Transportation Key Facts 2002

Useful Information About Transportation in Oregon

Oregon Department of Transportation

This publication meets the requirements of ORS 184.633 (5), which requires a statement showing the status of the state transportation system and of programs for educating and licensing drivers.

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.

Welcome

Dear Oregonians:

The Oregon Department of Transportation is pleased to provide you with the 2002 edition of *Key Facts*, which summarizes information related to transportation in Oregon. *Key Facts* can be used for a variety of planning and budget purposes, and it is intended to provide:

- an introduction to transportation in Oregon.
- graphic illustrations of usage statistics, transportation needs and revenue.
- descriptions of state, regional and local transportation agencies.
- a summary of how Oregon raises and uses transportation dollars.

If you want additional information about transportation in Oregon, visit ODOT's Web site at *www.odot.state.or.us*. Before you travel, log on to our *www.tripcheck.com* for road, weather and other important travel information.

Thanks again for your interest in transportation.

Bruce Warner
Director
Oregon Department of Transportation

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Web Link:
www.odot.state.or.us

Oregon Transportation Commission

Steven H. Corey

Stuart E. Foster

John W. Russell

Gail L. Achterman

Randall "Randy" C. Papé

The Oregon Transportation Commission (OTC) is a five-member, voluntary citizen's board. Its members are appointed by the governor, with the consent of the Oregon State Senate. Members serve a four-year term and may be re-appointed. The commission is empowered to:

- develop and maintain a state transportation policy and a comprehensive, long-range plan for a multimodal transportation system.
- coordinate and administer programs relating to rail, highways, motor vehicles, public transit, transportation safety and other transportation-related programs.
- exercise other powers vested in it by state law. [ORS 184.615 to 814.620]

When making appointments, the governor considers the geographic regions of the state and ensures that at least one member resides east of the Cascades. In addition, not more than three members may belong to any one political party.

Area Commissions on Transportation

Area Commissions on Transportation (ACTs) are advisory bodies chartered under authority of the Oregon Transportation Commission. They serve the OTC in an advisory capacity much as city and county planning commissions serve their jurisdictions. They play a key advisory role in the development of the Statewide Transportation Improvement Program (STIP). Currently, there are 10 ACTs throughout Oregon.

For more information about ACTs, please contact Karen Elliott at (503) 986-3450.

Oregon Transportation Commission Members

Chair:
Steven H. Corey (Pendleton)
Term: 1/14/94 to 6/30/95;
7/1/95 to 6/30/99;
7/1/99 to 6/30/03

Stuart E. Foster (Medford)
Term: 9/10/95 to 6/30/97;
7/1/97 to 6/30/01;
7/1/01 to 6/30/05

John W. Russell (Portland)
Term: 9/9/96 to 6/30/00;
7/1/00 to 6/30/04

Gail L. Achterman (Portland)
Term: 11/17/00 to 6/30/04

Randall "Randy" C. Papé (Eugene)
Term: 1/1/01 to 6/30/01;
7/1/01 to 6/30/05

You may contact the commission through Commission Secretary Karen Elliott at:

