bridges play a vital role in everyday life throughout Oregon.

By the numbers

- **6,800:** the approximate number of bridges included in the National Bridge Inventory (NBI)
 - 2,700 owned by ODOT.
 - 4,100 owned by counties, cities and other public agencies.
- **32:** number of ODOT bridges listed on the National Register of Historic Places
 - 52 more eligible for listing.
- **43 years:** the average age of ODOT's bridges
 - 36 percent are 50 years old or older, and older bridges were not designed for today's weights, traffic volumes and speeds.
 - Because of demands on the transportation system for maintenance, preservation and modernization, many of Oregon's bridges have not been replaced at a sufficient rate to keep pace with increasing traffic volume and weight.

- **89:** the number of ODOT bridges classified as "structurally deficient" in 2012. This designation means the bridge has deteriorated physical conditions in its structural elements (primarily deck and supporting members). "Structurally deficient" does not necessarily mean 'unsafe.' If the deterioration or damage is located at a bridge load-control point, engineers may reduce the load capacity of the bridge, restricting passage to vehicles weighing less than the original load capacity.
 - More than 20 of these bridges are being repaired or replaced through the Statewide Transportation Improvement Program or other specific programs.
 - About **15 bridges become newly classified as structurally deficient each year.** This is expected to increase to 23 additional structurally deficient bridges each year on average over the next ten years, unless sufficient funding for bridge preservation activities becomes available to help offset the effects of deterioration.

Bridges



Conde B. McCullough became Oregon state bridge engineer in 1919, designing and building 160 bridges around the state before he resigned in 1935 to build bridges in South America. He earned the title “King of the Oregon Bridge Designers” with his beautiful yet functional, art deco-inspired designs, many which can be seen along the Oregon coast.

Prioritizing investments

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

- **If a bridge is deemed unsafe, it is immediately closed to travel.**
- Often, ODOT must restrict the weight a bridge can carry. These weight restrictions can contribute to congestion and make it difficult to deliver goods, resulting in higher shipping costs and higher prices for basic commodities.
- Oregon ranks **23rd among states in the number of structurally deficient bridges** on the National Highway System (NHS). The latest data from the Federal Highway Administration on the national average of structurally deficient deck area on NHS is 7.3 percent. Oregon’s current number is 5.4 percent.

- A **seismic study** completed in 2009 found that very few of the state highway bridges are designed for current seismic standards, and the **majority of bridges in western Oregon would be damaged** by a large earthquake. Scientists report a 35 percent chance of a magnitude 8.0 to 9.0 in the next 50 years in the Pacific Northwest, and if that occurs, most of U.S. 101 and all of the highways from U.S. 101 to Interstate 5 would be severely damaged. Some portions of I-5 would also be impassable due to collapse of overpass bridges. ODOT has completed retrofits on fewer than 20 percent of the vulnerable bridges over the past two decades. At current funding levels, it would take more than 200 years to bring Oregon’s bridges up to seismic standards.
- Recently, ODOT completed the *Oregon Seismic Lifelines Identification* project. This project establishes a three-tiered system of seismic lifelines to help prioritize seismic retrofits on state-owned highways and bridges.

Additional funding, as discussed in the Oregon Transportation Plan, would be required to update, repair and replace Oregon’s bridges.



Transportation System Demands

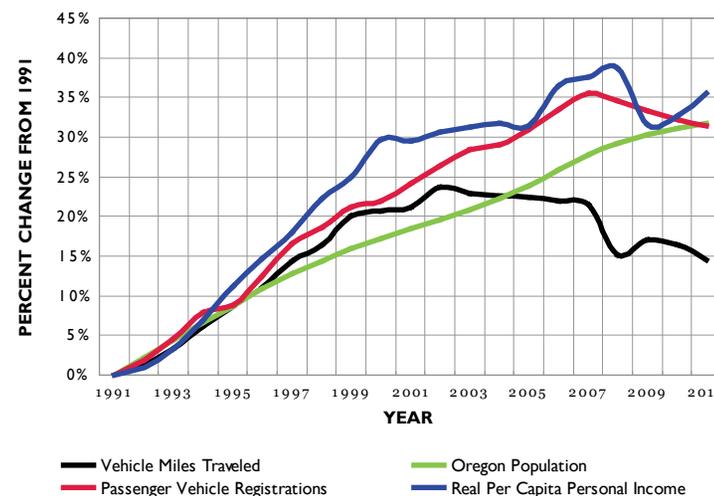
Two years after the recession that began in 2008, Oregon was still waiting for steady growth to put the state on a solid path to recovery. Most of 2010 and early 2011 showed some promise with real incomes rising, but the pace of growth was not sustainable and, as a result, employment growth did not match the income gains. The state's current expectation is for much of the same: modest employment and income gains pushing the state slowly toward recovery. This should translate into an increase in demands placed on Oregon's transportation system, but only at rates consistent with the mild recovery.

Trends in Oregon

- Prior to the recession, Oregon's population growth has averaged about 1.5 percent between 1992 and 2007. Growth has since slowed to less than 1 percent on average. Looking forward, growth picks up at a rate averaging 1.2 percent through 2022.
- Rising incomes, employment, and population will, although slowly, lead to more vehicles on the road and to an increase in vehicle miles traveled (VMT).

- Despite a slight uptick in state VMT in 2009, it has generally fallen since 2002, partly due to lackluster growth, as well as unpredictable swings in real income per capita.
- Population and economic growth will lead to an increase in demand for all modes of Oregon's transportation system, not just the highway system.
- For traffic counts and volumes, call (503) 986-4147, or [visit the website](#).

Changes in Demand for Highway Capacity



*The VMT figures are for state highways only – i.e., they do not include miles traveled on county or city roads.
 **Population estimates are from the Portland State University Population Research Center July 1 estimates for each year.
 ***Registrations include the total number of passenger vehicles (cars and light trucks/SUVs) registered as of Dec. 31 of each year.

Highway, Street and Road Mileage

Measuring mileage

- Centerline mileage is the number of miles of two-way roads.
- A street with a lane in each direction, a street with two lanes in each direction and a turn lane in the middle, and a divided freeway with four lanes in each direction all count equally in terms of centerline mileage.
- Lane mileage counts a mile for each lane in each direction. Thus, a mile of street with a lane in each direction counts as two lane miles.
- The 8,029 centerline miles of state highway represent 19,089 lane miles.

Centerline Mileage in Oregon 2011

	Unpaved Roads	Paved Roads	Total
State Highway ¹	46	7,983	8,029
County	10,663	16,029	26,692
City	776	10,092	10,868
Subtotal	11,485	34,104	45,589
Local Access	6,074	306	6,380
Ports and Other Local Agencies	68	31	99
Other State Agencies ²	246	283	529
Federal Agencies ³	4,430	2,546	6,976
TOTAL	22,303	37,270	59,573

¹ State Highway mileage includes frontage roads and ramps.

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

³ Federal agencies such as the U.S. Department of Forestry and Army Corps of Engineers also own and maintain roads in Oregon to access natural resources.

Due to a federal ruling, Oregon's 14,933 miles of roads under the Bureau of Land Management's jurisdiction are not considered public.

State Highway Mileage by Transportation Region

Region 1

699 centerline miles
2,130 lane miles

Region 2

2,122 centerline miles
5,026 lane miles

Region 3

1,128 centerline miles
2,837 lane miles

Region 4

1,861 centerline miles
4,145 lane miles

Region 5

2,219 centerline miles
4,951 lane miles

Totals

8,029 centerline miles
19,089 lane miles

SOURCE: ODOT Transportation Data Section, 2011 Oregon Mileage Report



Construction and Maintenance Activities, 2010 – 2011



Construction projects

While highway construction in some programs is coming to an end, such as the Oregon Transportation Investment Act, there are other projects just starting construction, such as the Newberg-Dundee Bypass. Around the state, projects are shoring up critical routes. In fact, the transportation industry continues to support our economy, Oregon businesses and families. Here is an overview of activities that occurred in 2010 and 2011:

- In 2010, ODOT awarded 145 new construction projects worth more than **\$349 million** to private contractors. In 2011, the totals were **106 new construction projects** worth more than \$221 million.
- In 2008, ODOT contractors completed projects worth a finished total value of \$342 million. In 2009, the **total value of completed projects was \$480 million.**
- ODOT paid contractors more than \$540 million for construction work done on projects in 2008; in 2009, **ODOT paid \$601 million for work completed.**
- During 2008, there were **154 active projects**; in 2009, there were **220.**

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

Region	New Projects Awarded — 2010	
	Number of Projects	Contractor Bid Amount
Region 1	40	\$110,016,483
Region 2	40	\$67,624,945
Region 3	25	\$40,622,347
Region 4	11	\$16,797,792
Region 5	15	\$26,704,588
Major Projects Branch	14	\$87,470,043
TOTAL	145	\$349,236,198

Region	New Projects Awarded — 2011	
	Number of Projects	Contractor Bid Amount
Region 1	27	\$53,862,430
Region 2	30	\$41,696,579
Region 3	26	\$62,263,767
Region 4	11	\$13,684,975
Region 5	11	\$30,927,414
Major Projects Branch	1	\$18,977,825
TOTAL	106	\$221,412,991

Construction and Maintenance



Region	Contract Payments — 2010	
	Number of Projects	Total Paid to Contractors in 20--*
Region 1	92	\$137,944,345
Region 2	108	\$131,538,829
Region 3	64	\$59,634,218
Region 4	35	\$40,899,860
Region 5	40	\$40,828,978
Major Projects Branch	48	\$138,057,907
TOTAL	387	\$548,904,137

*Includes payments made only in 2010 for active projects and projects completed. Also includes claim payments made to contractors on completed projects.

