



# TRANSPORTATION | KEY FACTS 2006

*Useful Information About Transportation in Oregon*



*About the cover:*

*2006 marks the 50th anniversary of the interstate highway system in the United States. The map in the background is a 1956 Oregon Highway map. The photo in the foreground shows present-day I-405.*

*This edition of Transportation Key Facts was revised in 2006.*

# TRANSPORTATION | KEY FACTS 2006

## Useful Information About Transportation in Oregon

### Welcome

Dear Oregonians,

We are pleased to provide you with the 2006 edition of *Key Facts*, a summary of important issues affecting transportation in Oregon. In addition to information about transportation revenues and expenses, this booklet includes:

- details about ODOT's performance, demands on our system and the transportation planning process;
- tables showing driver and motor vehicle transactions, passenger rail volumes and construction project accomplishments;
- key data transportation planners and stakeholders can use; and
- descriptions of motor carrier activity, freight movement and public transit programs.



*ODOT Director Matt Garrett*

*Key Facts* also tells about the recent investments Oregon has made in your transportation system.

The Oregon Department of Transportation is working with private contractors to replace and repair hundreds of bridges on highways throughout the state, enhancing safety and putting thousands of Oregonians to work. Over the next 10 years, ODOT and its private-sector partners have placed a priority on:

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

For the latest information about transportation issues around the state, visit ODOT's web site at [www.oregon.gov/ODOT](http://www.oregon.gov/ODOT). And remember, before you travel, log onto Oregon's award-winning road condition, construction and incident site, [www.TripCheck.com](http://www.TripCheck.com). (You can also call 511 for important travel information.)

On behalf of the dedicated ODOT employees throughout the state, thank you for your interest in transportation — and please drive safely.

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

Matthew L. Garrett  
Director  
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.*



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# Transportation in Oregon

## Moving people and goods in Oregon

Oregon's transportation system is a multi-billion dollar investment in our people, our environment and our state. Almost every aspect of life is affected by transportation — it's how food gets to the grocery store and how children get to school; it's how tourists come to visit and how residents discover new places. Whether by train, air, car, bus, bicycle or on foot, we all depend in one way or another on a safe and reliable transportation system.

Multi-modal transportation gives Oregonians more choices and supports economic prosperity. By considering all the different ways to travel and all the options to move goods and services, we create efficient connections that benefit the entire state.

## Transportation facilities owned and operated by the state of Oregon

- interstate and state highways;
- state-owned airports; and
- two short-line railroad tracks and rights of way.

## Other Oregon transportation systems

- city streets and county roads;
- public roads on federal lands;
- ferries;
- public transit systems;
- commercial and general aviation airports;
- freight railroads and intercity passenger rail service;
- marine ports and navigation; and
- nonmotorized transportation.

ODOT invites you to learn more about Oregon's transportation system from this booklet. You can also keep up-to-date on plans and projects at our web site, [www.oregon.gov/ODOT](http://www.oregon.gov/ODOT).

## ODOT Mission

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

## ODOT Values

These are the values that guide our decision-making and which we follow in implementing ODOT's mission and goals.

**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.

**Positive Workplace:** We recognize innovation and initiative, we show respect for all, and we honor diversity.

**Environment:** We provide services and facilities in ways that protect and enhance the environment.



ODOT sets short- and long-term goals, outcomes and performance measures to guide its activities.

**Goal 1: Provide a transportation system that supports livability and economic prosperity in Oregon.**

- Reduce the number of economically distressed communities by making key transportation improvements that increase business opportunities;
- Increase the number of communities that offer a variety of coordinated transportation options to residents;
- Reduce travel times and delays between communities in key freight corridors;
- Enhance the scenic qualities of byways and tourist routes; and
- Reduce the adverse impacts of transportation on air and water quality.

**Goal 2: Provide a transportation system that moves people and goods efficiently.**

- Improve system operations for users of all transportation modes;
- Reduce hours of travel and shipping delays due to congestion, construction, incidents and weather;
- Ensure that all users — especially senior, disabled and low-income Oregonians — have equal opportunity to access and choose among transportation systems and services;
- Improve the number of choices available to travel and to ship goods;
- Increase access to transportation systems and services;
- Increase the reliability of transferring between transportation modes in a seamless system; and
- Maintain and preserve cost-effective transportation facilities and equipment.

**Goal 3: Improve travel safety in Oregon.**

- Reduce transportation-related crashes and fatalities;
- Increase public satisfaction with the safety of Oregon’s transportation systems;
- Increase the percentage of safe drivers and safe vehicles on the road; and
- Reduce injuries to ODOT employees and other transportation workers.

**Goal 4: Provide excellent customer services.**

- Improve how ODOT delivers transportation services;
- Improve efficiency to better serve customers of Driver and Motor Vehicle Services, Motor Carrier Transportation and other ODOT services; and
- Increase public satisfaction with customer services.



# 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.

The Oregon Transportation Commission:

- develops and maintains state transportation policy and a comprehensive, long-range plan for a multimodal transportation system;
- coordinates and administers programs relating to railways, highways, motor vehicles, public transit, transportation safety and other transportation-related programs; and
- exercises other powers according to state law. [ORS 184.612 to 814.619]

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.

## 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.
- ACTs serve the Transportation Commission in much the same way that local planning commissions serve cities and counties. Currently, there are ten ACTs in Oregon.

## Oregon Transportation Commission Members

**Chair: Stuart E. Foster** (Medford)

Term: 09/10/1995 to 06/30/1997  
07/01/1997 to 06/30/2001  
07/01/2001 to 06/30/2005  
07/01/2005 to 06/30/2009

**Gail L. Achterman** (Portland)

Term: 11/17/2000 to 06/30/2004  
07/01/2004 to 06/30/2008

**Michael R. Nelson** (Baker City)

Term: 07/01/2003 to 06/30/2007

**Randall "Randy" C. Papé** (Eugene)

Term: 01/01/2001 to 06/30/2001  
07/01/2001 to 06/30/2005  
07/01/2005 to 06/30/2009

**Janice J. Wilson** (Portland)

Term: 10/01/2004 to 06/30/2008

For more information about the OTC or ACTs, please contact Kim Jordan at (503) 986-3450.

## Contact information:

Kim Jordan, OTC Assistant  
Oregon Department of Transportation  
355 Capitol St. NE, Room 135  
Salem, OR 97301-3871  
Phone: (503) 986-3450  
Fax: (503) 986-3396  
E-mail: kimberly.a.jordan@odot.state.or.us



Stuart Foster



Gail Achterman



Michael Nelson



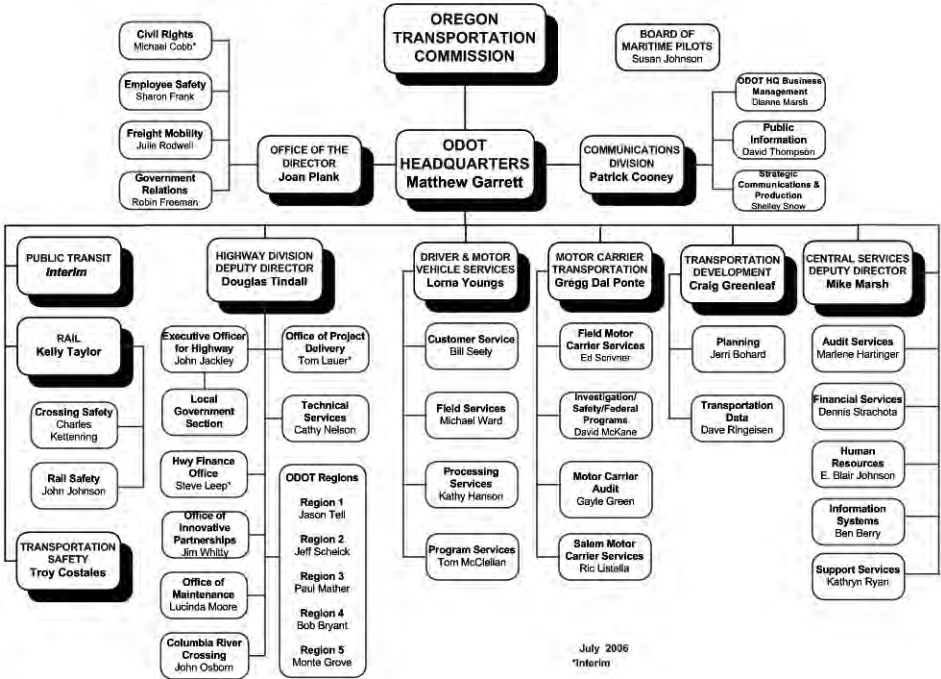
Randy Papé



Janice Wilson

# DEPARTMENT OF TRANSPORTATION ODOT Organization Chart

## Oregon Department of Transportation



Matt Garrett was named to head the Oregon Department of Transportation in December 2005. Here he holds a special license plate that was used in a caravan to commemorate the 50th anniversary of the interstate highway system.



## Divisions

### **Office of the Director**

(503) 986-3452  
355 Capitol St. NE, Suite 135  
Salem, OR 97301-3871  
*Matt Garrett, Director*

### **Central Services**

(503) 986-4060  
355 Capitol St. NE, Suite 101  
Salem, OR 97301-3871  
*Mike Marsh, Deputy Director*

### **Communications**

(503) 986-3405  
355 Capitol St. NE, Suite 135  
Salem, OR 97301-3871  
*Patrick Cooney, Administrator*

### **Driver and Motor Vehicle Services**

(503) 945-5000  
1905 Lana Ave. NE  
Salem, OR 97314-0100  
*Lorna Youngs, Administrator*

### **Highway**

(503) 986-3435  
355 Capitol St. NE, Suite 135  
Salem, OR 97301-3871  
*Doug Tindall, Deputy Director*

### **Motor Carrier**

(503) 378-5849  
550 Capitol St. NE  
Salem, OR 97301-2530  
*Gregg Dal Ponte, Administrator*

### **Public Transit**

(503) 986-3300  
555 13<sup>th</sup> St. NE, Suite 3  
Salem, OR 97301-4179  
*Interim Administrator*

### **Rail**

(503) 986-4321  
555 13<sup>th</sup> St. NE, Suite 3  
Salem, OR 97301-4179  
*Kelly Taylor, Administrator*

### **Transportation Development**

(503) 986-3421  
555 13<sup>th</sup> St. NE Suite 2  
Salem, OR 97301-4179  
*Craig Greenleaf, Administrator*

### **Transportation Safety**

(503) 986-4190  
235 Union St. NE  
Salem, OR 97301-1054  
*Troy Costales, Administrator*

*Seven massive concrete beams were used on an OTIA III bridge project north of Chemult. The beams are the longest precast concrete beams ever used on a highway bridge in Oregon. Each beam is more than 183 feet long and seven-and-a-half feet tall. The beams weigh 179,000 pounds each.*



# ODOT Region Information

ODOT is divided into five regions, each with its own unique needs and characteristics — each an integral part of keeping people and goods moving safely and efficiently throughout the state.