Oregon Dept. of Transportation
355 Capitol St. NE, Room 101
Salem, OR 97301-3871

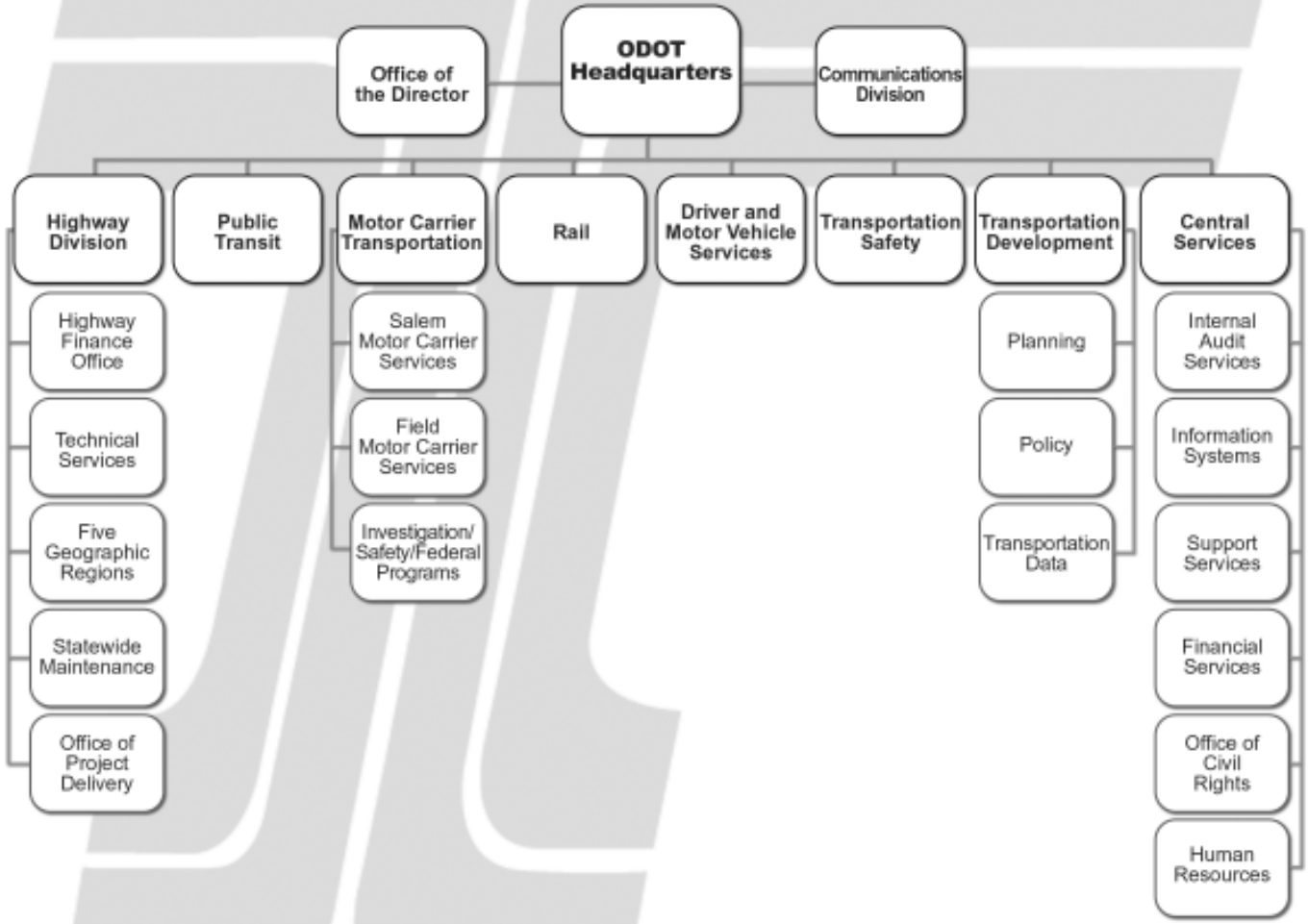
Voice: (503) 986-3450

Fax: (503) 986-3291

e-mail: karen.k.elliott@odot.state.or.us

Web Link:
www.odot.state.or.us/otc

Oregon Department of Transportation Organization



To view the entire ODOT organization chart:

Web Link:
www.odot.state.or.us/home/orgchartN.htm

ODOT Regions

Portland Metro Region 1
(503) 731-8200
123 NW Flanders
Portland, OR 97209-4012
Kay Van Sickel, Region Manager