Region	Active Projects — 2010	
	Number of Active Projects	Total Contract Value Paid*
Region 1	62	\$127,768,601
Region 2	67	\$124,243,230
Region 3	42	\$52,990,834
Region 4	19	\$36,983,203
Region 5	21	\$35,811,597
Major Projects Branch	34	\$135,350,528
TOTAL	245	\$513,147,993

*Includes payments to contractors for active contracts in 2009.

Region	Projects Completed — 2010	
	Number of Projects Completed	Total Contract Value Paid*
Region 1	22	\$62,584,027
Region 2	42	\$96,234,992
Region 3	20	\$22,050,401
Region 4	19	\$57,304,963
Region 5	13	\$32,208,984
Major Projects Branch	15	\$112,887,493
TOTAL	106	\$383,270,859

*Total paid to contractors from contract award to final payment. Includes amounts paid before 2010.

Region	Contract Payments — 2011	
	Number of Projects	Total Paid to Contractors in 20--*
Region 1	93	\$102,157,176
Region 2	100	\$59,089,769
Region 3	65	\$63,476,145
Region 4	29	\$18,389,109
Region 5	35	\$35,752,922
Major Projects Branch	36	\$90,209,871
TOTAL	358	\$369,074,991

*Includes payments made only in 2011 for active projects and projects completed. Also includes claim payments made to contractors on completed projects.

Region	Active Projects — 2011	
	Number of Active Projects	Total Contract Value Paid*
Region 1	44	\$94,928,681
Region 2	59	\$53,797,005
Region 3	33	\$60,590,503
Region 4	17	\$16,671,404
Region 5	11	\$34,930,413
Major Projects Branch	21	\$88,532,122
TOTAL	185	\$349,450,128

*Includes payments to contractor for active contracts in 2010.

Region	Projects Completed — 2011	
	Number of Projects Completed	Total Contract Value Paid*
Region 1	35	\$100,765,802
Region 2	45	\$79,306,471
Region 3	30	\$101,955,358
Region 4	13	\$28,571,586
Region 5	27	\$78,375,034
Major Projects Branch	17	\$272,203,768
TOTAL	167	\$661,178,019

*Total paid to contractors from contract award to final payment. Includes amounts paid before 2011.

Construction and Maintenance



Paving projects

Paving is performed by both ODOT crews and construction contractors. It includes chip seals, overlays and new construction. Note:

- Centerline mileage counts the number of miles of two-way roads and each direction on Interstate routes.
- Lane mileage counts a mile for each lane in each direction. Thus, a mile of street with a lane in each direction counts as two lane miles.

Here is an overview of paving accomplishments in 2010 and 2011:

FY 2010 (July 1, 2009 – June 30, 2010)	
Tons of Asphalt Laid	94,930
Miles Paved	37
No. of Highway Miles Striped	11,866
No. feet of Guardrail Installed/Repaired/Cleaned	64,655
Spent on Emergency Maintenance	\$3,770,576
Spent on Snow Plowing	\$5,136,369
Spent on Sanding	\$5,321,745
Spent on Bridge Maintenance/Repair	\$2,855,282

FY 2011 (July 1, 2010 – June 30, 2011)	
Tons of Asphalt Laid	62,682
Miles Paved	24.11
No. of Highway Miles Striped	10,619
No. feet of Guardrail Installed/Repaired/Cleaned	87,450
Spent on Emergency Maintenance	\$8,549,358
Spent on Snow Plowing	\$10,500,085
Spent on Sanding	\$8,395,053
Spent on Bridge Maintenance/Repair	\$2,964,444

Maintenance activities

Here is a snapshot of activities ODOT Maintenance crews performed during fiscal years 2010 and 2011:

Highway Miles Paved by Region — 2010		
Region	Centerline Miles	Lane Miles
Region 1	82	205
Region 2	143	322
Region 3	43	102
Region 4	181	373
Region 5	294	598
TOTAL	743	1,600

2010 Highway Miles Paved by Region — 2011		
Region	Centerline Miles	Lane Miles
Region 1	29	82
Region 2	89	204
Region 3	66	150
Region 4	123	271
Region 5	157	280
TOTAL	464	987



Intelligent Transportation Systems



Road | Weather

Road Conditions

Select Region Map:

[Northwest](#)

[North](#)

[Northeast](#)

[West](#)

[Central](#)

[East](#)

[Southwest](#)

[South](#)

[Southeast](#)

Or City Map:

[Bend](#)

[Eugene](#)

[La Grande](#)

[Medford](#)

[Portland](#)

[Portland Metro](#)

[Speed Map](#)

[Salem](#)

Winter Travel

[Chain Law](#)

[Traction Tires](#)

[Minimum Chain Requirements](#)

[Winter Road Maintenance](#)

Welcome to TripCheck

Click road state



Intelligent Transportation Systems (ITS) helps keep Oregon's traffic moving efficiently and safely. ITS is composed of communication technology and other sophisticated electronic equipment such as ramp meters, adaptive signal control, weather warning systems, and the award-winning TripCheck.com road condition and incident website.

ITS program goals

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

Efficient operation of the system

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

- Information on TripCheck.com allows motorists to see what's happening on the roads and make better choices about routes or when to travel. It also contains a Transportation Options section, allowing users to search statewide for public transportation options.

By the numbers

- **64,754: the number of calls** Transportation Operation Centers handled in 2011, sending highway workers to clear crashes and other hazards.
- **301: highway cameras** — see them at www.TripCheck.com.
- **146: ramp meters** — in the Portland area.
- **150: portable message signs** used statewide.
- **94: road and weather information stations** located statewide.
- **98: permanent variable message signs** located statewide.
- **24: highway advisory radio** transmitters.
- **12: weather warning** systems.
- **17: remotely controlled snow zone** signs.

All of these tools work together to reduce commuting challenges, improve safety, respond to severe weather, and put vital, real-time information in the hands of travelers.

Intelligent Transportation



In 1987, ODOT partnered with KGW-TV in Portland to install and operate the first “traffic cams.”

2011 Traffic and Incident Management Activities Breakdown

Type	Number	Percent
Crashes	16,057	24.08%
Abandoned Vehicles	2,116	3.2%
Disabled Vehicles	15,167	23.42%
Hazardous Debris	14,586	22.53%
Fatalities	153	0.24%
Other (Unplanned Incidents)	16,675	25.75%
Total	64,754	100.00%

TripCheck.com and 511

TripCheck, ODOT’s award-winning traveler information system, provides a wealth of travel information online at www.tripcheck.com. TripCheck had more than **16 million** visits in 2011. TripCheck features include:

- State and city **incident maps**.
- **Alerts** — high impact incidents and road conditions.
- **Road reports** from ODOT and local agency crews.
- Regional **weather forecasts**.
- **SpeedMap** for Portland Metro area.
- Roadside **cameras**.
- Information from **automated weather stations**.
- Information about **scenic byways**, rest areas, Sno-Parks and more.

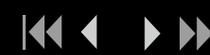
- **Bus, rideshare, bicycle** and airport information.
- **Trucking** information.
- **Mileage calculator**.
- Data formatted **for cellular devices**.
- Twitter feeds, so you can get **traffic alerts on the highways you choose**.

Dial 511 and get information by phone:

- Road conditions.
- Incident information.
- Uses touchtone or voice-activated commands.
- If 511 is not available, call (800) 977-6368 in Oregon or outside Oregon, (503) 588-2941.

The 511 Traveler Information phone system took more than 990,000 calls in 2011.

Because of its cost effectiveness and many benefits ITS will continue to play a critical role in maximizing the efficiency and safety of the transportation system in Oregon.



Driver and Motor Vehicle Services



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

Promoting safety through driver licensing.