## 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  
*Jeff Scheick, Region Manager*

## Southwest Oregon Region 3

(541) 957-3500  
3500 NW Stewart Parkway  
Roseburg, OR 97470-1687  
*Paul Mather, Region Manager*

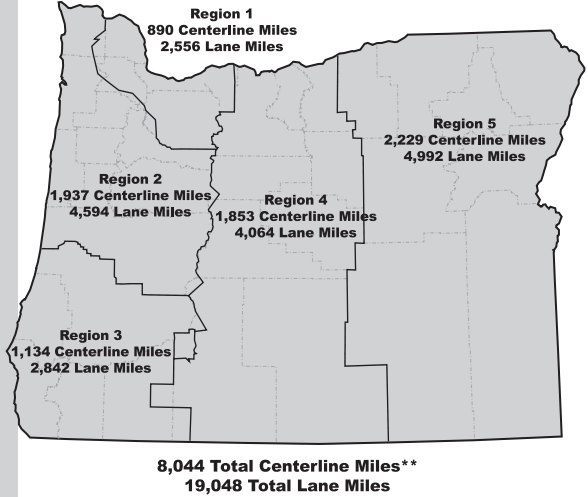
## Central Oregon Region 4

(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*

## State Highway Mileage by Region



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

*\*SOURCE: ODOT Transportation Data Section, 2005 Oregon Mileage Report*

*\*\*Region centerline miles do not add up to total due to rounding.*



**General information**

(503) 986-3200

**Questions, comments,  
concerns about ODOT**

Call toll-free: 1-888-ASK-ODOT  
(1-888-275-6368)

**Driver and Motor Vehicles**

- Statewide: (503) 945-5000
- In Portland: (503) 299-9999
- Web site: [www.oregondmv.com](http://www.oregondmv.com)

**Motor Carrier  
Transportation Division**

- [www.oregon.gov/ODOT/MCT](http://www.oregon.gov/ODOT/MCT)
- [www.oregontruckingonline.com](http://www.oregontruckingonline.com)
- (503) 378-5849

**Road, weather and travel information**

- Inside Oregon: 511 or 1-800-977-6368
- Outside Oregon: (503) 588-2941
- Web site: [www.TripCheck.com](http://www.TripCheck.com)

**Job openings**

- Call ODOT Jobs (866) ODOTJOBS  
(1-866-636-8562)
- Web site: [www.odotjobs.com](http://www.odotjobs.com)

**Director's Office**

(503) 986-3289

**ODOT web site**

[www.oregon.gov/ODOT](http://www.oregon.gov/ODOT)

*For copies of Key Facts, call (503) 986-3405.*

*Silver Lake, LaPine and Chemult  
Maintenance crews worked together to  
replace several hundred feet of guardrail  
damaged on U.S. 97 south of LaPine.  
Thanks to constant communications,  
region maintenance crews saved more  
than \$4,000 by reusing guardrail, posts  
and end pieces removed from a  
maintenance project in Bend.*





# Transportation and Oregon's Economy

Transportation is essential to Oregon's economic health. A sound multimodal transportation system supports our existing economy, facilitates desired growth, reduces the costs of congestion and inefficiency, and links us together to promote success in all regions of the state.

## Supporting our economy

- Oregon is highly trade-dependent and uniquely positioned as a gateway to the global economy.
- Maintaining transportation connections among ports, airports, intermodal centers, manufacturing and industrial centers, agricultural regions and other key locations helps keep Oregon's economy strong.

## Facilitating growth

- New business startups and existing businesses moving to Oregon are signs of a healthy economy.
- Oregon is a leading center for advanced technology in agriculture, semiconductors and electronics, transportation equipment, metals and wood products.
- Providing good transportation connections is the key to encouraging business and economic growth.
- Since 2003, transportation investments have created or sustained an estimated 14,500 jobs through fiscal year 2006.

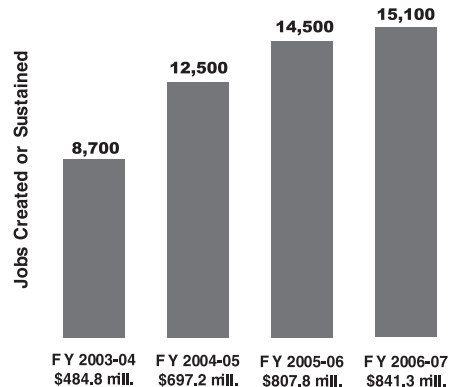
## Reducing the costs of congestion

- Congestion and slowdowns cost money for businesses as well as for elements of the transportation system.
- Transportation investment results in economic productivity that cuts transportation costs and travel time. These benefits are passed on:
  - to consumers as lower prices;
  - to workers as higher wages; and
  - to businesses as increased income.

## Promoting success across the state

- Oregon's major industries — agriculture, wood products, fishing, technology and tourism — depend on the transportation network to move customers, employees, visitors, goods and supplies.
- A strong multimodal transportation system keeps all sectors of the economy connected to distribution points.
- Moving goods by rail, truck, air, ship or barge helps shippers take advantage of the most efficient and cost-effective system for transporting their products.
- This variety of transportation choices keeps shipping costs competitive.
- To further support Oregon's economy and quality of life, ODOT is embracing the concept of sustainability. By demonstrating sustainable business practices, ODOT is helping meet the needs of the current generation while helping ensure that future generations can meet their needs. ODOT's Sustainability Program assists staff in carefully managing activities and assets so that the agency can sustain access to essential goods and services, economic opportunities, transportation choices, livable communities and healthy natural resources for all Oregonians.

## Projected Short Run Job Impacts Statewide



# Oregon Transportation Investment Act

## **OTIA — Oregon Transportation Investment Act**

- OTIA is the largest major investment in transportation infrastructure in Oregon in 50 years.
- In 2001–2003, the Oregon Legislature passed a series of funding packages that raise \$2.96 billion for highway and bridge construction work through 2013.
- OTIA uses revenue from truck and automobile title and registration fees to finance the sale of construction bonds.

## **OTIA's 2001–2002 funding package**

It 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's 2003 funding package**

It provided \$2.46 billion to:

- fix or replace more than 300 aging bridges on the state highway system;
- fix or replace 141 city- and county-owned bridges;
- repave city streets and county roads; and
- modernize and add capacity to state highways.

## **OTIA projects and the Statewide Transportation Improvement Program**

- OTIA projects, which will repair or replace hundreds of bridges, pave and maintain city and county roads, improve and expand interchanges, add new capacity to Oregon's highway system, and remove freight bottlenecks statewide, are in addition to the Statewide Transportation Improvement Program projects.
- The Legislature and the governor directed ODOT to get the 2003 OTIA bridge program running quickly and efficiently by hiring more private companies for design and construction work and focusing ODOT's efforts away from producing engineering work to managing the state's transportation system.

## **OTIA boosts Oregon's economy**

- About 18 family-wage jobs are sustained for every \$1 million spent on transportation construction in Oregon.
- Each year during the OTIA program, construction projects will sustain approximately 4,280 family-wage jobs.
- When finished, OTIA projects will continue to strengthen our economy by helping people and products move safely and more efficiently.

## **Choosing OTIA projects**

- OTIA projects were selected with input from citizens, engineers, safety experts, local Area Commissions on Transportation, regional advisory committees, elected officials and ODOT staff.

To learn more about OTIA projects, visit [www.oregon.gov/ODOT/OTIA](http://www.oregon.gov/ODOT/OTIA).





## Workforce, Small Business and Diversity Initiatives

### Workforce Development

- Record levels of transportation investments in Oregon and neighboring states have created a potential shortage of skilled highway construction workers. In July 2005, ODOT launched a comprehensive Workforce Development Plan to expand diversity in employment, increase apprenticeship participation, and create more highway construction jobs. Workforce development is a top priority, and ODOT is ensuring that its activities support the statewide efforts.
- ODOT-led regional workforce alliances are implementing the plan. Members include unions, minority groups, community colleges, workforce providers, local and state agencies, and transportation stakeholders. The alliances are recruiting, assessing, and training people for highway construction and related jobs.
- The focus throughout ODOT's Workforce Development Plan is on sustainable careers instead of one-time jobs. By collaborating with other agencies and interested organizations, ODOT is tracking workers who participate in the plan's programs to help ensure career growth.

### Small Business Contracting

In addition to ODOT's Workforce Development Plan, the agency continues expanding opportunities for qualified small businesses:

- ODOT's Emerging Small Business program has contracting opportunities set aside for qualified minority-, women-owned and emerging small businesses. By early 2006, some 53 projects valued at \$2.1 million were designated specifically for ESB participants.

- ODOT has begun a small business initiative to increase the number of firms doing business with the department, including increasing technical training and improving networking opportunities for small businesses to meet with ODOT prime contractors.

### Diversity Efforts

- ODOT has enhanced its internal efforts in diversifying its workforce by implementing an updated Affirmative Action Plan, participating in an annual Diversity Conference with the Department of Human Services, and continuing to support and build the ODOT Diversity Council. Goals of the department's AA plan include recruiting more women and minorities in technical positions. In 2006, the Diversity Council created a "tool box of ideas" for supervisors and managers to use in recruiting, retaining and supporting diverse employees.
- Externally, through both the Workforce Development Plan and the Small Business Initiative, ODOT continues to support diversity. The Region 1 Workforce Alliance (Portland metropolitan area), for example, has a particular focus on recruiting and training females and minorities for potential jobs in highway construction. Among the Small Business Initiative work group's goals are "identifying and reducing contracting barriers for disadvantaged business enterprises, minority- and women-owned businesses and emerging small businesses."

ODOT's Office of Civil Rights oversees all of these programs. For more information, visit the OCR web site at [www.oregon.gov/ODOT/CS/CIVILRIGHTS/](http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/).





### **ConnectOregon Initiative**

In 2005, the State Legislature approved \$100 million for investing in transportation modes other than highways.

*ConnectOregon* is a lottery-backed bond initiative to invest in air, rail, marine and public transit infrastructure to ensure Oregon's transportation system is strong, diverse and efficient. It is focused on improving the connections between the components of a whole transportation system by improving the flow of commerce and easing delays in travel.

Some 100 organizations applied for *ConnectOregon* funding. The applications were reviewed by advisory committees consisting of stakeholders in the particular mode (air, rail, freight and public transit). Applications were also reviewed by the Area Commissions on Transportation and a specially created Portland metro area committee (because there is no ACT covering the Portland metro area). These recommendations were then forwarded to the *ConnectOregon* Consensus Committee.



The Consensus Committee, made up of representatives from the nine review committees, the governor's office and industry groups, evaluated the review committees' recommendations and developed a final list of projects for the Oregon Transportation Commission to consider in July 2006. A complete list of all the approved projects is available on the *ConnectOregon* web site, [www.oregon.gov/ODOT/COMM/CO/](http://www.oregon.gov/ODOT/COMM/CO/).

*ConnectOregon* is the first major funding initiative targeted at multimodal or non-highway transportation in Oregon. This effort leverages the significant investments in the highway network (such as OTIA I, II and III) and the Statewide Transportation Improvement Program. *ConnectOregon* is helping attract and sustain business and jobs in Oregon, and ensuring Oregon is connected to world markets.