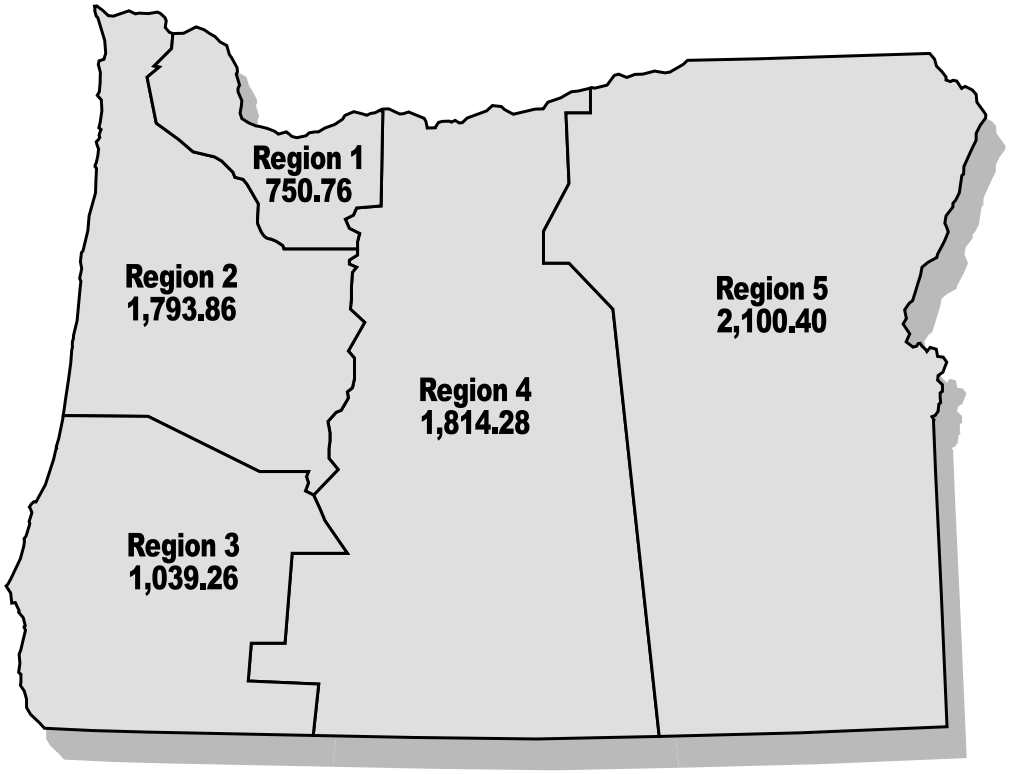
Northwest Oregon Region 2
(503) 986-2600
455 Airport Road SE, Bldg. B
Salem, OR 97301-5395
Jeff Scheick, Region Manager

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
Tom Schuft, Region Manager

State Highway Mileage By ODOT Region



7,498.56 total highway miles

Transportation in Oregon

Oregon Department of Transportation's Mission

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

Transportation affects everyone. Whether working, going to school, delivering products or vacationing, all of us depend on a safe, efficient, reliable transportation system.

Oregon's transportation system enhances our social and economic prosperity. Everyone depends on multiple modes of travel—and good connections efficiently move people, goods and services throughout the state.

Transportation facilities owned and operated by the state of Oregon include the interstate and state highways, state-owned airports, two short-line rail tracks and rights of way. Oregon's transportation system also includes city streets, county roads, public transportation, freight railroads, intercity passenger rail, marine ports and navigation, non-motorized transportation, and commercial and general aviation.

Transportation and the State's Economy

Transportation is essential to Oregon's economic health. A sound multimodal transportation system is needed to support our existing economy, facilitate desired growth, reduce the costs of congestion and inefficiency, and link us together to promote success in all regions of the state.

Supporting our existing economy
Oregon is highly trade-dependent, as we are uniquely positioned as a gateway to the global economy. Maintaining transportation connections among ports, manufacturing/industrial centers, agricultural regions and other key locations directly impact the health of the state's economy.

Facilitating desired growth
Signs of a healthy economy are the start up of new businesses and the relocation of existing ones. Oregon has become a leading center for advanced technology in agriculture, semiconductors and electronics, transportation equipment, metals and wood products. Providing needed transportation support is often key to encouraging the location and start up of businesses.

Reducing the costs of congestion and providing the benefits of efficiency
Shortcomings in the transportation infrastructure hinder Oregon's business and industry competitiveness. Congestion and slowdowns cost money that could be better spent elsewhere. Transportation investment results in economic productivity—it lowers transportation costs and travel time. In a competitive, free-market economy, lower transportation costs are passed on to consumers in the form of lower prices, to workers as higher wages and to businesses as increased income.

Promoting the success of all regions
Oregon has a diverse geography and a diversified economy. Agriculture is one of the state's most important industries. Oregon has a major natural resource-based component to its economy. Whether it is agriculture, wood products, fishing, technology or tourism—they all depend on the transportation network to move customers, employees, visitors, goods and supplies.

A strong multimodal transportation infrastructure keeps diverse sectors of the economy connected to distribution points. Moving goods via rail, truck, air or barge enables shippers throughout Oregon to take advantage of the most efficient and cost-effective system for transporting their products. A variety of modal choices keeps shipping costs competitive.