DMV:

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

Programs for unsafe drivers

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

Program for Medically At-Risk drivers

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

Protecting financial interests for vehicle owners

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

Consumer protection

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

Insurance requirements

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

Driver and Motor Vehicles



How DMV helps prevent identity theft and fraud

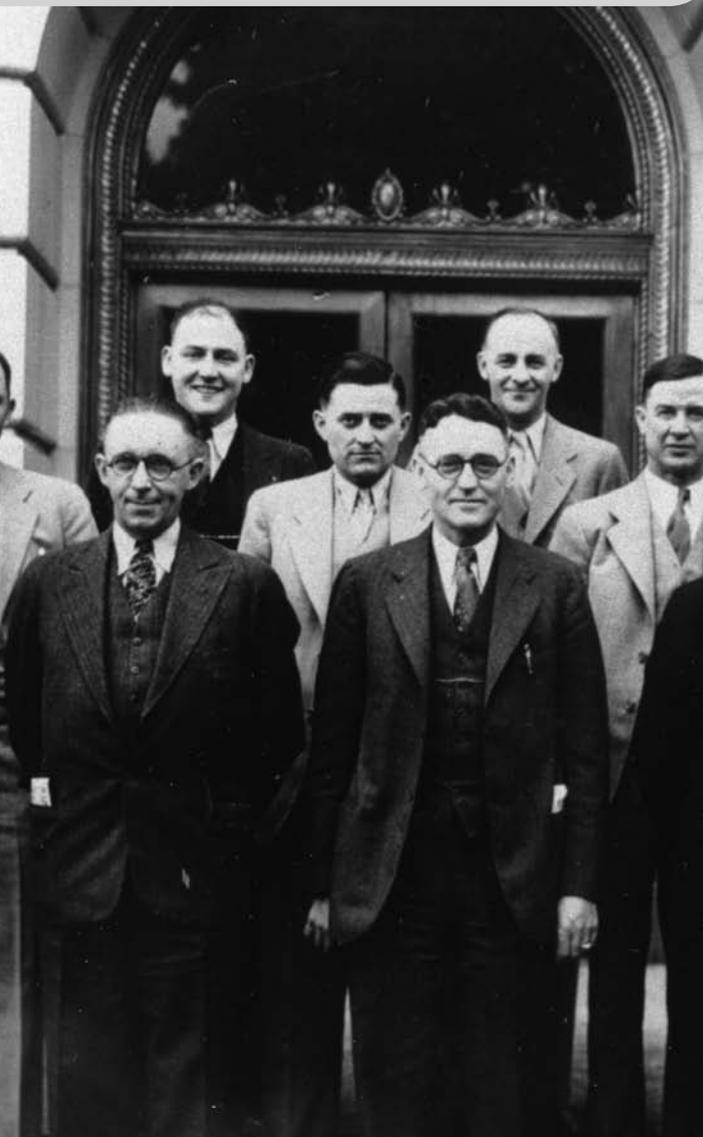
- Applies **strict standards** for proving eligibility for driver licenses and ID cards and restricts access to personal information about drivers and vehicle owners.
- **Electronically verifies** Social Security numbers for all applicants for driving privileges and ID cards, including new applicants and people who are renewing or replacing cards.
- Requires **U.S.-issued documents** for proof of identity, U.S. citizenship or lawful immigration status. For people with limited stays in the United States, DMV issues cards valid for a limited term instead of the standard eight years.
- Electronically verifies immigration documents with the Department of Homeland Security.
- Uses **facial recognition technology** to prevent individuals from getting driver licenses or ID cards under other cardholders' names or under fictitious names.
- Uses **state-of-the-art security technology** in its driver license and ID cards, which are produced at a secure central location rather than field offices.
- Identifies and evaluates new risks, both internal and external, and recommends ways to improve prevention and detection of DMV-related fraud.

Enhancing customer service, online, in person and on the phone

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

- Most vehicle registrations can be renewed online: DMV receives an average of 700 online registration renewals per day.
- Oregon residents can file a **change-of-address online** for both driver licenses and ID cards and for any vehicles registered to them.
- Vehicle owners can notify DMV that they sold their vehicle, which helps protect them from parking tickets, towing charges and other potential liabilities of a sold vehicle.
- Customers can download many DMV forms and **do business by mail or online** instead of at field offices.
- DMV works with community groups to **improve access to DMV services** for special needs Oregonians, such as those with limited English proficiency, ex-offenders and homeless people.
- DMV works with businesses and other agencies to provide customer conveniences such as electronic registration through participating vehicle dealers, vehicle registration renewal at DEQ emissions testing stations, centralized issuance of driver licenses and ID cards, and court and law enforcement access to vehicle records.

Driver and Motor Vehicles



In 1931, the first driver's license examiners were hired to test applicants. There were eight examiners for the entire state, all based in Salem.

- DMV measures its service by monitoring customer wait times in field offices and on the phone and continually makes adjustments to improve service.

Supporting Oregon's transportation system

For the 2011-13 budget, DMV fees will contribute about **\$676 million to the State Highway Fund** – monies that are restricted to building and maintaining state and local highways, bridges and transportation-related facilities.

Top DMV Transactions Fiscal Year 2011	
Vehicle registrations issued	1,915,610
Telephone calls answered	1,632,331
Vehicle titles issued	949,940
Driver licenses issued	127,326
Licenses renewed	190,147
Convictions posted	430,555
<i>Calendar year 2011</i>	
Suspensions and revocations posted	277,525
<i>Calendar year 2011</i>	

Top DMV Transactions Fiscal Year 2010	
Vehicle registrations issued	1,900,499
Telephone calls answered	1,633,879
Vehicle titles issued	936,763
Driver licenses issued	121,843
Licenses renewed	177,113
Convictions posted	426,566
<i>Calendar year 2010</i>	
Suspensions and revocations posted	293,275
<i>Calendar year 2010</i>	

DMV Field Offices statewide serve 13,000 customers daily.

Vehicle and Driver Statistics — Dec. 31, 2011	
Total Registered Vehicles	
Passenger cars	3,214,528
Buses	4,124
Trucks	33,431
Farm trucks	20,077
Motor homes	49,833
Commercial trucks (registered by MCTD)	41,018
Government vehicles	57,612
Non-highway vehicles	
Trailers and semi-trailers	398,960
Campers and travel trailers	112,045
Licensed drivers	2,930,059

* 2010 Census

Vehicle and Driver Statistics — Dec. 31, 2010	
Total Registered Vehicles	
Passenger cars	3,231,862
Buses	3,881
Trucks	35,304
Farm trucks	19,899
Motor homes	52,354
Commercial trucks (registered by MCTD)	40,823
Government vehicles	56,449
Non-highway vehicles	
Trailers and semi-trailers	400,042
Campers and travel trailers	113,990
Licensed drivers	2,920,337

Population Statistics	
Oregon population*	3,831,074
Driving age population (15 years old and older)	3,113,751



Public Transit

ODOT's Public Transit Division administers state and federal grant programs to help local jurisdictions provide rides to people who either need or choose to use public transit services. In the 2009-2011 biennium, **\$62 million in federal funds** and **\$26 million in state funds** were disbursed to transit programs throughout the state.

Serving people with special needs

In 2009-2011:

- Transit providers received about **\$47 million** in grants to address the transportation needs of older adults and people with disabilities.
- Local government, Indian tribes and nonprofit organizations purchased 382 transit vehicles to improve and broaden service.

Expanding rural and urban options

- About **\$16 million per year** in grants to finance the cost of delivering bus service to the general public in small cities (those with population less than 50,000), in tribal communities and throughout other rural areas.
- Oregon has 38 small city and rural grant recipients providing transit service in rural Oregon.

Providing alternatives to driving alone

PTD's Transportation Options (TO) program supports alternatives to driving alone such as ride-sharing, walking, cycling, park-and-ride lots and "trips not taken" (i.e. telework and trip-chaining). Reducing auto trips means a reduction in:

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

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

- Grants that support **four regional rideshare** programs: Cherriots – Salem Area Mass Transit District; City of Corvallis; Commute Options of Central Oregon; and Cascades West Council of Governments, Albany.
- [*Drive Less Connect*](#), a **statewide rideshare project**, in partnership with Washington and Idaho, that aims to reduce the number of drive-alone trips.
- The **"Drive Less. Save More."** campaign, which encourages people to reduce single-errand and drive-alone trips.

Public Transit



In 1995, Congress approved \$130 million in its Federal Transportation Appropriations Bill for Westside light rail transit in Portland.

Supporting multimodal growth

- PTD supports statewide public transportation planning, provides guidance, and administers around **\$800,000** annually in grants supporting transit planning efforts including Oregon's six Metropolitan Planning Organizations.
- PTD develops guidelines and manages planning grant resources and agreements for the non urban area providers of public transportation.
- In coordination with ODOT's Civil Rights Office, PTD manages federal reporting requirements (including Title VI, Disadvantaged Business Enterprises, Limited English Proficiency, and Americans with Disabilities Act) and provides guidance to sub recipients.
- PTD manages the **POINT intercity bus service**, offering free Wi-Fi and other conveniences:
 - SouthWest POINT: covering Klamath Falls, Medford and Brookings.
 - HighDesert POINT: covering Madras, Redmond, Bend and Chemult.
 - NorthWest POINT: covering Portland, Seaside and Astoria.
 - Eastern POINT: covering Bend, Burns, Ontario
 - Soon: Cascades POINT, covering Eugene, Albany, Salem, Portland.
- Find out more at www.oregon-point.com.
- In 2011, PTD began supporting the creation and maintenance of General Transit Feed Specification (GTFS) data. GTFS data supports applications like Google Transit, which allows potential transit users to enter an origin and a destination address, and if transit is available, **receive a detailed transit trip itinerary**. PTD supports an ODOT-funded research project in partnership with Oregon State University to analyze and report on the statewide fixed-route transit network. The tools will build on the existing investment in GTFS data.
- PTD and ODOT's Intelligent Transportation Systems plan an upgrade to TripCheck.com that incorporates data.
- PTD is working toward a making statewide GTFS-Real Time (GTFS-RT) data available. When completed, transit users will have access to actual arrival and departure times, so they can learn just how many more errands they can accomplish – or whether they do, indeed, have time for another latte!