*Gov. Kulongoski announced his backing of ConnectOregon to invest in air, rail, marine and transit infrastructure.*



Bridges are a critical part of Oregon's transportation infrastructure, and they make a valuable contribution to preserving our environment. In addition, bridges help sustain Oregon's economic viability and help motorists get where they are going.

- Oregon has 6,654 bridges. The state owns 2,666 of these bridges; counties, cities and other public agencies own the rest.
- Bridges play an important role in our cultural heritage. Seventy-three bridges are listed on the National Register of Historic Places, and approximately 100 more are eligible for listing.
- Federal law requires thorough bridge inspection at least once every two years.

### **Aging bridges appear statewide**

- Most Oregon bridges were designed to be replaced after about 50 years. The state has more than 350 bridges that are nearing the end of their planned use.
- The average age of Oregon's bridges is 38 years. Twenty percent are more than 50 years old. These 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 on schedule.
- When inspections show cracks developing over a short period, ODOT must consider putting weight restrictions on these bridges to ensure public safety.
- Weight restrictions can make it more difficult to deliver goods to Oregon's communities. Higher shipping costs and delays may result.

### **Bridge replacement in high gear**

- The 2003 Oregon Legislature approved the third funding package under the Oregon Transportation Investment Act, providing \$1.3 billion to repair and replace state-owned bridges over a 10-year period.
- These bridges are located on important freight routes including Interstate 5, Interstate 84, U.S. 20 and U.S. 97.
- The bridge program is being carried out in phases to minimize the impact on freight and travelers and to take advantage of efficiencies in design and construction.
- In addition to repairing state-owned bridges, OTIA III provided local agencies, cities and counties with \$500 million to repair and replace other bridges on routes that are important to the movement of freight.
- Plans for repair or replacement cover only the most heavily used routes. Meeting the needs of all users throughout Oregon will require additional funding (see more information about funding needs in the "Oregon Transportation Plan" section).



## Transportation System Demands

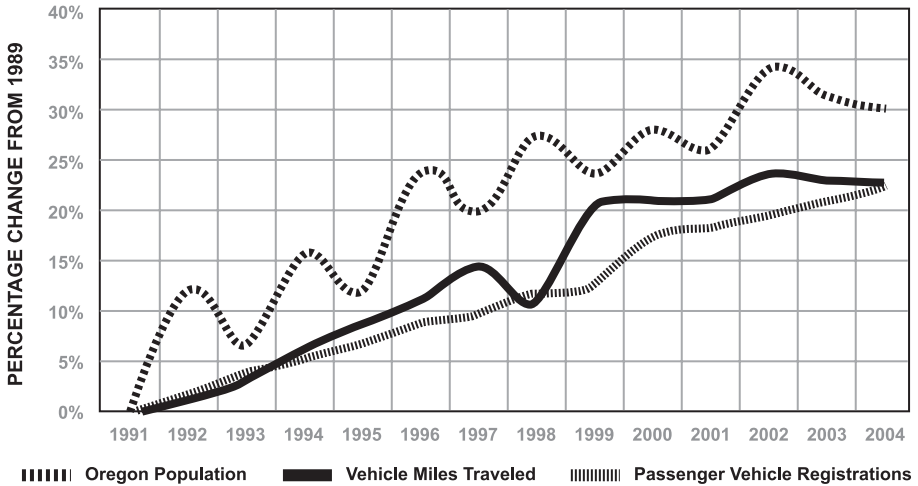
### Safe, reliable transportation increasingly important

- Oregon's economy has experienced resurgence in the last several years, and economic growth is predicted to outpace national economic growth in both the near and distant future.

### Oregon's population will grow

- Oregon's population growth has averaged 1.6 percent from 1990–2004.
- Oregon is expected to grow by more than 1,000,000 people during the next 20 years.
- More people means more cars and trucks on our roads.
- Population and economic growth mean increased demands on Oregon's transportation systems.
- For traffic counts and volumes, call (503) 986-4147, or go online at [www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml](http://www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml).

### Growing demand for highway capacity





# Oregon Innovative Partnerships Program

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

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

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

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

Key elements of this innovation include:

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

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

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

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

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



## Road User Fee Task Force and Pilot Project

The 2001 Oregon Legislature, recognizing that the fuel tax — unadjusted since 1993 — is a declining revenue source, established the Road User Fee Task Force to review options for generating new funds for the state's road system.

In 2005, the Task Force's findings led to designing a pilot project aimed at testing the group's recommendation that a "mileage fee" might be the best revenue source to replace the fuel tax. The resulting Road User Fee Pilot Project is in full swing in the Portland area during 2006 – 2007.

### Background

- For nearly 100 years, fuel taxes on gasoline have been the principal way of financing Oregon's roads.
- Inflation erodes the buying power of fuel tax revenues.
- The introduction of more fuel-efficient vehicles, which pay less tax for using the roads because of their energy efficiency, is further reducing fuel tax revenues.
- Revenues are expected to level off during the next 10 years and then drop permanently.
- The Road User Fee Task Force, made up of citizens, elected officials and transportation experts, came up with several possible revenue sources: mileage fee, congestion pricing, and new facility tolling.

### Road User Fee (or Mileage Fee) Pilot Project

- In this scenario, a vehicle owner/operator is charged a fee based on distance traveled. There are more than 250 volunteers participating in a one-year pilot in the Portland area, beginning in late spring 2006.
- An electronic mileage-counting device is placed in the volunteer's vehicle. The device counts how many miles are traveled inside and outside of Oregon as well as inside and outside of "peak zones," or highly congested geographic locations and times (such as Interstate 405, 4 p.m. – 6 p.m.).
- Payment is made at gas stations, where the device in the car sends a secure radio transmission to a device on the gas pump. When the purchase is totaled, the mileage fee is added, and the Oregon fuel tax is deducted. In the future, payments could also be made at Driver and Motor Vehicle offices or other specified locations and/or through electronic billing.
- The peak zone, or congestion zone, information is being collected on the pilot because the federal government, in paying for most of the pilot project, requested it. Other states, as well as the federal government, are interested in Oregon's pilot project results because nearly everyone is facing dwindling revenues for roads.
- When the pilot is complete, ODOT will present the findings to the Oregon Legislature.
- Any implementation of such a revenue-generating program is years away, and the specifics of a mileage fee, such as the rate and whether certain energy efficient vehicles would pay less per mile, would be set by lawmakers and voters.

# Road User Fee Task Force and Pilot Project (continued)

## Other possibilities

- Congestion pricing
  - Drivers who use certain roadways during periods of high congestion would pay a special rate. This charge would apply only to urban areas with the most congested roads.
  - Congestion pricing could be implemented as a rate adjustment to the mileage fee or as a stand-alone fee.
  - Implementation of congestion pricing depends on the technology and type of pricing chosen.
- New facility tolling
  - Although they are common in other states and nations, Oregon currently has no toll roads and only two toll bridges.
  - The Task Force concluded new facilities should be paid for, at least in part, through tolling.
  - Tolls would be set for new roads, bridges or extended lanes, to help pay for construction, maintenance and operation.

To keep up-to-date on the Road User Fee Pilot Project, visit [www.oregon.gov/ODOT/HWY/OIPP](http://www.oregon.gov/ODOT/HWY/OIPP).



*Jill Pearson explains the pilot project during a television interview. The Road User Fee Pilot Project was the subject of several newscasts as the testing got under way. The study has drawn interest from around the globe.*



# Highway Safety

## **Oregon's highway fatality rate has dropped 60 percent since 1980**

- Oregon had 488 deaths and 29,022 injuries in traffic crashes in 2005.
- Oregon's highway fatality rate in 2005 was 1.38 deaths per 100 million vehicle miles driven. The national highway fatality rate in 2004 was 1.44 deaths per 100 million vehicle miles driven.
- Highways and cars are designed and built to be safer than ever, helping reduce the death rate – despite more cars driving on Oregon's highways, streets and roads.

## **Causes of traffic fatalities**

- Driver behaviors are the leading factors in Oregon traffic fatalities.
- Speed: about 52 percent of all fatal crashes in Oregon in 2005 involved speeding.
- Driving under the influence: about 40 percent of Oregon's 2005 fatal traffic crashes were alcohol- and/or drug-related.

## **Using safety belts and child safety seats**

- Oregon consistently ranks among the top five states in the nation for safety belt use. Since the 1990 belt law, belt use has risen from approximately 48 percent to 96 percent in 2005.
- Still, 33 percent of Oregon's traffic fatalities in 2004 were unrestrained motor vehicle occupants.
- Oregon requires child safety seats and booster seats for children.

## **ODOT's Transportation Safety Division**

- TSD promotes transportation safety statewide through education, enforcement, engineering and emergency response – the “Four E's.”
- The division also 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.
- TSD 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.
- TSD 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.
- The governor appoints three volunteer citizen committees to work with TSD and advise the Oregon Transportation Commission on transportation safety policy. The three committees are:
  - Oregon Transportation Safety Committee;
  - Governor's Advisory Committee on DUII; and
  - Governor's Advisory Committee on Motorcycle Safety.
- More than half of the TSD budget comes from federal transportation safety funds.

For more information about Oregon's transportation safety efforts, visit [www.oregon.gov/ODOT/TS/index.shtml](http://www.oregon.gov/ODOT/TS/index.shtml).



# ODOT Construction Projects

## Construction Projects - 2005

- ODOT awarded 110 new construction projects worth more than \$485 million to private contractors.
- ODOT contractors completed 113 projects worth a finished total value of \$274,576,465.
- ODOT paid contractors almost \$412 million for construction work done on 333 projects in 2005.
- For information about upcoming construction projects, visit ODOT's Construction Contracts Web page: [www.oregon.gov/ODOT/HWY](http://www.oregon.gov/ODOT/HWY) and click on Notice to Contractors.

## Highway miles paved in 2005

- Includes chip seals, overlays and new construction.
- Includes maintenance paving contracts and general construction paving contracts.

## 2005 Highway Miles Paved by Region

Region	Centerline Miles	Lane Miles
Region 1	51	139
Region 2	137	280
Region 3	85	180
Region 4	144	298
Region 5	187	375
<b>TOTAL</b>	<b>604</b>	<b>1,272</b>

## New Projects Awarded

Region	Number of Projects	Contractor Bid Amount
Region 1	31	\$102,908,238
Region 2	32	\$273,404,333
Region 3	20	\$43,799,384
Region 4	13	\$38,073,078
Region 5	14	\$27,651,390
<b>TOTAL</b>	<b>110</b>	<b>\$485,836,423</b>

## Projects Completed in 2005

Region	Number of Projects Completed	Total Contract Value Paid*
Region 1	21	\$90,365,736
Region 2	40	\$59,302,114
Region 3	12	\$45,304,019
Region 4	16	\$28,132,168
Region 5	24	\$51,472,428
<b>TOTAL</b>	<b>113</b>	<b>\$274,576,465</b>

\*Total paid to contractors from contract award to final payment. Includes amounts paid before 2005.