Oregon's Goals for Transportation

The Or*egon Transportation Plan* establishes four goals for Oregon's future transportation system:

Goal 1: Characteristics of the System
Enhance Oregon's economy and quality of life by providing a transportation system that incorporates:

- balance.
- efficiency.
- accessibility.
- environmental responsibility.
- connectivity among places.
- connectivity among modes and carriers.
- safety.
- financial stability.

Goal 2: Livability
Develop a multimodal transportation system that provides access to the entire state, supports acknowledged and comprehensive land use plans, is sensitive to regional differences and supports livability in urban and rural areas.

Goal 3: Economic Development
Promote the expansion and diversity of Oregon's economy through the efficient movement of goods, services and passengers in a safe, energy-efficient and environmentally-sound manner.

Goal 4: Implementation
Implement the *Oregon Transportation Plan* by creating a stable yet flexible system through sound management, research and technology and cooperation with federal, regional and local governments, Indian tribal governments, the private sector and citizens.

		1990	1998	2000	2010
Access/Mobility	*Percent of Oregonians commuting less than 30 minutes.*	88%	86%	86%	88%
	*Percent of Oregonians commuting to work during peak hours by means other than a single occupancy vehicle.***	29%	29%	27%	31%
	Percent of Oregonians living in communities of 2,500 or more with intercity passenger service connecting on a reasonable schedule with the next larger regional market.	NA	66%	76%	100%
	Percent of urban state highways with bicycle lanes on both sides.	30%	35%	36%	70%
	Percent of urban state highways with sidewalks on both sides.	26%	35%	37%	70%
	Percent of urban state highways with bicycle lanes and sidewalks.	4%	6%	10%	35%
Land Use	*Annual vehicle miles of travel per capita in metropolitan areas.***	7,733	8,165	8,247	7,496
Safety	*Transportation-related fatalities per 100,000 persons.*	20.4	16.5	13.1	13.3
Preservation and Maintenance of the Infrastructure	*Percent of state pavements classified as "fair or better" or "sufficient."**	NA	77%	81%	90%
	Percentage of bridges rated "good."	70%	68%	68%	80%
	Percent of public transit vehicles, equipment and facilities rated "fair or better."	NA	65%	80%	TBD
	Percent of public airport runway pavements rated "fair or better."	NA	87%	89%	TBD
Finance	*Percent of funding received—required for Oregon Transportation Plan implementation.*	55%	55%	NA	TBD
Air Quality	*Percent of time that the air is healthy to breathe for all Oregonians.* ("healthy" means zero exceedances of National Ambient Air Quality Standards).**	99.64%	99.75%	99.90%	100%

Data for years 1998 and 2000 is based on information collected during the prior annual period.
* *Indicates the number reported for 2000 is from 2001.*
** *Indicates 2001 Oregon Benchmark.*