Passenger Rail

Passenger railroad service

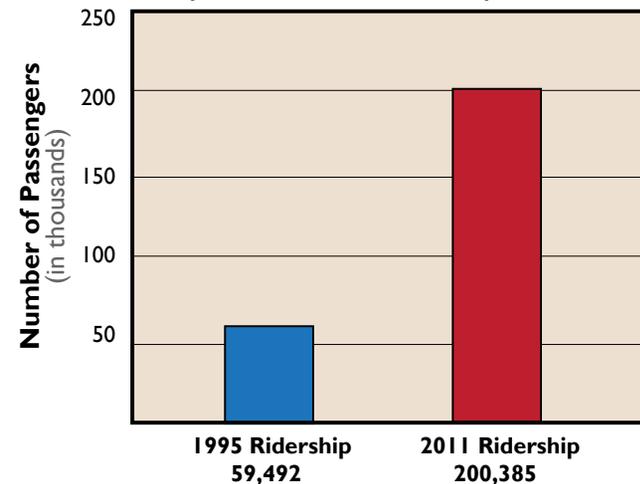
In 2012, Oregon welcomes two new trainsets to the Amtrak *Cascades* route, serving Eugene all the way to Vancouver, British Columbia. These trainsets seat 275 passengers and will allow continued improvement in service for train travelers.

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

Pacific Northwest Rail Corridor

- This corridor extends from Eugene north to Vancouver, B.C.
- The federally-designated “corridor” status for the segment between Eugene and Portland helps provide federal funds to develop intercity train service.
- Long-term goals include additional frequencies, reduced running times throughout the corridor, and increased reliability. In 2011, the Rail Division continued the process of updating the 2001 Oregon Rail Plan.

**Pacific Northwest High-Speed Rail Corridor
Ridership Growth: Oregon FY 1995 – 2011
(Year ended 6/30/2011)**



Percentage growth +237%

**Railroad station passenger use
Amtrak FY 2011 (Year ended 9/30/11)**

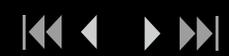
Oregon Railroad Stations	Passengers off and on per station	Percent growth compared to 2004
Albany	51,221	61%
Chemult	13,272	14%
Eugene	154,894	40%
University of Oregon*	5,064	531%**
Klamath Falls	33,860	13%
Oregon City	9,207	180%
Portland	740,119	47%
Salem	86,240	44%

*Bus service only. Began May 12, 2008
**%Increase since service began May 12, 2008

Passenger Rail



- ODOT's Rail Division is developing Oregon's intercity rail corridor as funds become available. Ongoing track and signal improvements have already reduced travel time.
- ODOT underwrites two daily roundtrip *Cascades* trains and three daily Amtrak Thruway bus roundtrips between Eugene and Portland, and a fourth Eugene-Portland roundtrip on Fridays and Sundays.
- Service improvements throughout the rail corridor have boosted ridership significantly since 1994.
- Willamette Valley stations now serve more than three times the number of passengers compared to the start of Amtrak *Cascades* train service.



Successful Freight Movement is Vital for Oregon

Overview

From moving wheat grown in Morrow County to the Port of Portland, to bringing pears grown in Jackson County to the northern Oregon coast, the ability to move freight efficiently is critical to preserve Oregon's way of life. **It can be by truck, train, plane or boat, but it must arrive safely and in a timely manner.**

By the numbers

- **9:** Oregon is the nation's **ninth most trade-dependent state** in the U.S., so the slowdown in global trade has had a significant impact on the state's economy.
- **\$18.3 billion:** In 2011, Oregon companies exported more than \$18 billion in electronics, agricultural products, machinery and other commodities to a host of foreign buyers.
- **\$3.2 billion:** Asian countries rank high on Oregon's roster of international customers, with **China (\$3.2 billion) being the largest single recipient** of Oregon goods since 2009.
- **2:** **Canada received the second-highest value of shipments** from the state in 2011 (\$2.7 billion).

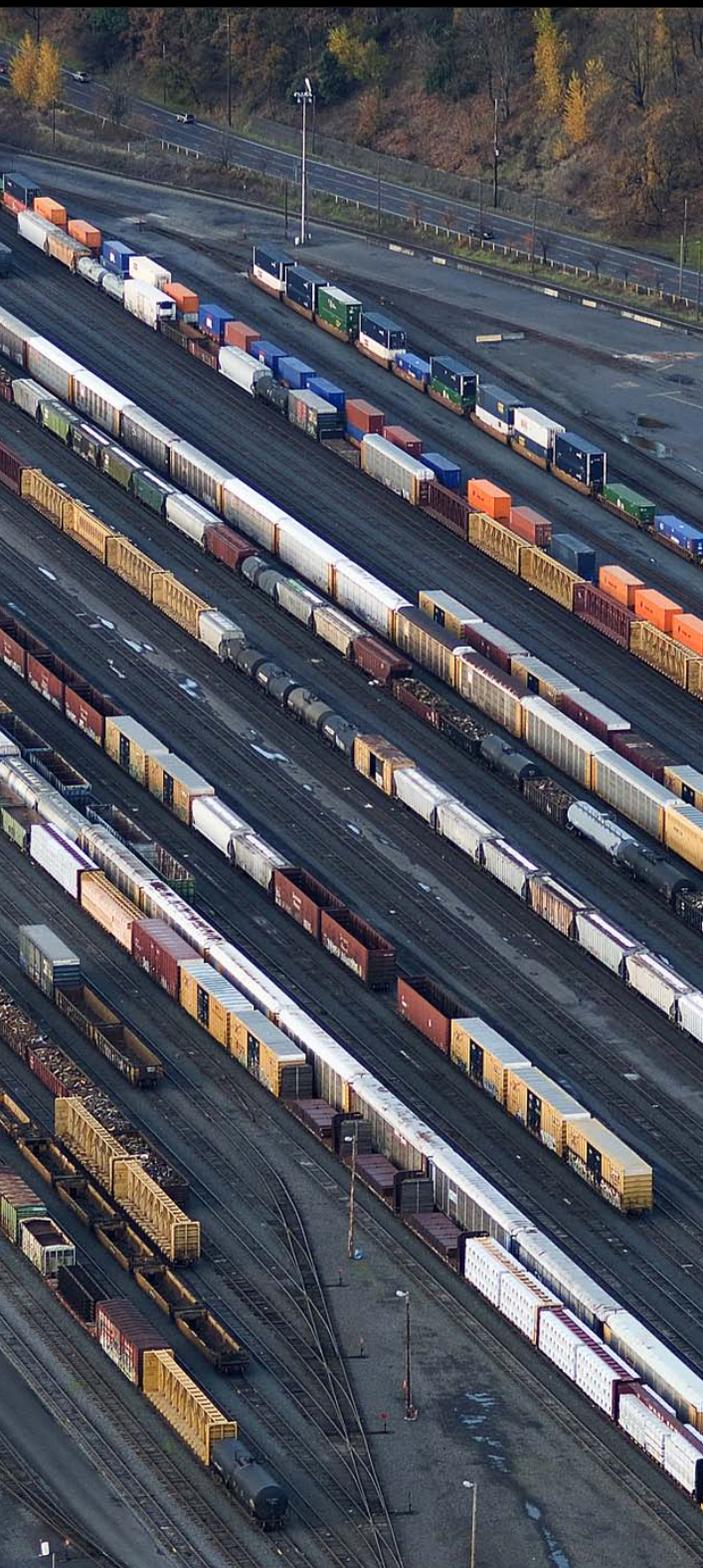
Source: Oregon Business Development Department

Quick facts

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

How freight moves

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



Successful Freight Movement



The future of Oregon business

- Machinery manufacturing, chemical manufacturing and primary metal manufacturing have moved up in importance to the state's economy.
- The state requires a **robust, multimodal transportation system to support businesses:**
 - Advanced manufacturing.
 - Clean technology.
 - Forestry and wood products.
 - High technology.
 - Outdoor gear and apparel.

Source: Oregon Business Development Department

Oregon Freight Advisory Committee (OFAC)

OFAC advises the Oregon Transportation Commission on issues that affect freight mobility.

- The group is involved with the **ConnectOregon programs**, authorized by the 2005, 2007, 2009, and 2011 Oregon Legislatures.
- The committee consists of shippers, carriers, association and agency representatives and other stakeholders.
- Formed in 1998, the Oregon Legislature formalized the OFAC in 2001.

Rail

ODOT focuses on safety in regards to the rail freight system in the state.