## 2005 Contract Payments

Region	Number of Projects	Total Paid to Contractors in 2005*
Region 1	85	\$93,542,136
Region 2	91	\$108,355,817
Region 3	53	\$73,384,506
Region 4	51	\$77,944,388
Region 5	53	\$58,227,621
<b>TOTAL</b>	<b>333</b>	<b>\$411,454,468</b>

\*Includes payments made only in 2005 for active projects and projects completed. Also includes claim payments made to contractors on completed projects.

## 2005 Active Projects

Region	Number of Active Projects	Total Contract Value Paid*
Region 1	25	\$20,509,085
Region 2	27	\$28,824,277
Region 3	20	\$22,702,713
Region 4	11	\$16,460,901
Region 5	17	\$23,108,500
<b>TOTAL</b>	<b>100</b>	<b>\$111,605,476</b>

\*Includes payments to contractors for active contracts in 2005.





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

- The STIP serves as Oregon's transportation capital improvement program, identifying the funding and scheduling for transportation projects and programs.
- The STIP covers a four-year period; it is updated every two years.
- Federal regulation requires each state to produce and update the STIP 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.

### STIP funding

- Funding levels for the STIP are based on state and federal revenue forecasts.
- The current STIP includes projects and programs worth \$1.27 billion (this amount does not include Oregon Transportation Investment Acts funds).

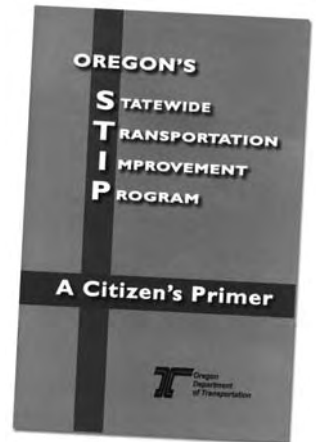
### STIP requirements

- Programs and projects funded through the STIP must comply with state and local land use laws.
- Projects are developed in accordance with the goals, policies and guidance set forth in the Oregon Transportation Plan, ODOT's long-range policy document, and its associated modal plans. Many projects also come from local transportation system plans, which are required to be consistent with the guidelines set forth in the Oregon Transportation Plan.

### STIP project types

- Most STIP projects fall into one of five categories: pavement preservation, modernization, safety, bridge and operations.
- Pavement preservation projects improve road conditions and address issues such as ruts, slick surfaces, drainage problems, cracks and potholes.
- Modernization projects increase capacity, reduce congestion and improve safety.
- Safety projects are specifically aimed at saving lives and preventing injuries. The goal is to reduce traffic fatalities to less than one per hundred million vehicle miles traveled by the year 2010.
- Bridge projects improve the safety and condition of the state's bridges, overpasses and culverts.
- Operations projects are designed to improve transportation system safety, efficiency and reliability. These projects include items such as TripCheck.com, ODOT's travel information web site; improvements to signs; and rock fall protection.

*ODOT's Planning division created a new brochure in English and Spanish to explain what the program is, how it is developed and how citizens can get involved.*





# Statewide Transportation Improvement Program (continued)

## How STIP projects are selected

- On an ongoing basis, local governments, Area Commissions on Transportation and other planning and policy groups review their transportation needs and supply the information to ODOT. The public is encouraged and invited to participate in these local and regional transportation needs discussions.
- ODOT uses this locally compiled information, along with data from the Oregon Transportation Management Systems, to identify and rank project needs throughout the state. A draft STIP is then issued.
- 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.

## How the public can get involved with the STIP

- Most major geographical areas in Oregon are covered by an Area Commission on Transportation. These are regionally based transportation advisory commissions chartered by the Oregon Transportation Commission.
- ACT members include local government officials, business representatives, transportation stakeholders and citizens.
- ACTs help set transportation priorities and recommend projects to be included in the STIP.
- For more information about ACTs and getting involved with the STIP, visit [www.oregon.gov/ODOT/COMM/act\\_main.shtml](http://www.oregon.gov/ODOT/COMM/act_main.shtml).



*ODOT crews worked extra hours to reopen roads that were damaged by slides and flooding during winter storms in late 2005 and early 2006.*



# 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 8,044 centerline miles of state highway represent 19,048 lane miles.

## Centerline Mileage in Oregon 2005

	Unpaved Roads	Paved Roads	Total
State Highway <sup>1</sup>	45	7,999	8,044
County	10,879	16,004	26,883
City	701	9,555	10,256
<b>Subtotal</b>	<b>11,625</b>	<b>33,558</b>	<b>45,183</b>
Local Access	6,149	300	6,449
Ports and Other Local Agencies	68	28	96
Other State Agencies <sup>2</sup>	4,243	275	4,518
Federal Agencies <sup>3</sup>	6,146	2,639	8,785
<b>Total Mileage</b>	<b>28,231</b>	<b>36,800</b>	<b>65,031</b>

<sup>1</sup> State Highway mileage includes frontage roads and ramps.

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

<sup>3</sup> Federal agencies such as the U.S. Dept. 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 21,788 miles of roads under the Bureau of Land Management's jurisdiction are not considered public.

Source: ODOT Transportation Data Section, 2005 Oregon Mileage Report

As part of ODOT's efforts to maintain mobility and provide sustainability, a solar powered traffic signal was used to control traffic at the Odell Creek Bridge site on Oregon 58.





## Maintenance Numbers

### For Fiscal Year 2005 (July 1, 2004-June 30, 2005)

- ODOT Maintenance crews laid 99,449 tons of asphalt — about 30 miles of trucks lined up back-to-back.
- They striped 15,927 lane miles of highways — more than five times the distance from Newport to New York City.
- Crews installed or repaired 226,359 feet of guardrail.
- They completed \$3,180,908 in bridge repairs and maintenance.
- Maintenance crews performed \$3,312,171 worth of snow plowing on highways statewide.
- They used \$4,598,692 worth of winter highway sand — enough to fill a line of dump trucks bumper-to-bumper on I-5 from north of Portland to south of Roseburg.
- Crews spent \$2,334,185 on de-icing dangerous roadways throughout the state.
- They spent \$631,245 plowing recreational Sno-Park areas in Oregon's mountain passes.
- They invested \$1,637,879 on Youth Litter Patrol teams to keep Oregon's highways clean.

These maintenance activities, such as paving, are in addition to those performed by ODOT-contracted partners on particular projects around the state.



*ODOT plows clear the road at Siskiyou Summit. The agency spends more than \$3 million on statewide snow removal operations each year.*



Vehicle Miles Traveled—Oregon (2005)	35.3 billion
Traveled on Oregon State Highway system (2005)	20.8 billion
<b>Public Transportation (millions of rides)</b>	
Tri-Met (Portland metro area)	95.8 million
<b>Other metro area bus systems</b>	
Salem-Keizer, Eugene-Springfield, and Medford-Ashland	15.2 million
Other general public systems	3.0 million
Oregon Transportation Network (Intercity, elderly, and people with disabilities public transportation)	3.3 million
<b>Major Airports — Passenger Boardings 2000</b>	
Portland International (PDX)	6.6 million
Six commercial service airports	600,000
<b>Passenger Rail</b>	
Trips originating/ending at Oregon stations (2004)	670,106
<b>Freight (tons carried)—2004</b>	
Highway truck	330 million
Freight railroad	68.9 million
Enplaned-air cargo	318,000
Marine	38.3 million
Pipeline	10.7 million

For tourism information, contact the Oregon Tourism Commission at (800) 547-7842, or visit [www.traveloregon.com](http://www.traveloregon.com).



*A new edition of the state highway map was introduced in 2005, featuring Oregon's role in the Lewis & Clark expedition.*



## Driver and Motor Vehicle Services

The Driver and Motor Vehicle Services Division's primary role is to enhance safety through a variety of programs.

### Safety through driver licensing

- DMV screens drivers with vision, knowledge and driving skills tests.
- DMV requires additional testing and stricter suspension standards for drivers younger than 18.
- DMV requires additional tests for commercial drivers.

### Programs for unsafe drivers

- DMV's Driver Improvement and Habitual Offender programs help keep problem drivers off the road by restricting, suspending or revoking driving privileges when necessary.

### Medically At-Risk Driver Program

- DMV requires additional testing for anyone who develops a physical or mental impairment that may make him or her unsafe behind the wheel.
- Doctors are required to report to DMV any severe and uncontrollable impairment that makes a patient an unsafe driver.

### Protecting vehicle owners' financial interests

- DMV retains ownership records for vehicles to protect the rights of the owners.
- Customers can protect their pocket-books when buying or selling vehicles by properly transferring vehicle titles and notifying DMV of vehicle sales in a timely way.

### Consumer protection

- DMV licenses and regulates vehicle dealers, vehicle dismantlers and driving instructors to help protect consumers.
- DMV offers consumers a database of licensed businesses at [www.OregonDMV.com](http://www.OregonDMV.com).

### Insurance requirements

- Oregon law requires all vehicle owners to carry automobile liability insurance.
- DMV helps fight the cost to Oregonians of uninsured drivers by randomly checking to make sure vehicle owners meet insurance requirements.

### Working to prevent identity theft and fraud

- DMV helps fight identity theft through strict requirements for customers to prove identity and by protecting and restricting access to personal information about drivers and vehicle owners.
- DMV uses state-of-the-art security technology in its driver license and ID cards.

### Enhancing customer service

- DMV has high customer service standards and efficiency goals for customer wait times in field offices and on the phone, for issuing vehicle titles and registrations, and for updating DMV records.

### Online services at [www.OregonDMV.com](http://www.OregonDMV.com)

- Many vehicle registrations now can be renewed online at [www.OregonDMV.com](http://www.OregonDMV.com) instead of by mail or in person.
- Customers can file a change-of-address or a notice that they have sold their vehicle online, and many DMV forms can be downloaded from the site.





## Driver and Motor Vehicle Services (continued)

### DMV fees support Oregon's transportation system

- In 2005–2007, DMV fees make up 17 percent of the State Highway Fund — about \$499 million — monies that can be used only to build and maintain state and local highways, bridges and roadside rest areas.
- The 2003 Legislature raised many DMV fees to fund the bridge and highway repair and construction program, known as OTIA III (the Oregon Transportation Investment Act). Each year through the OTIA program, construction projects will sustain about 4,280 family-wage jobs in Oregon.
- To maximize its contribution to the Highway Fund, DMV works to reduce costs through sharing, simplifying or eliminating work and making customer transactions convenient, fast and efficient.