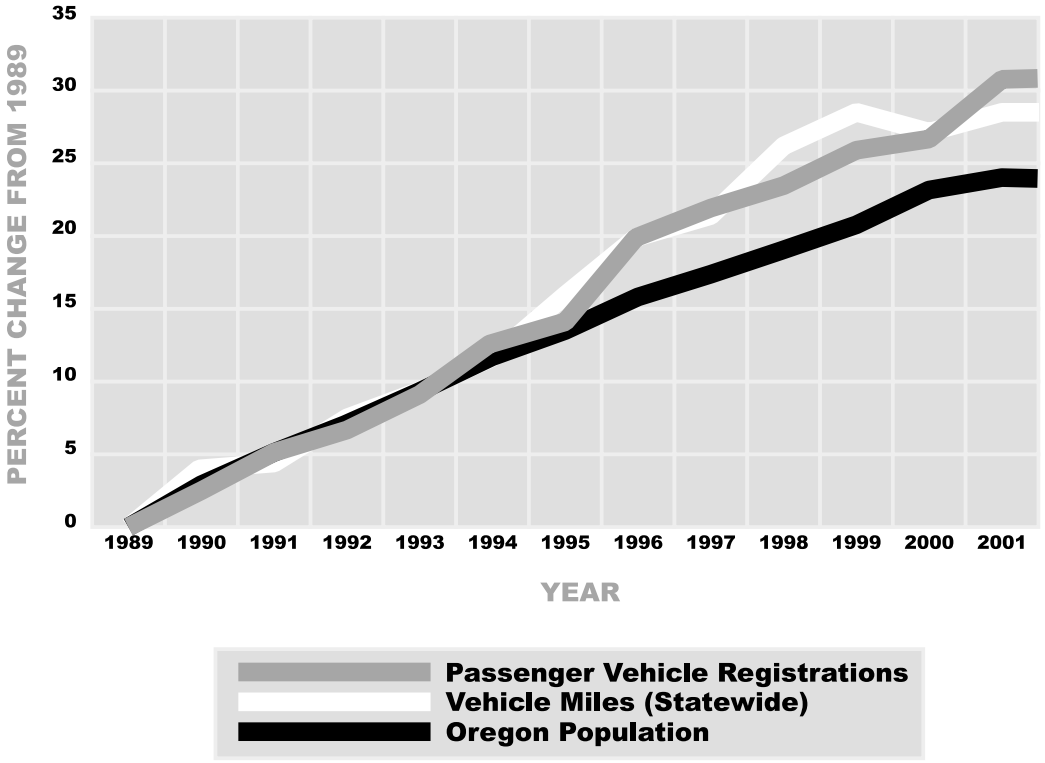
Transportation System Demands

Demands on the transportation system are increasing. Despite the current recession, the growth of Oregon's economy is predicted to outpace national economic growth in both the near-term and the long-term.

Oregon's population, growing at an average annual rate of 1.2 percent, is expected to grow by 935,000 people during the next 20 years. Along with population growth comes increases in the number of cars and trucks on our roads.

Population and economic growth mean increased demands on the state's transportation system.

Oregon's Growing Demand for Highway Capacity



Highways, Streets and Roads

Measuring Mileage

Mileage is measured in several ways. The table to the right reports "centerline" mileage—the number of miles of two-way road. A street with a lane in each direction, a street with two lanes in each direction and a turn lane in between, and a divided freeway with four lanes in each direction all count equally in terms of "centerline" mileage.

"Directional" mileage is sometimes used when discussing divided highways, like freeways. The lanes of a freeway that go in opposite directions were sometimes built at different times, making them different road surfaces. The 7,499 centerline miles of state highways represent 8,414 directional miles of road surfaces.

"Lane" mileage is another commonly used form of measurement. Lane mileage counts a mile for each lane in each direction. A mile of street with a lane in each direction counts as two lane miles. The 7,499 centerline miles of state highway represent 18,306 lane miles.

Centerline Mileage in Oregon—2000

	Unpaved Roads	Paved Roads	Total
State highways	23	7,476	7,499
County roads	11,293	15,692	26,985
Local Access Roads	6,165	286	6,451
City streets	647	8,629	9,276
Subtotal	18,128	32,083	50,211
Ports and other local agencies	69	22	91
Other state agencies[1]	4,402	293	4,695
Federal agencies[2]	8,253	2,970	11,223
Total Mileage	**30,852**	**35,368**	**66,220**

[1] Forestry, Parks, Fish & Wildlife, state institutions and university campuses also own roads and streets.

[2] Federal agencies, such as the US Dept. of Forestry and Army Corps of Engineers, also own and maintain roads in Oregon to access natural resources.

Due to a recent Federal ruling, Oregon's 16,299 miles of roads under the Bureau of Land Management's jurisdiction are not considered public.

Source: ODOT Transportation Data Section, 2000 Oregon Mileage Report

Travel Statistics

	2000
Vehicle Miles Traveled—Oregon	33.0 billion
Traveled on Oregon State Highway system	20.5 billion
Public Transportation (millions of rides)	
Tri-Met (Portland metro area)	81.2 million
Other metro area bus systems: Salem-Keizer, Eugene-Springfield, and Medford-Ashland	13.0 million
Other fixed-route bus systems	1.3 million
Oregon Transportation Network *(Intercity, elderly, and people with disabilities public transportation)*	2.6 million
Major Airports	**Passenger Boardings 2000**
Portland International (PDX)	6.6 million
Six commercial service airports	0.6 million
Passenger Rail	
Trips originating/ending at Oregon stations (2000)	0.638 million
Freight (tons carried)	
Highway truck (2000)	250-300 million
Freight railroad (2000)	63 million
Enplaned-air cargo (2000)	170 thousand
Marine (2000)	40 million

For tourism information, contact the Oregon Tourism Commission at (800) 547-7842, or visit their Web site at: www.traveloregon.com.