- The Rail Safety Section **inspects railroad tracks, equipment, hazardous materials**, operating practices and signals for compliance with

Federal Railroad Administration regulations, and enforces laws relating to railroad employee safety.

- The Crossing Safety Section **inspects and regulates all aspects of highway railroad grade crossings**, including all public at-grade and grade-separated crossings.
- The Rail Division develops a Rail Plan that includes both freight and passenger elements and meets the goals of the Oregon Transportation Plan.

By the numbers

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

In 2010, inspectors examined:

- **2,450 locomotives** and rail cars, identifying 573 defects.
- Inspections included **2,599 miles of track** and 2,306 turnouts, finding 2,360 defects; 1,570 railroad/highway crossings, pinpointing 259 deficiencies; and inspected 181 signal installations and 541 signal records, finding 217 defects.

In 2011, inspectors examined:

- **5,518 locomotives** and rail cars, identifying 1,152 defects.

Successful Freight Movement



Ferries carried cars, passengers and cargo across the Columbia River at Astoria for more than 30 years before the construction of the Astoria-Megler Bridge, which can be raised for extra large cargo ships.

- Inspections included **3,189 miles of track** and 2,911 turnouts, finding 3,623 defects; 1,791 railroad/highway crossings, pinpointing 256 deficiencies; and 135 signal installations and 212 signal records, finding 109 defects.

Marines/Ports

Oregon has 23 ports along the Pacific Ocean and inland along the Columbia River. The busiest ports are the Port of Portland and the International Port of Coos Bay. Petroleum and petroleum products, grains and forest products, containerized cargo and automobiles are the main cargoes shipped through Oregon's ports and waterways.

By the numbers

- In 2011, the Port of Portland's total cargo tonnage climbed back up after dropping in 2009, reaching **13.1 million tons**.
- Automobile units received at the Port of Portland were down slightly in 2011 compared to 2010 (234,048 vs. 264,871); however, the first three months of 2012 showed a **46 percent increase in auto units imported** compared to the same time in 2011.
- At the end of 2011, Port of Portland was ranked the **largest wheat export port in the U.S.**; the largest mineral bulks port on U.S. West Coast; and 3rd largest export tonnage port on U.S. West Coast.

- Port of Portland remains one of the **top 5 auto import ports** in the U.S.

Terminals

- Oregon has **five deep draft terminals**: Portland, Astoria, Columbia County, Coos Bay-North Bend and Newport.
- Oregon has **four shallow draft terminals**: The Dalles, Arlington, Boardman and Umatilla. Shallow draft commercial marine traffic uses the 465-mile Columbia River-Snake River system as far inland as Lewiston, Idaho.

Port of Portland Air and Marine Facts

*From the 2011 Economic Impact Analysis**

Jobs: 26,598

A drop from the 32,000 jobs in 2009 (direct, induced, indirect)

Income: \$1,739,573,000

A slight drop from the \$1.8 billion in 2009 personal income (direct, induced, indirect)

Revenue: \$4,600,381,000

A rise in 2009's \$4,057,678 billion in business revenue

Taxes: \$164,266,000

A slight drop in tax revenue from \$188 million in 2009

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

**Source: Port of Portland*

Motor Carrier Division

Commercial trucking reaches to the farthest corners of our state, transporting everything from timber to tires, from crabs to crops. A safe, reliable system is vital for the state's economy, trucking employees and the people who rely on the goods delivered every day. In 2011 and 2012, Motor Carrier began consolidating its offices to reflect the changing service needs of those truckers and their companies. More business is being conducted online and over the phone, and MCTD is adjusting for better customer service.

Oregon's truck routes

- **Interstate 5**, running from the Washington border in the north to the California border in the south, is the **most important north-south truck route** in the western U.S.
- Interstate 84, running east-west from Portland to Ontario on the Oregon-Idaho border, **connects I-5 traffic** and traffic from other feeders to all parts east.
- U.S. 97 is a **major north-south highway** through central Oregon.
- Highways traversing **mountain passes** from western Oregon to central and eastern Oregon provide key routes for trucks.
- Highways moving people in and around the Willamette Valley and over **to the Oregon coast** play a vital role in communities.

By the numbers

- **282,000**: ODOT's Motor Carrier Transportation Division annually registers approximately **45,000 Oregon-based trucks** and issues **credentials for 237,000 out-of-state trucks** operating in the state.
- **13,500**: About **13,500 trucks cross the I-5 Marquam Bridge** every day.
- **13,000**: About **13,000 trucks cross the Interstate Bridge** between Portland and Vancouver, Wash., every day.
- **10,200**: About **10,200 trucks cross the I-205 Glenn Jackson Bridge** daily.
- **15**: In metropolitan areas, trucks make up **less than 15 percent** of all traffic on major routes.
- **45**: Trucks make up **more than 45 percent** of all traffic on parts of I-84 in Oregon's rural Baker and Malheur counties.

Green Light saves time, money

- Green Light uses weigh-in-motion scales and transponders to let trucks bypass **21 weigh stations** throughout Oregon.
- Green Light saves time and money for more than **4,000 trucking companies** with **31,800 trucks**.
- More than **14 million "Green Lights"** have been given to truckers since 1997.
- The Woodburn Port of Entry on southbound I-5 is the busiest Green Light weigh station. In 2011, it precleared trucks **379,430** times.



Motor Carrier



In 1995, Motor Carrier Transportation functions transferred from the Public Utility Commission to ODOT, adding more than 300 employees to the ODOT family.

“Facts” highlight accomplishments

Motor Carrier achieved the following in the last two years:

	2010	2011
Temporary passes and trip permits	283,298	295,149
Weight-mile taxes	\$230,000,000	\$277,000,000
Registration fees	\$32,000,000	\$33,000,000
Oversize, overweight and special variance permits	398,710	284,882
Trucks weighed	3,340,393	3,367,178
Trucks requiring corrections	2,616	2,047
Citations issued for various violations	16,837	16,580
Warnings issued for various violations	17,093	15,553
Inspections performed/managed	46,143	45,825

For more information, visit the [website](#) to learn about trucking in Oregon or <http://OregonTruckingOnline.com> to conduct truck-related business online or access public information about trucking companies operating in Oregon. For over-dimension truck permits, call the Motor Carrier Transportation Division at (503) 373-0000.



In 2011, Oregon's I-5 carried one of its largest loads ever when a B-1 bomber traveled up the Interstate from Arizona to Portland International Airport. It took four days because the oversized load could only run at night in order to reduce its impact on traffic. Even with its wings removed, it took up two lanes!

Aviation

Moving people and products

Oregon's system of airports plays an important role in supporting the state's economy, including the industries of tourism, agriculture, and product delivery.

By the numbers

For activity at Oregon Department of Aviation airports:

- **130,000:** the number of jobs aviation contributes to the state, including those generated by other airport jobs.
- **\$4.7 billion:** wages generated by aviation industry annually in Oregon.
- **\$18.4 billion:** the amount of total business activity created and supported by Oregon aviation.
- **97:** the number of public-use airports in Oregon; there are an additional **350+ private-use** airports and airstrips around the state.

Oregon's airports are used for a variety of tasks, including delivery of passengers, overnight mail, air cargo, air ambulance patients and materials to fight forest fires and crop pests. These activities, along with military use, aviation-related businesses and more, all depend on an adequate network of airports.

The State Aviation Board

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

Oregon Department of Aviation

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

ODA Mission

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

ODA Goals

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

Supporting Oregon's Livability

Every year in communities around the state, ODOT makes positive contributions to Oregon's way of life. Our Public/Private Partnerships Office and our Office of Civil Rights, Workforce Development and Small Business Support are just two programs of many that provide in-depth support to Oregon's economy. The reorganization we began in 2011 toward a more multimodal view of the transportation system reflects Oregonians' growing need for transportation options, in a time of fewer available transportation dollars. Below are just a few examples of the efforts ODOT supports that directly invest in our state's livability.

Active Transportation Section

The new "Active Transportation Section" combines several related programs that, by combining funding and strategic management, maximize the value of transportation investments locally, regionally and statewide. It is designed to help communities make smarter transportation project decisions and includes our Bicycle/Pedestrian, Transportation Enhancement, Certification for Local Agencies, and our Sustainability programs, along with Program and Funding Services and our Economic and Financial Analysis Unit.

Active Transportation's goals demonstrate how this new section will support the state's journey toward a multimodal future. ODOT created Active Transportation to:

- **Ensure efficient, prompt, accountable and complete use** of available federal and state funding for projects.
- **Integrate multimodal and sustainable strategies** into transportation solutions.
- **Enhance collaboration with local agencies** through improved program and financial services.
- **Leverage funds** by crossing program/project areas to meet community and user needs.

Follow what's happening in Active Transportation at [ODOT's website](#).

Sustainability Program

As part of the newly formed Active Transportation Section, the Sustainability Program works with others to **integrate the program and funding sources** of the department more **strategically** to promote multimodal and sustainable transportation solutions. Highlights of recent accomplishments include:

- ODOT was the **first state agency** in Oregon to have a comprehensive Sustainability Program and the first to develop a Sustainability Plan.
- ODOT's Fleet Section uses **biodiesel, hybrid and electric vehicles**, as well as other clean fuels. For example, more than 30 percent of the fuel used by ODOT fuel is B-20 biodiesel equivalent, and this number rises continually.