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

#### Population Statistics

- Oregon population (2005) 3,641,056
  - Driving age population\* (16 years old and older) 2,673,782
- \*2000 Census

#### Top DMV transactions — Fiscal Year 2004

- Vehicle registrations issued 2,061,762
- Telephone calls answered 1,746,440
- Vehicle titles issued 1,291,884
- Driver licenses issued 378,538
- Licenses renewed 469,408
- Convictions posted — calendar year 2004 523,066
- Suspensions and revocations posted — calendar year 2004 351,058

#### Vehicle and driver statistics — Dec. 31, 2004

- Total Registered Vehicles 4,003,471
- Passenger cars 3,153,327
- Buses 972
- Trucks 38,704
- Farm trucks 19,850
- Motor homes 62,211
- Commercial trucks (registered by MCTD) 42,587
- Government vehicles 48,543

#### Non-highway vehicles

- Trailers and semi-trailers 406,395
- Campers and travel trailers 121,038

Licensed Drivers 2,909,226

#### Top DMV transactions — Fiscal Year 2005

- Vehicle registrations issued 1,991,377
- Telephone calls answered 1,808,125
- Vehicle titles issued 1,254,141
- Driver licenses issued 401,532
- Licenses renewed 367,955
- Convictions posted — calendar year 2005 506,061
- Suspensions and revocations posted — calendar year 2005 343,109

#### Vehicle and driver statistics — Dec. 31, 2005

- Total Registered Vehicles 4,066,046
- Passenger cars 3,199,612
- Buses 970
- Trucks 40,010
- Farm trucks 19,655
- Motor homes 59,516
- Commercial trucks (registered by MCTD) 43,111
- Government vehicles 49,932

#### Non-highway vehicles

- Trailers and semi-trailers 416,958
- Campers and travel trailers 119,640

Licensed Drivers 2,955,484



## Freight Overview

Efficient and reliable multimodal freight transportation is key to building and maintaining a strong Oregon economy.

### Quick freight facts

- Trucks haul a wide variety of goods into, out of, through and within Oregon.
- Railroads haul bulk commodities over long, and increasingly intermediate, distances.
- Ships and barges haul bulk loads over long, and increasingly intermediate, distances.
- Airplanes carry primarily high-value or highly perishable goods.
- Pipelines move liquids and gases.
- Each year, trucks travel more than 2 billion miles and move about 225 million tons of freight on Oregon's highways.
- Trucks carry 75–80 percent of the weight and freight value shipped in Oregon.

### How freight movement works

- Long-haul truckers compete with long-haul railroads.
- Short-line railroads compete with local truckers.
- Rail, truck and marine carriers work together, often through intermodal connections, to move "piggyback" trailers and marine containers.
- Airplanes carry low value goods out of many small airports in Oregon.

### Exports

- One-fifth to one-quarter of Oregon's 200,000 manufacturing jobs and 80,000 to 90,000 nonmanufacturing jobs are dependent on exports of manufactured goods.
- Oregon shipped \$105 billion in commodities to all U.S. states (including in state) in 1997.

- Oregon exported \$56 billion of goods to other states, with 34 percent going to Washington and 20 percent to California; no other state received more than 4 percent of Oregon exports.
- Oregon exported \$10.1 billion of goods to foreign markets in 2003, up from the \$8.9 billion exported in 2002, but still below the \$11.4 billion exported in 2000.
- Canada (over \$1.4 billion), Japan, the Republic of Korea and the Philippines were Oregon's top foreign trading partners in 2002.

*Source: Oregon Economic & Community Development Department*

### Forest products are No. 1

- Oregon ranks No. 1 for forest product exports in the U.S.
- Oregon's commodity exports in 1998 included shipments worth about \$41 billion of logs, wood and paper products worldwide.
- Lane, Douglas, Coos, Clatsop and Linn counties are the top Oregon timber producers.
- Most harvested timber moves to mills by truck; some moves by rail and waterways.

### Agriculture is No. 2

- More than 220 agricultural products are harvested statewide; nearly all of Oregon's agricultural products start their trip to market by truck.
- Oregon shipped 38 million tons of various food products in 1998.
- Marion, Clackamas, Washington, Umatilla and Yamhill counties are Oregon's top agricultural producers.
- Greenhouse and nursery products are Oregon's top-value agricultural products.





## Freight Overview (continued)

### Commodities are diversifying

- Non-metallic minerals (including gravel) accounted for 69 million tons (21 percent) of 2002 freight tonnage.
- Oregon shipped \$42.7 million of high-tech goods in 2002 including electronics and machinery (20 percent of total value).
- Other 2002 shipments included coal, petroleum and allied products, textiles and leather, and cereal grains and animal feed.

### Freight and the economy

- Between 2000 and 2003, Oregon lost an estimated 44,600 nonfarm payroll jobs, a decline of 2.8 percent, considered a moderately severe recession by economists.
- The industries most resilient to the recession were agriculture, forestry, fishing and hunting; others included real estate and rental/leasing, administrative/support, waste management and wholesale trade.
- Oregon's economy is expected to grow at a faster rate than the nation's economy due, in part, to a rebound in Oregon's foreign trade.
- Future economic growth will be slower than in the 1990s, suggesting the need for continuing attention to the key role freight transportation plays in supporting Oregon's economy.

Source: Oregon Employment Department

### The Oregon Freight Advisory Committee (OFAC)

- OFAC advises the Oregon Transportation Commission on issues, policies, programs and projects that affect freight mobility.
- The group is involved with the *ConnectOregon* program, established by Senate Bill 71 (2005).
- The Committee consists of shippers, carriers, association and agency representatives, and other stakeholder groups.
- Formed in 1998, OFAC was formalized by the Legislature in 2001 and its role was reinforced in the 2003 Legislature.
- To contact the Oregon Freight Advisory Committee, call Julie Rodwell, Freight Mobility Section Manager, at (503) 986-3520.

*All figures are from 2002 FHWA Freight Analysis Framework data unless otherwise noted.*

*In spring 2006, a group of 31 ODOT employees joined federal, regional, state and local partners to test comprehensive emergency plans. Overall, nearly 400 participants from 69 organizations were involved in the three-day training event, testing the ability of people under stress to work together in coordinating response, recovery and repair efforts in a large-scale natural disaster.*





## Truck Freight

### Interstate highways and trucks

- I-5 is the most important north-south truck route in Oregon, Washington and California.
- I-84 connects with Idaho and states farther east.
- About 10,300 trucks daily cross the I-5 Interstate Bridge in Portland.
- 15,600 trucks daily cross the I-5 Marquam Bridge.
- 8,100 trucks daily cross the I-205 Glenn Jackson Bridge.

### Other important truck routes

- U.S. 97 through central Oregon.
- Highways over the Cascade Range to central and eastern Oregon.
- Highways between the Oregon coast and I-5.
- Highways in Oregon's metropolitan areas — Portland, Salem, Albany—Corvallis, Eugene—Springfield and Medford-Ashland.

### Truck percentages of total traffic

- Trucks make up less than 10 percent of all traffic on major routes in metropolitan areas.
- Trucks make up more than 45 percent of all traffic on parts of I-84 in Baker and Malheur counties.

### Oregon's Green Light program

- Green Light uses weigh-in-motion scales and transponders to let trucks bypass 22 weigh stations throughout Oregon.
- Green Light saves time and money for more than 4,000 trucking companies with more than 39,000 trucks.
- More than 7 million Green Lights have been given to truckers since 1997.
- In 2005, truckers got a Green Light to bypass weigh stations 1,382,512 times. That's about 3,800 times a day.
- If each Green Light saves five minutes, the program saved truckers more than 115,000 hours of travel time in 2005.
- The Woodburn Port of Entry on

southbound I-5 is the busiest Green Light weigh station. It precleared trucks 355,013 times in 2005.

### For more information

- Visit [www.oregon.gov/ODOT/MCT/](http://www.oregon.gov/ODOT/MCT/) for more information about trucking in Oregon.
- Visit <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.

### 2005 Truck Facts

- ODOT's Motor Carrier Transportation Division registered 50,000 Oregon-based trucks and issued credentials for 250,000 out-of-state trucks that operated in the state.
- Division staff issued 177,848 temporary passes and trip permits for trucks operating in Oregon on a short-term basis.
- The division collected \$247 million in truck weight-mile taxes and \$20 million in truck registration fees.
- Staff issued 154,977 truck oversize, overweight, and other special variance permits, and oversaw the work of four private party permit agents who issued 134,055 variance permits.
- Division enforcement officers weighed 2,413,375 trucks on static scales and required 4,108 trucks to "legalize" (correct) a size or weight problem.
- Enforcement officers at weigh stations issued 26,748 citations for truck size, weight, safety and other violations, along with 30,331 warnings.
- Division safety specialists and enforcement officers inspected 34,980 trucks and drivers and managed the work of other law enforcement officers who conducted an additional 20,860 inspections.



**Moving freight by rail:**

- reduces highway congestion and wear;
- helps keep shipping prices competitive;
- links together regions and other transportation modes; and
- plays an important role of Oregon’s economy.

**Rail freight facts**

- Oregon has two Class I railroads: the Union Pacific and the BNSF Railway.
- Oregon has 18 short line and three terminal railroads.
- There are 2,413 miles of railroad tracks in Oregon.
- 68.9 million tons of cargo was shipped by rail in Oregon in 2004. Of that:
  - 16.9 million tons of rail shipments originated in Oregon;
  - 25.7 million tons of rail shipments terminated in Oregon;
  - 26.3 million tons of rail shipments passed through Oregon; and
  - 1.3 million carloads were carried in Oregon.

**ODOT’s role**

- The Rail Safety Section inspects railroad tracks, equipment, hazardous materials, operating practices and signals for compliance with Federal Railroad Administration regulations, and enforces laws relating to railroad employee safety.
- The Crossing Safety Section inspects and regulates all aspects of highway-rail grade crossings.
- The Rail Division develops a Rail Plan that includes both freight and passenger elements and meets the goals of the Oregon Transportation Plan.

**Fiscal Year 2005**

- ODOT inspected 19,353 rail cars, finding 1,494 defects.
- Inspectors examined 263 locomotives, identifying 212 defects.
- Inspections included 3,305 miles of track and 2,026 turnouts, finding 1,991 defects; and 1,334 railroad/highway crossings, pinpointing 454 deficiencies.

**Rail tonnage by commodity originating in Oregon — 16.9 million tons**

*Calendar Year 2004*

Commodities originating in Oregon shipped by rail	Millions of Tons	Percent of Total
Lumber, wood products	8.5	50%
Pulp, paper and allied products	2.2	13%
Transportation equipment	1.3	8%
Glass and stone products	1.0	6%
Miscellaneous mixed shipments	0.8	5%
All Other	3.1	18%

**Rail Tonnage by commodity terminating in Oregon — 25.7 million tons**

*Calendar Year 2004*

Commodities shipped by rail terminating in Oregon	Millions of Tons	Percent of Total
Chemicals and allied products	6.0	23%
Farm products	4.3	17%
Lumber and wood	3.0	12%
Coal	2.3	9%
Waste and scrap	2.3	9%
All Other	7.8	30%

To learn more about railroads in Oregon, visit our web site at [www.oregon.gov/ODOT/RAIL](http://www.oregon.gov/ODOT/RAIL).

To report a railroad crossing blocked too long, call the ODOT railroad crossing blockage hotline toll-free at (866) 628-8867.