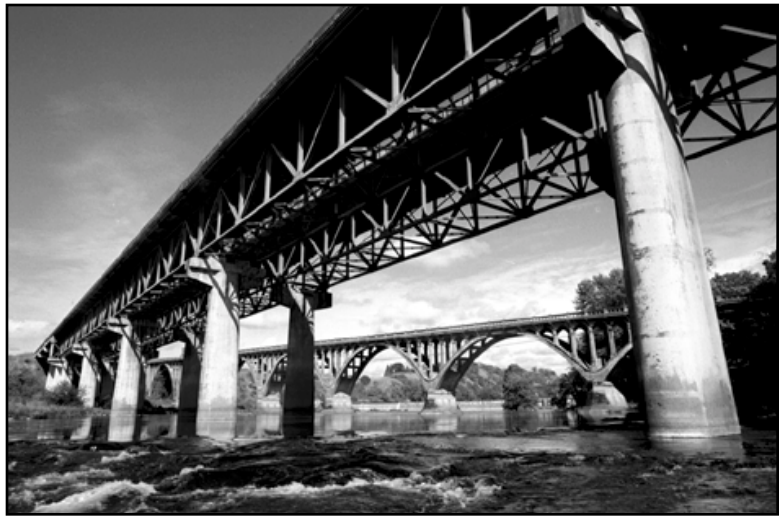
Bridges

Oregon's 6,590 bridges help sustain Oregon's economic viability and play an important role in our cultural heritage. Included in that figure are bridge structures 20 feet or longer in length, culverts, viaducts, bicycle and pedestrian structures and movable bridges. All of these bridges are subject to National Bridge Inspection Standards, and by federal law must be inspected a minimum of once every two years. Oregon's bridges are as diverse as the state itself, from the smallest creek crossing to the eight-lane Glenn Jackson Bridge that carries I-205 over the Columbia River.

The state owns and is responsible for 2,680 bridges, 44 of which are listed on the National Register of Historic Places. The remaining 3,910 bridges are owned by counties, cities and other public agencies.

Most Oregon bridges were designed to be replaced after about 50 years, and the state has more than 350 bridges that are nearing the end of their planned use. These bridges were not built to be maintained indefinitely, nor were they designed for today's weights, volumes and traffic speeds. Insufficient investment over many years has prevented the bridges from being replaced on schedule. As a result, the average age of Oregon's bridges is 39 years, and 20 percent are more than 50 years old. A growing number of them are in need of load restrictions and emergency repairs.

Cracks can develop as bridges grow older under increasing stress. ODOT has to consider placing weight restrictions for heavy trucks to ensure public safety when inspections show increased cracks over a short period of time. Because trucks deliver needed goods to every community in Oregon, these weight restrictions can affect Oregon's economy through higher shipping costs, delays and significant local impacts. It would cost approximately $615 million to repair or replace ODOT's current inventory of cracked bridges.



ODOT would need an additional $1.24 billion to address its backlog of bridges that need to be rehabilitated or replaced, and $230 million more to address its historic and coastal bridges that need to be repaired or replaced.

To help prepare for the inevitable earthquakes in Oregon's future, ODOT has identified a need of $994 million to address approximately 1,040 state-owned bridges vulnerable to a moderately severe earthquake. The funding would provide for (1) public safety during the critical 72 hours immediately after the earthquake, and (2) the flow of goods and services during the economic recovery period that would follow such an earthquake.

In total, ODOT would need more than $3.1 billion to address its current bridge repair and replacement needs.

Web Link:
www.odot.state.or.us/tsbbridgepub/

ODOT Construction Activities

During Fiscal Year 2001 ODOT Construction Section oversaw the completion of 142 construction projects with an estimated cost of $353,471,000, and awarded 116 construction projects with an estimated cost of $208,500,000. ODOT paid approximately $266,365,000 on 228 active projects. Some projects were awarded, active and/or completed during this same time period, and their numbers are reflected in this information.