Supporting Oregon's Livability



- ODOT's Facilities Section employs **sustainable practices** as a part of its everyday operations, with activities such as installing energy-efficient lighting and windows, adding insulation, using programmable thermostats, and changing to white roofs to reduce energy costs in buildings. By tracking energy use per square footage of buildings owned and leased by ODOT, the agency has demonstrated a reduction in energy usage every year since the baseline year of 2004.
- In 2012, ODOT released its **Climate Change Adaptation Strategy Report**, which assesses the potential impacts of climate change on the transportation system and begins to outline a process to address these impacts within ODOT's business practices.
- ODOT is a leader in addressing climate change through both mitigation and adaptation activities. Volume III of the ODOT Sustainability Plan is under way; the Sustainability Council and program staff, in consultation with others at ODOT, provide a framework for the **sustainable management of the transportation system**, including project development and delivery.
- The Sustainability in Project Delivery Committee, convened in 2010, develops tools project teams can use to integrate sustainable practices in design and construction. To inform this process, ODOT participated in a **Greenroads pilot**

(Greenroads is a sustainability rating system for roadway design and construction) and is also incorporating lessons learned from Oregon's OTIA III Bridge Program.

Pedestrian and Bicycle Program

Funds expended for pedestrian and bicycle-related improvements around the state through Oregon's unique bike bill (ORS 366.514) totaled:

- **2010: \$6,991,550**
- **2011: \$6,956,303**

In addition, bicycle/pedestrian projects were funded by the federal American Recovery and Reinvestment Act, the Transportation Enhancement program, the Flexible Funds program, *ConnectOregon*, and other programs.

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

- On rural highways, paved shoulders provide a place to walk and bike.
- In urban areas, bike lanes and sidewalks help **separate vehicle traffic** from pedestrians and bicyclists.
- Also in urban areas, sidewalks, crosswalks, signals and safety islands **help pedestrians walk safely** along and cross streets.

Supporting Oregon's Livability



- Many state highways pass through cities, where services are concentrated in a core area. In these areas, **bike lanes and walkways encourage walking and bicycling instead of driving**, to reduce congestion and contribute to a healthier environment.

See the Bicycle and Pedestrian program [website](#) for more information.

Oregon Innovative Partnerships Program

The Oregon Innovative Partnerships Program, or OIPP, is a unique section within ODOT that is dedicated to exploring public/private partnerships that would benefit the state and its people. Goals include accessing development capital from private sources; engaging entrepreneurial approaches to project development; and accelerating project delivery.

Unique elements benefit Oregon

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

Leading the way

Road User Fee Task Force

ODOT was the first state in the nation to test a “per-mile” fee that would replace the current fuel tax motorists pay at the pump. The pilot, conducted in 2006 – 2007, showed that the “Oregon Mileage Fee Concept” is **feasible as an alternative revenue collection system**. In 2012, OIPP will lead a second pilot that will incorporate what was learned in the first one; it will be an ‘open’ system, meaning motorists have several choices for how they would count their miles for the fee as well as options to pay that fee. To keep up on the latest, visit the [website](#).

Solar highways

The **first-in-the-nation solar highway** was completed in 2008, and a second installation – and the largest in the U.S. – was completed in 2011 and began **adding clean power to the grid** in January 2012. This successful program has received national and international awards and attention and has set the stage for more renewable energy projects. See www.oregonsolarhighway.com for more information.

Electric vehicle charging infrastructure

ODOT plays an integral role in building a **network of charging stations** for electric vehicles to encourage and accelerate private investment in and consumer acceptance of the electric vehicle industry. In 2012, **ten new charging stations opened on Interstate 5**, from Eugene to Ashland, as part of

Supporting Oregon's Livability



the West Coast Electric Highway. Several dozen more are planned for highways in coastal and central Oregon, funded through grants ODOT received from the federal TIGER program. For more information about these programs, visit [ODOT's website](#).

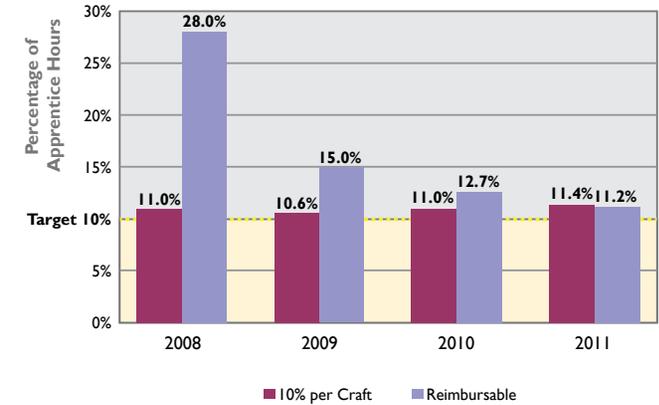
Office of Civil Rights, Workforce Development and Small Business Support

ODOT's Office of Civil Rights manages workforce development and small business support programs, in addition to providing supportive services for disadvantaged small businesses and overseeing Title VI/Environmental Justice in transportation projects around the state.

Workforce Development

- The **Workforce Development program** identifies, recruits and trains a new and larger qualified construction workforce, while building sustainable career opportunities for Oregon workers.
- **Apprentice hours on highway construction projects with Workforce Development specifications met or exceeded** the department's 10 percent training goal.

10% per Craft and Reimbursable Training Initiatives as of Dec. 31, 2011



Accomplishments, 2010 - 2011

Emerging Small Business program (ESB):

- For July 2009 – July 2010, ODOT committed nearly **\$5.3 million to contracts for ESB firms**. While the program is race and gender-neutral, it awarded contracts to a diverse group of bidders, and the program continues to recruit a wide variety of businesses:
 - **2,354 businesses certified as ESB** (majority of ESBs certified in types of work to qualify for work with ODOT, an increase of almost 500)
- For the 2009 – 2011 budget cycle, ODOT set aside more than **130 new projects** with an estimated value of more than **\$6.5 million** for exclusive bidding by Oregon firms with ESB designation

Supporting Oregon's Livability



Minority, Women, and Disadvantaged Business Enterprise Firms (MBE, WBE, DBE):

- **539 qualified as Disadvantaged Business Enterprises** (increased from 511).
- **730 qualified as minority-owned small businesses** (increased from 636).
- **1,249 qualified as women-owned small business** (increased from 1,094).

(Firms may qualify for certification in more than one category. Total firms certified in one or more categories, including ESB firms: 3,331)

ODOT's Small Contracting Program:

This program increases economic opportunities by allowing businesses to become prime contractors on smaller, more manageable transportation projects.

- The Small Contracting Program for Services has awarded **138 contracts for a total of \$8,488,283**; two-thirds of the businesses registered in this program are disadvantaged, minority-owned, women-owned, or emerging small businesses.
- The Small Contracting Program for Construction, aimed at diversifying the size of companies awarded ODOT construction contracts, has awarded **114 contracts for a total of \$4,090,081**.

- **Mentor Protégé program:** A project-specific Mentor Protégé Pilot Program helps small businesses (protégés) learn how to **develop their companies** and compete for prime contract and subcontract awards by partnering with large companies (mentors).
- **Disparity Study, 2011 Update:** In 2011, ODOT completed a Disparity Study Update to review minority-owned businesses used in ODOT contracting. A waiver modification from the U.S. Department of Transportation, now allows ODOT to **set selective race- and gender-conscious participation goals** on future ODOT contracts.
- **Other supportive service programs:** ODOT provides a host of supportive services to small businesses including supporting Turner School of Construction Management; offering scholarships to DBE, MBE, WBE or ESB certified firms to take **business management classes** with the Small Business Development Center; and more.



Supporting Oregon's Livability

**Transportation Building Rehabilitation**

The renovated Transportation Building opened in July 2012. Located on the Capitol Mall in Salem, the “T-Building” was designed in 1949 and completed in 1951. No major structural alterations had been done, making it the last building on the Capitol Mall substantially unchanged since its construction — and a building unable to withstand an earthquake.

- The 2010 Legislature authorized \$69.4 million in bonded funds to **rehabilitate the building** (no General Fund monies were used).
- The building meets Leadership in Energy and Environmental Design (LEED) **Gold certification**. A cost-benefit study showed that when lifecycle impacts are considered, a high performance, environmentally-friendly renovation will **save about \$90 million over 20 years** (compared to a market-rate renovation).
- Sustainable features of the building include storm water storage and re-use; rooftop solar panels; sensor lighting; energy-efficient heating, ventilation and air-conditioning; native plants and more.
- The project used local/regional materials and suppliers, and required that old material be recycled, re-used or resold to the extent possible.

- The project **preserves the historical aspects** of the building, such as the refurbished bronze window casings and marble entryway, while also adding high-tech conveniences such as Wi-Fi and video conferencing.
- The new building allowed ODOT to consolidate its leased facilities and save **\$6.2 million over 20 years** in facilities fees.