# Pipelines

## **Petroleum pipelines**

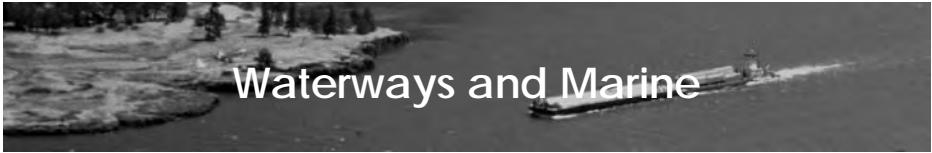
- Because there are no petroleum refineries in Oregon, approximately 70 percent of Oregon's petroleum products come to the state by pipeline from Washington State.
- The remaining 30 percent (from Washington, California and other countries) comes by ship and ocean-going barge up the Columbia River to Portland for reload to other modes.
- Olympic Pipeline Company moves the equivalent of 570 tanker trucks daily through a pipeline from Puget Sound to Portland.
- Kinder Morgan Energy Partners moves the equivalent of 170 tanker trucks daily through a pipeline from Portland to Eugene.
- Chevron Pipe Line moves petroleum from marine terminals on the lower Willamette River to Portland International Airport and through a pipeline that passes through eastern Oregon (from Salt Lake City to Pasco, Washington).
- Valero LP has a line from a marine terminal at Umatilla to the Union Pacific Railroad's Hinkle Yard near Hermiston.

## **Petroleum pipeline issues**

- Because Oregon isn't home to any petroleum refineries, it has a stake in the safety and viability of the pipelines that originate in other states.
- Portland is currently the statewide hub for petroleum pipelines, making it an integral part of Oregon's petroleum industry.
- A cross-Cascade pipeline project in Washington was proposed in the 1990s to help create more capacity on the existing Olympic property, but it appears unlikely for economic and environmental reasons.

## **Natural gas pipelines**

- Natural gas service is available to about 80 percent of Oregon's population.
- Nearly all of Oregon's natural gas comes by pipeline from Canada and Colorado's San Juan basin.
- Williams Corporation and PG&E Gas Transmission-Northwest operate liquid natural gas (LNG) pipelines in Oregon; NW Natural, Cascade Natural Gas and Avista Corporation (WP Natural Gas) operate local natural gas pipelines.
- A new 60-mile LNG pipeline is complete and in operation for natural gas service from Roseburg to the Coos Bay-Coquille-Bandon area and nearby communities.
- NW Natural has a large underground gas storage field near Mist in Columbia County, and two liquefied natural gas storage facilities — one in Newport and one in Portland.
- Onshore LNG terminals have been proposed in multiple locations on the Lower Columbia River, including Bradwood (under federal permitting), Astoria and Port Westward (Port of St. Helens).



## Waterways and Marine

### **Ships and barges**

- Ships and barges move more than 20 million tons of cargo a year, or about 5.5 percent of Oregon's freight.
- More than 18.7 million tons of cargo moved through the Port of Portland alone in 2005.
- Marine traffic carries more than 1.5 percent of the total value of all freight moved in Oregon.
- Petroleum and petroleum products, grains and forest products, containerized cargo and automobiles are the main cargoes shipped through Oregon's ports and waterways.
- Portland is the largest wheat and barley exporting port in the United States.
- Manufactured products account for a small proportion of total cargo shipped but have a higher dollar value than bulk commodities.
- Cars and trucks from Asia and exports from U.S. factories are among the manufactured products shipped through marine terminals in Portland.
- Portland ranks third nationally in automobile shipping and ranks first on the West Coast.

### **Deep draft shipping**

- Oceangoing ships on the Columbia River carry about \$14 billion worth of U.S. products to world markets each year.
- Oregon has deep draft terminals in Astoria, Columbia County and Portland.
- Below Portland, the Columbia River shipping channel has a minimum 40-foot depth.
- Federal agencies have approved deepening the Columbia River shipping channel to 43 feet to accommodate bigger ships.
- Deep-draft terminals also are located in Coos Bay-North Bend and Newport.
- Coos Bay was Oregon's No. 2 port in 2005 with 2 million tons shipped.
- Forest products are the primary cargoes shipped through Oregon's smaller deep-draft ports.

### **Shallow draft shipping**

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

*A container crane passed under the Astoria-Megler Bridge on its way up the Columbia River in April, 2006. The container stood 199 feet above the water line; the bridge measured 208 feet between the deck and the river — making clearance less than 10 feet.*





# Aviation

## Aviation system facts

- Oregon has 97 public-use airports:
  - 54 belong to cities, counties, ports and federal agencies.
  - 28 are owned by the state.
  - 15 are privately owned but open to the public.
  - Seven offer commercial air service.
- Oregon also has more than 300 private-use airports and airstrips.
- Commercial airlines, charter services, overnight mail, air cargo, air ambulance, forest fire suppression, crop spraying, aviation-related businesses and the military all depend on well-maintained airports to serve and protect Oregonians statewide.

## Aviation and Oregon's economy

- Aviation links Oregon's residents and businesses to one another and to the world.
- Oregon aviation supports nearly 160,000 jobs and has an \$11.5 billion impact on the state economy each year.
- As Oregon's population and economy grow, the demand for air transport services for people and goods will grow.

## Oregon Department of Aviation

- The Oregon Department of Aviation was founded in 1921.
- ODA was the first government aviation agency in the United States.

## 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.

## The State Aviation Board

- A seven-member State Aviation Board sets statewide aviation policy in Oregon.
- The governor appoints the State Aviation Board and the agency director.
- ODA has a small, dedicated staff of 16 professionals.
- Aviation fuel taxes, registration fees and user fees provide all ODA funding. ODA uses no state general fund revenue.

For more information, visit the ODA's web site at [www.oregon.gov/Aviation/](http://www.oregon.gov/Aviation/).



*Oregon aviation supports nearly 160,000 jobs each year.*



# Rail — Passenger

## Passenger railroad service

- Daily passenger trains serve seven Oregon stations: Albany, Chemult, Eugene, Klamath Falls, Oregon City, Portland and Salem.
- Oregon is served by the daily Los Angeles-Seattle *Coast Starlight* train, two Eugene-Portland *Amtrak Cascades* trains and the Portland-Chicago *Empire Builder*. Portland is also served by three additional trains from the north.
- Portland’s Union Station is the last stop for two additional trains from the north and east.

## Pacific Northwest Rail Corridor

- The corridor extends from Eugene north to Vancouver, British Columbia.
- “Corridor” status for the Eugene-to-Portland section helps provide Federal Railroad Administration funds to develop high-speed train service in Oregon.
- The long-term goal is to offer additional frequencies, reduce running times throughout the corridor and increase reliability.
- The ODOT Rail Division is developing Oregon’s high-speed rail corridor as funds become available. Ongoing track and signal improvements have already reduced travel time.
- ODOT underwrites two *Amtrak Cascades* trains and two *Amtrak Thruway Buses* between Eugene and Portland.
- Service improvements throughout the high-speed rail corridor have boosted ridership significantly since 1994.
- Willamette Valley stations now serve more than twice the number of passengers compared to the start of *Amtrak Cascades* train service.

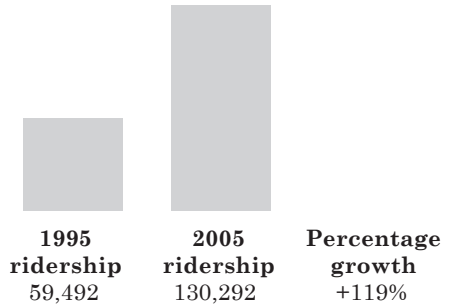
## Railroad station passenger use: 2005

Oregon railroad stations	Passengers off and on per station	% growth compared to 1993
Albany	25,468	+79%
Chemult	8,798	+37%
Eugene	86,876	+100%
Klamath Falls	28,431	+56%
Oregon City*	7,125	+ 117%
Portland	463,607	+40%
Salem	49,801	+127%

\* online in 2004

## Pacific Northwest High-Speed Rail Corridor Ridership Growth: 1995–2005

*Eugene-Portland Amtrak Cascades trains and thruway bus services.*



For more information on passenger rail, visit [www.oregon.gov/ODOT/RAIL](http://www.oregon.gov/ODOT/RAIL).



## Pedestrians and Bicycles

### Oregon's landmark "bike bill"

- The Oregon Legislature passed the "Bike Bill" (ORS 366.514) in 1971.
- This law requires ODOT, cities and counties to spend reasonable amounts (a minimum of one percent) of their share of the state Highway Fund on walkways and bikeways.
- This law also requires ODOT, cities and counties to include walkways and bikeways as part of road construction projects, with three exceptions: where there is no need, where the cost is too high in proportion to need, or where it would be unsafe.
- ODOT provides technical assistance, and in some cases, financial support, to local governments for walkways and bikeways.

### Sidewalks and bike lanes

- On rural highways, paved highway shoulders provide a place for walking and bicycling.
- In urban areas, bike lanes and sidewalks are provided.
- In urban areas, sidewalks, crosswalks, signals and safety islands help pedestrians walk along and cross streets.
- Many state highways pass through cities, where services are concentrated in a core area; bike lanes and walkways encourage walking and bicycling instead of driving.

### When a highway is "Main Street"

- Throughout Oregon, the main street through town is often a state highway, accommodating truck, car, bicycle and pedestrian traffic.
- ODOT collaborates with cities on streetscape projects, adding features such as curb extensions, wider sidewalks and landscaping to support business vitality.



*The 10th annual Providence Bridge Pedal and Stride attracted more than 18,000 bicyclists and nearly 2,000 walkers. More than 75 ODOT maintenance workers provided traffic control.*





## Public Transit

ODOT's Public Transit Division administers state and federal grant programs to help local jurisdictions provide rides to people that either need or choose to use public transit services.

- In the 2003–2005 biennium, \$26.7 million in federal funds and \$17.6 million in state funds were disbursed to transit programs throughout the state.
- Oregonians took 111.7 million rides in urban transit districts and 5.6 million rides in rural areas in 2005. People with special transportation needs (seniors and people with disabilities) took 3.6 million van or volunteer trips. Total trips provided averaged more than 32 rides per Oregonian.

### Special needs transportation

- Transit providers receive about \$16 million per year in grants to address the transportation needs of people unable to drive.
- Through PTD grants made in 2005, local government and nonprofit organizations were able to purchase 148 transit vehicles, increase ridership and coordinate transportation options throughout the state.

*ODOT Public Transit staff, in conjunction with external partners Metro, TriMet, Washington County and others, launched the 'Drive Less, Save More' campaign, designed to increase public awareness about transportation choices and reduce single person car trips.*

*Pam Peck, Metro Regional Travel Options Program manager, Kelly Stoner, PacWest Communications, and Dan Kaempff, ODOT Transportation Options Program manager, discuss the campaign.*

### General public transit

- About \$8.3 million per year was granted to finance the cost of delivering bus service to the general public in small cities (those with population less than 50,000), tribal and other rural areas in 2003–2005.
- Oregon's 36 small city and rural grant recipients are among 1,200 across the nation. Of these, only 12 are tribal governments, and one of the 12 is in Oregon. PTD is working with other tribes to learn about opportunities to provide public transportation services.
- In both small and larger cities, PTD invests resources to help maintain or replace larger buses near the end of their useful lives. This investment improves safety, comfort and reliability and makes transit use more attractive.