Region	Awarded		Active		Completed	
	Number of Projects	Contractor Bid Amount	Number of Projects	Paid to Contractors	Number of Projects	Paid to Contractors
Region1	31	$85,518,487	59	$93,035,771	36	$78,579,707
Region 2	29	$36,256,432	59	$57,132,304	37	$132,012,351
Region 3	21	$51,784,049	45	$46,152,094	32	$82,255,688
Region 4	9	$17,234,041	16	$28,604,449	6	$31,200,658
Region 5	26	$20,671,820	49	$41,440,587	31	$29,422,428
TOTAL	**116**	**$208,464,829**	**228**	**$266,365,205**	**142**	**$353,470,831**

Total Highway Miles Treated

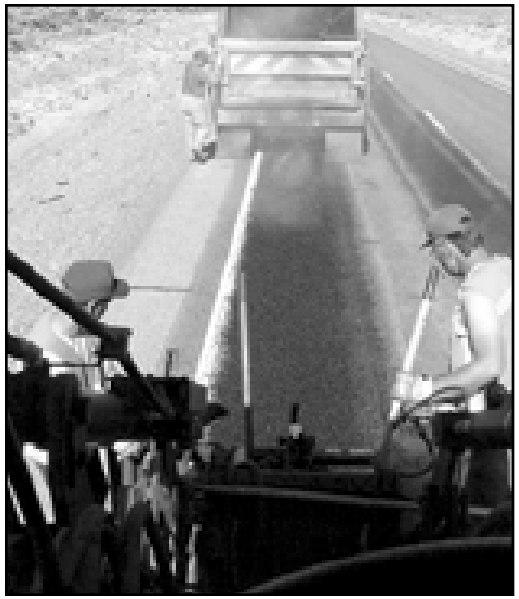
This table shows the number of highway miles treated by ODOT regions for calendar year 2001. The projects include chip seals, overlays and new construction work. The chip seals and overlays include maintenance paving contracts and general construction paving contracts.

Region	Centerline	Lane Miles
Region 1	**30**	**63**
Region 2	**59**	**126**
Region 3	**72**	**154**
Region 4	**87**	**188**
Region 5	**132**	**263**
TOTAL	380	794

ODOT Maintenance Activities

During FY 2001
(July 1, 2000-June 30, 2001)
ODOT Maintenance crews:

- installed or repaired 727,881 feet of guardrail.
- laid 109,072 tons of asphalt.
- striped 15,117 line miles.
- used $7,136,629 in sand.
- performed $2,901,624 in bridge maintenance.
- performed $3,365,151 in snow plowing.
- performed $784,192 in Sno-Park maintenance.
- expended $1,297,480 for Youth Litter Patrol.



Freight — Moving Oregon's Economy

Convenient and reliable freight transportation underlies the success of Oregon's economy. Maintaining a balanced transportation system helps Oregon's companies compete favorably.

In general, trucks haul a variety of commodities up to 500 miles. Railroads haul bulk commodities over intermediate distances, while marine carriers haul bulks over long distances. Airplanes are used for high-value or highly perishable commodities. Pipelines move liquids and gases. These generalizations break down where modes compete with one another. For example, long-haul truckers compete with long-haul railroads. Short-line railroads compete with truckers for local movements. Rail, truck and marine carriers also work together to move intermodal truck-trailer and container shipments.

Trucks carry about 70 percent of the value and weight of freight shipments originating in Oregon and destined for locations within the U.S. Air, pipelines, barges and ships, and railroads account for smaller shares of commodity movements originating within the state.

In the Portland area, trucking's share of freight is less than its share statewide. Forecasts suggest that Portland's share of tonnage moved by truck will decrease from 62 percent in 1996 to 59 percent in 2030. The share of freight moved by barge also is forecast to decrease—from 11 percent to 10 percent. On the other hand, rail's share of tonnage is forecast to increase from 26 percent in 1996 to 29 percent in 2030. Air cargo is forecast to experience the fastest rate of growth, but will remain less than one percent of total tonnage.

Distribution and wholesale trade is an important freight-related transportation activity. Oregon ranks first among western states in wholesale trade's contribution to non-farm earnings and employment, and is in the top 10 states nationally. According to the Port of Portland, the Portland area is the second largest distribution center on the West Coast.