State Radio Project

The State Radio Project is improving Oregon's aging and obsolete public safety communications system and converting to narrowband transmission, as required by the Federal Communications Commission.

Focused on repairs and modernization, **the project will extend the useful life of the ODOT and Oregon State Police wireless communications infrastructure**. An integrated statewide network will allow **shared efficiencies** among the Oregon Department of Corrections, Oregon Department of Forestry and Oregon Office of Emergency Management.

ODOT fosters **interoperability between state and local systems** through the State Interoperability Executive Council and the State Radio User Group.



Supporting Oregon's Livability



The project will build a trunked, two-way radio system in a “horseshoe” area that includes the Willamette Valley, north to the Columbia River Gorge, east to The Dalles and south to Bend. The system includes:

- A **network operations center**.
- A conventional radio system.
- A **trunked radio system** to improve channel access and efficiency in high radio traffic areas.
- An upgraded **digital microwave** system.
- A layer of limited **interoperability**.

The project will result in the State Radio System, which **will meet long-term wireless communications needs** for ODOT and OSP. Keep up-to-date on the latest at the [website](#).



Financing Roads in Oregon

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

I. The State Highway Fund

The money raised by taxes and fees on the ownership, operation or use of motor vehicles or on the fuel they use is constitutionally dedicated in Oregon to the State Highway Fund. These funds, which come from the following sources, must be used only on roads, bridges or rest areas and cannot be used for rail, public transit, light rail or other non-road projects.

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

- \$26.50–\$144: issuance, renewal or replacement of driver license or commercial driver license with endorsements
- \$23.50: instructional permits
- \$5–\$70: tests and special endorsements

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

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

- Title fees

- \$77: cars and other light vehicles
- \$90: vehicles with a GVW rating over 26,000 pounds

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

- 30 cents per gallon of gasoline, diesel or equivalent natural gas or propane: vehicles less than 26,000 GVW and registered farm vehicles.

D. Weight-mile taxes *(covering the greater responsibility of trucks and other heavy vehicles — fees are based on weight and distance)*

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

The **State Highway Fund is a shared revenue** source. The net revenues from the taxes and fees listed above are distributed to the state highway system, counties and cities using the several statutory formulas.

- State: 59 percent
- Counties: 25 percent, based on vehicle registrations
- Cities: 16 percent, based on population

Financing Roads in Oregon



Oregon's first Highway Bond was issued for \$1,000 in Jackson County in 1913.

II. Federal Funds

There are two major sources of federal road revenue:

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

III. Local Funds

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



Federal Transportation Funding

Federal fuel and transportation taxes and fees, including motor fuels tax, tire tax, heavy truck and trailer sales tax and annual heavy truck use tax, provide the funds for highway and transit programs. These taxes and fees are deposited in a federal Highway Trust Fund. The trust fund has two accounts: a Highway Account and a Mass Transit Account.

Current (2012) federal fuel tax rates and distribution

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

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

The federal fuel tax rates were last raised in 1993. Fuel price increases, combined with improvements in fuel efficiency and the condition of the economy, have adversely impacted trust fund deposits. As a result, trust fund revenues have not kept pace with trust fund expenditures, creating a shortfall in federal transportation funding for all states.

How funds are distributed to states

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

The current federal transportation funding law is called Moving Ahead for Progress in the 21st Century (MAP-21), which was signed into law in 2012. MAP-21 sets policies and provides funding for federal highway, transit and safety programs for federal fiscal years 2013-2014.

MAP-21 provides funding for federal transportation programs at levels comparable to recent years. Because the federal gas tax and other transportation user fees have not been raised since 1993, revenues no longer cover the amount of funding provided by Congress for surface transportation programs. By 2015, after MAP-21 expires, the Highway Trust Fund will face a deficit that will require Congress either to provide additional resources or cut funding significantly for highways, transit, and safety.

For updated information on federal transportation funding and issues, visit [ODOT's federal affairs website](#).

Federal Transportation Funding



Federal funding limitations

- ODOT receives federal funds to reimburse state funds and other funds spent on projects the federal government approves.
- Federal funds must be matched with state and local funds. Because the federal government provides only a portion of the money needed to maintain and improve Oregon’s transportation system, most major projects require state taxes or other nonfederal funds to close the gap.
- Federal funds for highway and transit projects must be used for specific purposes — they are not block grants.
- There are numerous highway and transit programs through which states receive federal funds; each federal program has its own rules and restrictions.
- Transit funds are distributed largely to local transit providers and local governments; ODOT manages less than 10 percent of annual transit funding.

Estimated Average Annual Federal Funding for Oregon and ODOT

Federal Fiscal Years 2005 – 2013 (Dollars in Millions)

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

Annual obligation limitation for highways is based on an expected limitation rate of 92 percent for federal fiscal years 2006-2013. Annual

obligation limitation for transit is based on an expected limitation rate of 100 percent for federal fiscal years 2006-2013. Absent are any funding amounts for highway or transit projects earmarked in 2010. In 2011, Congress adopted a ban on the earmarking of transportation project. The duration of the ban is a source of ongoing congressional controversy.

Important terms to know:

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

Revenue Sources

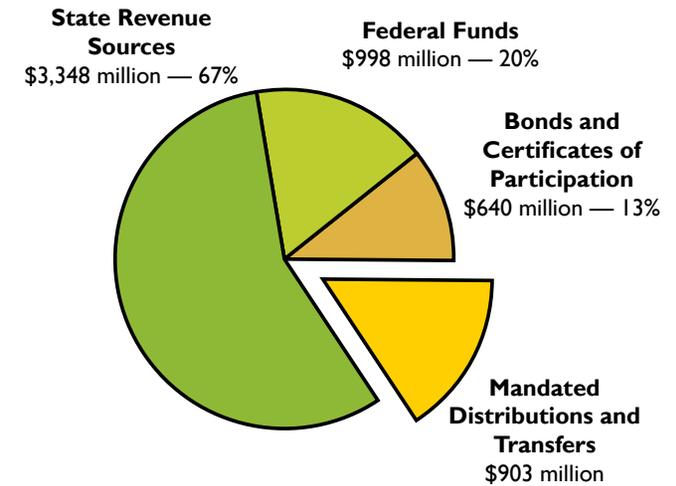


The Highway Division's motto in 1958 was, "Oregon Freeways ... Symbol of 2nd Century Progress."

Oregon Department of Transportation Revenue Sources 2011 - 2013	\$ Millions
Beginning Balance	576
Motor Fuels Taxes	1,106
Driver and Vehicle Licenses and Fees	676
Transportation Licenses and Fees	97
Weight Mile Tax	611
Transfers to the Department	121
State General Funds	17
Oregon Lottery Proceeds	70
Sales and Charges for Services	25
All Other Revenue	49
Subtotal State Funds	3,348
Federal Funds	998
State Highway and Oregon Lottery Revenue Bonds	640
TOTAL REVENUE	4,986

Source: 2011-2013 Legislatively Adopted Budget

2011-2013 Legislatively Adopted Budget Available Revenue = \$4,083 million



Revenue Uses

Revenue Uses

Based on 2011–2013 Legislatively Adopted Budget

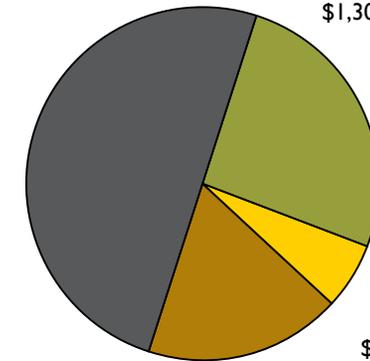
State Highway Program	\$ Millions
Maintenance	422
Preservation	338
Bridge	615
Highway Operations	134
Modernization	390
Special Programs	210
Local Government Assistance	380
Subtotal State Highways	\$2,489

Other ODOT Programs	\$ Millions
Transportation Safety	32
Public Transit	83
Rail	67
Transportation Program Development	236
DMV	160
Motor Carrier	64
Central Services	186
Debt Service	458
Capital Improvement, Construction and Non-Limited Programs	21
Subtotal Other Programs	\$1,307

STIP and Mandated Programs	287
Mandated Transfers to Other Agencies	903
ODOT Total	\$4,986

State Highways
\$2,489 million — 50%

Other ODOT Programs
\$1,307 million — 26%



Mandated Transfers to Other Agencies
\$903 million — 18%

STIP and Mandated Programs
\$287 million — 6%

Transfers to Local Governments and Other State Agencies	\$ Millions
Cities	303
Counties	452
Other Agencies	77
Subtotal	\$903

In 1935, the Oregon State Highway Department produced a map showing the location of state-, county-, and privately-owned automobile ferries throughout the state.