### Intercity passenger transportation

- About \$800,000 per year was used in 2003–2005 to fund vehicles, accessibility devices and bus service connecting people living in communities of 2,500 or more to larger communities and other transportation modes.
- Recent grants have improved access from Pendleton to Portland, Oakridge to Eugene, Salishan to Salem, Canyonville to Klamath Falls and Medford to Klamath Falls.



**Drive less. Save more.**



## Public Transit (continued)

### Transportation Options program

- The Transportation Options program assists regional coordinators, employers and others in promoting ridesharing, bicycling, walking, telework and public transit.
- Reducing single-occupant auto trips reduces collisions, emissions, congestion and commuting costs. Using alternative transportation modes also promotes public health and supports Oregon's land use planning goals.
- PTD manages grants to support six regional rideshare programs serving Portland, Salem, Albany/Corvallis, Eugene, Medford and Central Oregon.
- In the Portland area, government and business have formed Transportation Management Associations to assist employees with using alternative modes.
- The state also constructs park-and-ride lots to make it easier for people to rideshare and use public transit.
- PTD is implementing two educational campaigns, "Drive Less. Save More." and "TravelSmart" to encourage people to reduce drive-alone and single-errand trips.

### Statewide transportation planning

- PTD does statewide public transportation planning while developing guidelines and managing grants for the transportation planning efforts of Oregon's six Metropolitan Planning Organizations, distributing more than \$500,000 to assist efforts statewide.
- To learn more about public transit in Oregon, visit [www.oregon.gov/ODOT/PT/index.shtml](http://www.oregon.gov/ODOT/PT/index.shtml).



## Intelligent Transportation Systems

ODOT's Intelligent Transportation Systems, comprised of communication technology and other sophisticated electronic equipment, make Oregon's highways safer and more efficient. One of this program's highly valued products is TripCheck.com, a web site providing real time incident, weather and road condition information, along with other important details for travelers.

### ITS program goals

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

### ITS at work in Oregon

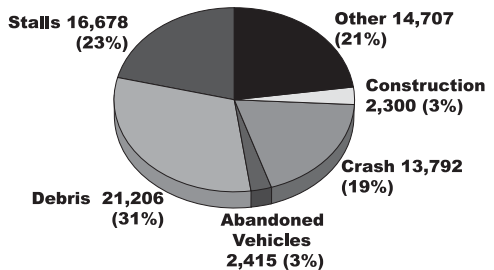
- 161 highway cameras — see them at [www.TripCheck.com](http://www.TripCheck.com).
- 119 ramp meters and 463 traffic loop detectors — all in the Portland area.
- 74 portable message signs used statewide.
- 60 road and weather information stations located statewide.
- 49 permanent variable message signs located statewide.
- 14 highway advisory radios.
- 10 weather warning systems.
- Eight remotely controlled snow zone signs.
- Four automated ice detection systems.

### ITS helps keep traffic moving safely and efficiently

- In 2005, ODOT's regional Transportation Operations Centers handled over 70,000 calls sending highway workers to clear crashes and other hazards.
- ODOT's traffic and incident response programs keep highways moving by quickly clearing crashes and other incidents that cause congestion and pose safety hazards.
- ITS helps to improve safety by warning drivers about curves, work zones and adverse conditions such as high winds, floods and winter weather.
- Ramp meters in the Portland metro area help facilitate the merging of vehicles to regulate the traffic entering the highway, alleviating congestion and reducing the likelihood of accidents.

### 2005 Traffic and Incident Management Activities Breakdown

Total incidents: 71,098





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

### TripCheck.com

- State and city incident maps.
- Alert feature — high impact incidents and road conditions.
- Road reports from ODOT crews.
- Regional weather forecasts.
- Roadside cameras.
- Information from automated weather stations.
- Traveler Services links: hotels, restaurants, attractions and more.
- Information about scenic byways, rest areas, Sno-Parks.
- Bus, rideshare, bicycle and airport information.
- Trucking information.
- Mileage calculator.

### 511 – for information by phone

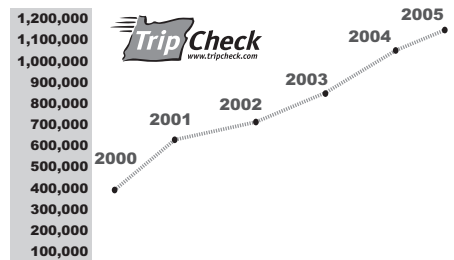
- Road conditions and incident information by phone: toll free 511 or (800) 977-6368 in Oregon. Outside Oregon, call (503) 588-2941. This service offers easy-to-use touch-tone commands and voice activated menus.

### ITS for public transportation

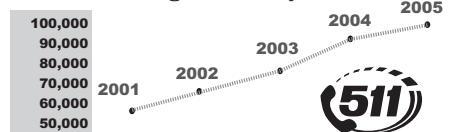
- In Portland, Automated Vehicle Location technology allows riders to monitor the arrival of TriMet buses or MAX trains.
- Real-time information is available to TriMet riders about arrival times at bus stops and MAX light rail stations throughout the Portland metro area.
- The same real-time transit information is online at [www.trimet.org/transittracker](http://www.trimet.org/transittracker) for all routes.
- ITS also controls traffic signal timing, giving buses priority at intersections and helping them to stay on schedule.

ODOT's ITS program is smart for Oregon, and because of its benefits, it will continue to play a greater role in helping traffic flow smoothly and safely in the coming years.

Average Monthly Site Visits



Average Monthly Calls





### Road user fees

The money that pays to preserve, improve and operate Oregon’s road system comes from state, federal, county and city sources. Oregon funds its road system through “road user fees” based on these principles:

- those who use the roads pay for them;
- road users pay in proportion to the road costs for which they are responsible; and
- road user fees are used for constructing, improving and maintaining roads.

### The State Highway Fund

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

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

#### License

- \$26 – \$70: issuance and renewal of driver license and commercial driver license
- \$18: instructional permits
- \$5 – \$70: tests and special endorsements

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

#### Registration fees

- \$27 per year: cars and light vehicles
- \$169 – \$375 per year: vehicles less than 26,000 pounds gross vehicle weight
- \$184 – \$636: vehicles over 26,000 GVW

#### Title fees

- \$55: cars
- \$90: heavy vehicles

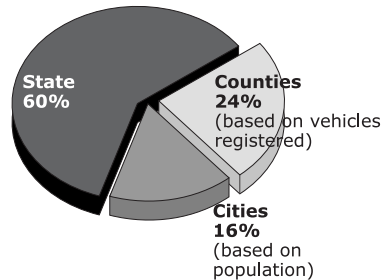
- **Fuel taxes** (covering the travel-related costs of cars and other light vehicles):
- 24 cents per gallon of gasoline, diesel

or equivalent natural gas or propane: vehicles less than 26,000 GVW

- **Weight-mile taxes** (covering the greater responsibility of trucks and other heavy vehicles — fees are based on weight and distance traveled):
  - 4 cents – 18.51 cents per mile: vehicles between 26,001 and 105,500 GVW
  - 5.7 cents per equivalent single axle mile: exceptional loads

### Sharing State Highway funds

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



### Federal funds

There are two major sources of federal road revenue:

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

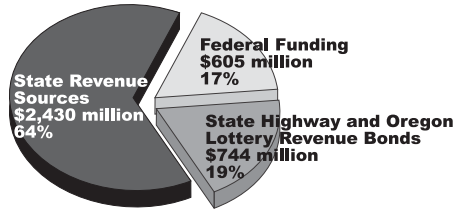
### Local funds

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



Oregon Department of Transportation Revenue Sources — 2005-2007	\$ Millions
Beginning Balance	349
Motor Fuels Taxes	852
Driver and Vehicle Licenses and Fees	499
Transportation Licenses and Fees	63
Weight-Mile Tax	455
Transfers to the Department	104
State General Funds	9
Oregon Lottery Proceeds	33
All Other Revenue	44
Sales and Charges for Services	22
<b>Subtotal State Funds</b>	<b>2,430</b>
Federal Funds	605
State Highway and Oregon Lottery Revenue Bonds	744
<b>TOTAL REVENUE</b>	<b>\$3,779</b>

2005-2007  
Legislatively Adopted Budget  
Total Sources \$3,779 million



Source: 2005-2007 Legislatively Adopted Budget



The Midland Safety Rest Area was improved in 2006 using maintenance funds. The new facility houses an Oregon Travel Information Council "Welcome Center" and the first information kiosk for the Volcanic Legacy Scenic Byway. The rest area is a result of collaboration between agencies to provide a place for travelers to learn more about the area's recreational opportunities while they take a break from driving.



<b>State Highway Program</b>	<b>\$ Millions</b>
Maintenance	299
Preservation	231
Bridge	534
Highway Safety	54
Operations	46
Modernization	454
Special Programs	175
Utility Permits	5
Local Government Assistance	215
<b>Subtotal State Highways</b>	<b>\$2,013</b>

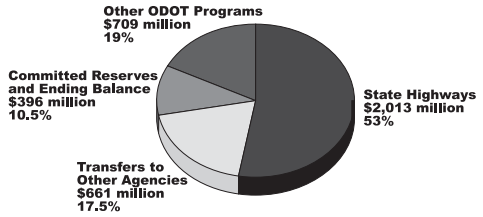
<b>Other ODOT Programs</b>	<b>\$ Millions</b>
Transportation Safety	23
Public Transit	51
Rail	78
Trans. Program Development	61
DMV	130
Motor Carrier	50
Central Services	123
Non-Limited/Other	5
Debt Service	170
Loan Funds	18
<b>Subtotal Other Programs</b>	<b>\$709</b>

Committed Reserves and Ending Balance	396
Transfers to Other Agencies	661
<b>ODOT TOTAL</b>	<b>\$3,779</b>

*Based on 2005-2007 Legislatively Adopted Budget*

*OTIA funding helped pay for this project on Oregon 22 at the Rickreall interchange.*

**2005-2007  
Legislatively Adopted Budget  
Total Uses \$3,779 million**



**Transfers to local Governments and Other State Agencies**

- Cities \$232 million
  - Counties \$357 million
  - Other Agencies \$72 million
- Subtotal \$661 million**



# Federal Funding Overview

Motor fuel and other transportation taxes finance federal highway and transit programs. These taxes are deposited in a federal Highway Trust Fund.

## The federal Highway Trust Fund

- The trust fund has two accounts: a Highway Account and a Mass Transit Account.
- Aviation, rail, waterways and other transport modes are financed through other federal taxes and fees.

## Highway Trust Fund distribution

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

The President signed the latest authorization bill in 2005. It covers federal fiscal years 2005-2009 and provides historic levels of funding for highway and transit programs. It is commonly known as SAFETEA-LU.