Transportation Planning

Transportation Planning Creates Statewide Success

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

The Oregon Transportation Plan

The Oregon Transportation Plan, the state's transportation policy plan, was adopted in September 2006. It provides an overall vision of a balanced multimodal transportation system for Oregon, encompassing all modes of transportation regardless of ownership. Using goals, the plan guides efforts to optimize the existing system and better integrate modes of transportation so they function as one safe, integrated, efficient system:

Goal 1 – Mobility and Accessibility

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

Goal 2 – Management of the System

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

Goal 3 – Economic Vitality

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

Goal 4 – Sustainability

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

Goal 5 – Safety and Security

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

Goal 6 – Funding the Transportation System

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

Transportation Planning



Goal 7 – Coordination, Communication and Cooperation

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

The 1999 Oregon Highway Plan

- The OHP sets long-range policies and investment strategies for the state highway system.
- It emphasizes safety and efficient management of the highway system.
- The OHP also includes investment strategies that address available funding and explains how ODOT would invest future revenues.
- The 1999 Plan was republished, with amendments, in 2006.

The 1995 Oregon Bicycle and Pedestrian Plan

- This plan describes laws, principles and policies that ODOT follows to provide bikeways and walkways along state highways.
- It provides design guidance to ODOT, cities and counties on good construction practices.

The 2011 Oregon Freight Plan

- The purpose of the Oregon Freight Plan is to improve freight connections to local, state, tribal, regional, national and international markets with the goal of increasing trade-related jobs and income for Oregon workers and businesses.
- The OFP identifies sixteen freight issues and strategies, along with action steps, to address freight issues.
- The OFP supports the implementation of the OTP and modal plans to improve and preserve Oregon's multimodal freight transportation network.

Oregon Rail Plan

- This plan describes rail related laws and policies and provides an overview of Oregon's freight and passenger systems.
- In 2010, ODOT released a statewide study describing opportunities and challenges for both the freight and passenger rail system in Oregon. This study will serve as the foundation for updating the 2001 Oregon Rail Plan.

Oregon Transportation Safety Action Plan

- This plan identifies a safety agenda to guide the state over the next 20 years and includes key actions aimed at improving transportation safety on Oregon's highways.
- Adopted in 2004 and amended in 2006, the plan serves as the federally mandated Strategic Highway Safety Plan.

Transportation Planning



The Travel and Information Division of the State Highway Department was organized in November, 1935, to draw tourists to Oregon.

1997 Oregon Public Transportation Plan

- This plan covers intercity bus, passenger rail, urban fixed-route transit, small-city and rural transit, special-needs transportation, transportation demand management and light-rail needs.

2007 Oregon Aviation Plan

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

Key elements of successful planning

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

Oregon also gathers input from local Area Commissions on Transportation (ACTs). These community groups meet regularly to develop and refine transportation plans.

In addition to these locally-derived plans, there are a variety of facility plans that impact projects, including plans that cover all modes of transportation: cars, buses, trucks, trains, bicycles, pedestrians, airplanes, pipelines and ports. Facility plans also include transportation system plans and refinement plans such as interchange area management plans and access management plans.

All of these plans and planning processes feature significant public involvement, as well as input from local, state, federal and ODOT officials, tribal representatives, transportation providers and other transportation stakeholders.

Management systems are also used to evaluate proposals for transportation solutions, providing objective technical information for pavements, bridges, safety, congestion, public transportation, traffic monitoring and freight.

Key Performance Measures

○ DOT's performance measures are linked to the agency's four goal areas. The publicly reported performance measures help ODOT track progress in support of the agency's goals.

Goal	Description	2004	2006	2008	2010 Target/Reached	2012 Target
Safety: Engineering, educating and enforcing a safe transportation system	Traffic deaths per 100 million vehicle miles traveled	1.28	1.35	1.25	.99/.94	.93
	Number of large truck at-fault crashes per million vehicle miles traveled	NA	.40	.38	.37/.33	.37
	Number of incidents at railroad grade crossings	23	19	12	15/18	13
	Percent of people satisfied with transportation safety	75	69	70	74/77	74
	Employee Disabling (time loss) Claims Rate per 100 employees	NA	NA	1.94	NA/1.28	1.06
Mobility/Economic Vitality: Keeping people and economy moving	Number of jobs sustained by construction spending	NA	NA	NA	13,000/ 12,800	14,200
	Percent of Oregon communities of 2,500 or more with intercity bus or rail passenger service	90	91	91	95/91	95
	Hours of delay per person in urban areas	23	24	20	NA	26
Sustainability/Environment: Sustaining the environment and communities	Number of rail passenger traveling in Oregon	122,639	137,836	186,410	195,635/ 193,971	202,648
	Percent of Oregonians who commute to work during peak hours by means other than driving alone	31	32	30	30/30	30
	Percent of state highway lane miles in fair, good or excellent condition	85	87	85	78/86	78
Stewardship: Maximizing value from transportation investments	Percent of customers satisfied with ODOT service	NA	90	88	85/91	90
	Minutes that customers wait in line for services at DMV offices	14	12	11	15/9	12





About ODOT

ODOT Mission

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

ODOT Values

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

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

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

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

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

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

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

ODOT Goals

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





Matthew Garrett

DIRECTOR, OREGON DEPARTMENT OF TRANSPORTATION

Matthew Garrett is the Director of the Oregon Department of Transportation, leading its 4,600 employees and managing its \$4.07 billion biennial budget. Before assuming the directorship in December 2005, he served as Local Government Liaison, Chief of Staff, and as the Portland Region manager for ODOT. Before joining the ODOT staff in 1997, Garrett served on the personal staff of U.S. Senator Mark Hatfield from 1994 to 1997 in both his Washington, D.C., office and as Oregon field representative. Garrett was raised in Oregon, is a graduate of George Washington University and lives in Portland with his wife and four children.



Pat Egan

OREGON TRANSPORTATION COMMISSION CHAIR

Commission Chair Pat Egan is VP, Customer and Community Affairs for Pacific Power. Egan is an attorney and has served as Legislative Director and Transportation Policy Adviser to Gov. Kitzhaber and as Chief of Staff to Gov. Kulongoski. Egan was also State Affairs Manager at the Port of Portland. He serves on the boards of the NW Energy Efficiency Alliance, the Pacific NW Utilities Conference Committee, the Oregon Sports Authority and the Oregon State University Alumni Association. Mr. Egan earned a law degree from the Willamette University College of Law and holds a bachelor's of science degree from Oregon State University.

Commission term:

12/1/2011 to 6/30/2012; 7/1/2012 to 6/30/2016



David Lohman

OREGON TRANSPORTATION COMMISSION

Dave Lohman is an attorney in southwest Oregon. He began practicing law in 1981. Lohman holds an undergraduate degree in English from Yale and a law degree from the University of Michigan. He has held senior management positions at the Port of Portland and the Oregon Economic Development Department. Lohman served on the congressional staff of U.S. Congressman John Dellenback and the professional staff of the U.S. Senate Appropriations Committee.

Commission term:

2/18/2008 to 6/30/2013



Mary Olson

OREGON TRANSPORTATION COMMISSION

Mary Olson is the president of Norris, Olson & Associates in Portland and the former vice-president for the Port of Portland Commission. She is a member of the Finance Committee for Northwest Electrical Light and Power Association, and the corporate co-chairperson of U.S. Bancorp United Way Campaign. Olson holds a bachelors degree from Oregon State University and attended the Northwest School of Banking.

Commission term:

3/1/2010 to 6/30/2012; 7/1/2012 to 6/30/2016



Mark Frohnmayer

OREGON TRANSPORTATION COMMISSION

Mark Frohnmayer graduated from UC Berkeley in 1996 with a degree in Electrical Engineering and Computer Science. After 11 years in the computer games industry and a successful exit from his first startup, GarageGames, Frohnmayer has turned his entrepreneurial energy towards sustainable business development in Oregon. He founded Arcimoto in October 2007 to bring quality, affordable, sustainable vehicles to the public. Frohnmayer served on the Oregon governor's Alternate Fuel Vehicle Infrastructure Working Group in 2009 and was peer selected as one of the Pacific Northwest's clean technology Pivotal Leaders. He is currently serving on the Oregon Transportation Commission and the Oregon Passenger Rail Leadership Council, which was recently appointed by Oregon Gov. Kitzhaber to guide the Oregon Passenger Rail Environmental Impact Statement Project.

Commission term:

6/20/2011 to 6/30/2013



Tammy Baney

OREGON TRANSPORTATION COMMISSION

Tammy Baney is in her second term as a Deschutes County Commissioner. She also serves as the elected President of the Association of Oregon Counties. Baney has an extensive background in public service and community advocacy, working with groups such as CASA (Court Appointed Special Advocate for children), Habitat for Humanity, Commission on Children and Families, Family Law Advisory Council, Family Access Network and has been a foster parent for years. Baney has been appointed by Governor Kitzhaber to various leadership teams to assist with policy creation for both early childhood learning and healthcare reform efforts. Baney was appointed by Governor Kulongoski to the Oregon Housing Council in 2010 and also serves on the Road User Fee Task Force for the OTC. She is a champion for integrating community health reform into transportation planning. Baney is the proud mom of Addy and her three grown foster daughters: Lindsy, Ashley and Alesha.

Commission term:

7/1/2011 to 6/30/2015