## SAFETEA-LU — The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

- SAFETEA-LU continues the former federal authorization (the Transportation Equity Act for the 21<sup>st</sup> Century) concept of guaranteed minimum levels of federal funding for highway and transit programs.
- In addition, all trust fund revenues are dedicated to transportation. In the past, part of the trust fund was used to offset deficits in other parts of the federal budget.

## Federal fund limitations

- ODOT receives federal funds to reimburse state funds spent on projects approved by the federal government.
- Federal funds must be matched with state and local funds.
- With few exceptions, the amount of federal funds Oregon receives is less than the full cost of projects.
- State taxes or other non-federal funds must be used to close the gap.
- Federal funds for highway and transit projects must be used for specific purposes — they are not block grants.
- There are more than 100 programs through which states receive federal funds; each federal program has its own rules and restrictions.
- Transit funds are distributed almost exclusively to local transit providers and local governments.
- Less than 10 percent of annual transit funding is managed by ODOT.

*The Oregon Transportation Commission allocated \$5.5 million in SAFETEA-LU funds to improve safety at rail crossings, including elimination of wig wags. A wig wag is an antiquated signal that warns motorists of an approaching train by using a lighted circular sign that waves back and forth, such as the one in the photo.*



# Federal Funding Overview (continued)

## Average Annual Federal Funding for Oregon and ODOT Federal Fiscal Years 2005–2009 (in millions)

	Highways	Transit
Average Annual Obligation Limit Set by Congress	\$408.2	\$90.5
Projects earmarked by Congress	(\$56.5)	(\$25.8)
Dedicated programs	(\$26.4)	(\$2.9)
Local programs	(\$77.2)	(\$52.9)
<b>Federal funds available to ODOT</b>	<b>\$248.1</b>	<b>\$8.9</b>

Annual obligation limitation for highways based on an expected limitation rate of 92 percent for federal fiscal years 2006–2009. Annual obligation limitation for transit based on an expected limitation rate of 100 percent for federal fiscal years 2006–2009.

## Important terms to know:

- *Obligation Limitation* — The limit set by Congress each year on the amount of federal funds states can spend.
- *Earmarked Projects* — Funding set aside for special projects sponsored by the Oregon Congressional Delegation.
- *Dedicated Programs* — Highway and transit programs whose funding is restricted by federal law for specific purposes. For example: 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.

Deschutes County Commissioner Dennis Luke, OTC Commissioner Randy Papé, U.S. Senator Ron Wyden, Redmond Mayor Alan Unger and Redmond Chamber Director Eric Sande kick off construction of the Maple-Negus Bridge project in Redmond, part of a U.S. 97 reroute project. Oregon's congressional delegation secured \$14 million in federal funds for continued work on the project.





## Federal Highway User Fees

- Congress has created a variety of highway-related taxes and fees on motor vehicles, motor fuels and related products.
- Most federal revenue raised from highway use is dedicated to the Highway Trust Fund for highway and transit programs.
- In most cases, farm use and other non-highway uses are exempt from federal highway taxes and fees.

### Federal highway fees and taxes include:

- motor fuels taxes;
- heavy truck and trailer sales tax;
- tire tax; and
- annual heavy truck use tax.

### Federal tax history

- 1917: a tax of three percent of the manufacturer's sales price for autos, motorcycles, buses and trucks is levied.
- The federal vehicle sales tax is increased and repealed over the years. Only the retail sales tax on heavy trucks and trailers remains.
- 1932: a federal gasoline tax of one cent is established.
- Federal taxes on diesel and other fuels used in vehicles registered for highway use are introduced over time.

The table below shows federal taxes in effect at the time of printing. Until Jan. 1, 2006, gasohol was taxed at different rates depending upon the percentage content of ethanol or methanol. Effective Oct. 1, 2006, new tax rates will be applied to certain special fuels and compressed natural gas.

Fuel Type	Total Tax per Gallon	Highway Account	Mass Transit Account	Leaking Underground	
				Storage Tank Trust Fund	General Fund
Gasoline	18.40¢	15.44¢	2.86¢	0.10¢	-
Diesel Fuel	24.40¢	21.44¢	2.86¢	0.10¢	-
Gasohol	18.40¢	15.44¢	2.86¢	0.10¢	-
<b>Special Fuels</b>					
Liquefied Petroleum Gas	13.60¢	11.47¢	2.13¢	-	-
Liquefied Natural Gas	11.90¢	10.04¢	1.86¢	-	-
Other Special Fuels*	18.40¢	15.44¢	2.86¢	0.10¢	-
Compressed Natural Gas	4.30¢	3.44¢	.86¢	-	-
<b>Special Fuels (10/01/2006)</b>					
Liquefied Petroleum Gas	18.30¢	15.44¢	2.86¢	-	-
Liquefied Natural Gas	24.30¢	21.44¢	2.86¢	-	-
Other Special Fuels*	18.40¢	15.44¢	2.86¢	0.10¢	-
Compressed Natural Gas	18.30¢	15.44¢	2.86¢	-	-

\*Other special fuels include benzol, 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 gas tax provisions.



# Key Transportation Performance Measures

ODOT's goals are linked to the State of Oregon's long-range strategic vision called the Oregon Benchmarks — high-level indicators of quality of life. The "Key Performance Measures" help ODOT track progress and set goals for the future.

		1998	2000	2002	2004 (or most current)	2006 Target
<b>Support Livability and Economic Prosperity</b>	<i>Number of jobs sustained by construction spending.</i>	NA	NA	7,500 in 2003	14,537 in 2005	14,500
	<i>Percent of Oregon communities of 2,500 or more population with intercity bus or rail passenger service.</i>	66%	76%	90%	92%	95%
<b>Move People and Goods Efficiently</b>	<i>Average number of transit rides per person taken by elderly or disabled Oregonians.</i>	4.8	4.9	6.1	6.2 in 2003	7.0
	<i>Hours of travel delay per person in urban areas.</i>	17.2 in 1999	18.8	19.4	NA	20.7
	<i>Number of rail passengers traveling in Oregon</i>	77,496	92,326	121,281	122,639	124,955
	<i>Percent of Oregonians who commute to work during peak hours by means other than driving alone.</i>	29%	27%	29%	31%	30%
	<i>Percent of state highway lane miles in fair and good condition.</i>	77%	81% in 2001	84% in 2003	85%	86%
	<i>Percent of state highway bridges that are not deficient.</i>	78%	71%	69%	68% in 2005	66%
<b>Improve Travel Safety</b>	<i>Traffic deaths per 100 million vehicle miles traveled.</i>	1.61	1.29	1.26	1.38 in 2005	1.24
	<i>Number of at-fault accidents by large commercial trucks.</i>	582	584	557	625	526
	<i>Number of incidents at railroad grade crossings.</i>	33	27	25	23	25
	<i>Percent of people satisfied with transportation safety.</i>	67%	72%	71%	75%	74%
<b>Provide Excellent Customer Services</b>	<i>Percent of customers satisfied with service at DMV offices.</i>	83.4%	83.6%	83.5%	84.5% in 2005	85%
	<i>Minutes that customers wait in line for services at DMV offices.</i>	14.5	12.8	13.8	11.5 in 2005	15



## Transportation Planning

The Oregon Transportation Commission is responsible for developing and maintaining a state transportation policy and a comprehensive long-range plan. The plan provides for a safe, multimodal transportation system that encompasses economic efficiency, orderly economic development and environmental quality. The plan includes aviation, highways, public transportation, pipelines, ports, rails and waterways and is used to guide and coordinate transportation activities. The plan guides efforts to utilize and optimize the existing system and better integrate modes of transportation so they function as one safe, efficient system.

### **The Oregon Transportation Plan**

- The 2005 – 2030 Oregon Transportation Plan is scheduled to be adopted in September 2006.
- The OTP is the state's transportation policy plan, encompassing all modes of transportation regardless of ownership.
- It provides an overall vision of a balanced multimodal transportation system for Oregon.
- It is designed to respond to changing conditions and new technologies.
- The OTP sets overall investment strategies and priorities.
- It is broad in scope and general in nature.
- Detailed policy direction and system planning are included in the modal or topic plans which are under the umbrella of the OTP.
- For details, visit [www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml](http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml).

### **The 1999 Oregon Highway Plan**

- The OHP sets long-range policies and investment strategies for the state highway system.
- It emphasizes safety and efficient management of the highway system.
- The OHP also includes investment strategies that address available funding and explains how ODOT would invest future revenues.
- For details, visit [www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml](http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml).

### **The 2000 Oregon Aviation Plan**

- The OAP defines policies and investment strategies for Oregon's public-use aviation system.
- The Oregon Transportation Commission adopted the plan shortly before Aviation became its own department.
- For details, visit [www.oregon.gov/Aviation](http://www.oregon.gov/Aviation).

### **The 1995 Oregon Bicycle and Pedestrian Plan**

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



## Transportation Planning (continued)

### The 2001 Oregon Rail Plan

- The ORP is an overview of Oregon's freight and passenger systems, how they operate and how the public uses them.
- It lists policies that help make sure Oregon is served by a healthy rail system.
- The plan also presents funding needs for freight and passenger rail services, including development of the Pacific Northwest Rail Corridor.
- For details, visit [www.oregon.gov/ODOT/RAIL/docs/railplan01.pdf](http://www.oregon.gov/ODOT/RAIL/docs/railplan01.pdf).

### The 2004 Oregon Transportation Safety Action Plan

- The plan identifies a safety agenda to guide ODOT and the state over the next 20 years.
- It lists 69 action items and nine key actions that would improve transportation safety on Oregon's highways.
- For details, visit [www.oregon.gov/ODOT/TS/tsap.shtml](http://www.oregon.gov/ODOT/TS/tsap.shtml).

### The 1997 Oregon Public Transportation Plan

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

### Facility plans

- Facility plans address all modes of transportation — cars, buses, trucks, trains, bicycles, pedestrians, airplanes, pipelines and barges.
- These include transportation system plans and refinement plans such as interchange area management plans and access management plans.
- They identify long-term transportation needs and the most appropriate solutions to meet those needs.
- These plans 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

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

Learn more about transportation planning at [www.oregon.gov/ODOT/TDD](http://www.oregon.gov/ODOT/TDD).

*The Highway 62 Corridor Solutions team met to hear public input on an upcoming project. Meetings and open houses are just one of the many ways that ODOT gathers public input on projects. Others include newspaper inserts, radio, cable access programming and internet.*





# Oregon Transportation Plan Goals

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

## Goal 1 – Mobility and Accessibility

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

## Goal 2 – Management of the System

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

## Goal 3 – Economic Vitality

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

## Goal 4 – Sustainability

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

## Goal 5 – Safety and Security

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

## Goal 6 – Funding the Transportation System

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

## Goal 7 – Coordination, Communication and Cooperation

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



*As part of ODOT’s sustainability efforts, several fleet vehicles have converted to alternative fuels.*







[www.oregon.gov/ODOT](http://www.oregon.gov/ODOT)