Oregon's exports to foreign markets signify freight's importance in the global economy. In the year 2001, exports from Oregon companies totaled about $8.9 billion, down from $11.4 billion in 2000. The Asian economic downturn, combined with events following the terrorists' attacks on Sept. 11, have contributed to the decrease in Oregon's exports.

Over the longer term, the state'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 growth, however, is forecast to be slower than in the 1990s, suggesting the need for continuing attention to the importance of freight transportation and other factors supporting Oregon's economic competitiveness.

The Oregon Freight Advisory Committee, formed in 1998, advises the Oregon Department of Transportation and Oregon Transportation Commission on issues, policies and programs that impact multimodal freight mobility in Oregon. In 2001, the Oregon Legislature formalized the committee through the passage of House Bill 3364. The committee consists of shippers, carriers, association and agency representatives and other groups.

Web Link:
www.odot.state.or.us/intermodal-freight/InterestingFacts/InterestingFacts_cover_page.htm

www.odot.state.or.us/intermodal-freight/OFAC/OFAC_cover_page.htm

Truck Freight

Annually, trucks travel more than two billion miles and move an estimated 250 to 300 million tons of freight on Oregon's highways.

Oregon's interstate highways are the most significant routes for truck movements in and through the state. I-5 is the most important north-south highway in Oregon, Washington and California. I-84 provides connections with Idaho and states farther east.

Non-interstate highways important for freight include U.S. 97 through central Oregon, highways over the Cascade Mountains to central and eastern Oregon, highways between the Oregon coast and I-5, and highways in Oregon's metropolitan areas (Corvallis, Eugene-Springfield, Medford-Ashland, Salem and Portland).

About 10,600 trucks daily cross the Interstate (I-5) Bridge in Portland; 9,200 daily cross the Marquam (I-5) Bridge; and 7,800 daily cross the Glenn Jackson (I-205) Bridge.

Truck percentages of total traffic range from less than 10 percent on major routes in Oregon's metropolitan areas to more than 45 percent on portions of I-84 in Baker and Malheur Counties.

Oregon's Green Light program serves more than 1,800 trucking companies with more than 19,000 trucks. In 2001, trucks received green lights to bypass Oregon Green Light weigh stations a total of 892,477 times. If bypassing a weigh station at highway speed saves five minutes, the 892,477 green lights represent savings of more than 74,000 hours of travel time. The Woodburn Port-of-Entry on I-5 southbound ranks first in the number of Green Light preclearances, with nearly 300,000 in 2001.

During 2001, ODOT:

- registered 48,239 Oregon-based trucks.
- issued 80,395 temporary passes and trip permits.
- collected $11.7 million in registration fees.
- issued 81,887 truck over-dimension and variance permits.
- weighed 2,462,173 trucks on static scales.
- issued 29,497 citations for truck size, weight, safety and other violations.
- conducted 28,996 truck safety inspections.

Web Link:
www.odot.state.or.us/trucking

www.odot.state.or.us/intermodal-freight/InterestingFacts/truckFacts.htm

Railroads – Freight

Freight rail is an important part of Oregon's economy and employment base. A multimodal infrastructure that preserves the option of moving freight by rail provides several advantages: It reduces highway congestion, it keeps shipping prices competitive and it serves as a link, tying all our regions together.

During Fiscal Year 2001, ODOT Inspected:

- 13,784 rail cars, finding 384 defects.
- 471 locomotives, discovering 256 defects.
- 3,159 miles of track and 2,488 turnouts, finding 1,628 defects.
- 784 railroad/highway crossings.

ODOT's Rail Division performs safety inspections of railroad track, equipment and signals on behalf of the Federal Railroad Administration and operates a grade crossing improvement program in cooperation with the railroads. In addition, the Rail Division develops a Rail Plan, which includes both freight and passenger elements and meets the goals of the Oregon Transportation Plan.

1999 Rail Statistics

- Total rail freight 63.4 million tons

Rail Tonnage by Commodity – Commodities Originating within Oregon (16.1 million tons)

Top 5 Commodities	Million Tons	% of Total
Lumber and wood	6.8	42%
Pulp, paper and allied	2.6	16%
Miscellaneous mixed shipments	1.7	10%
Food and related products	0.51	3%
Chemicals and allied products	0.32	2%

Rail Tonnage by Commodity – Commodities Terminating within Oregon (23.3 million tons)

Top 5 Commodities	Million Tons	% of Total
Chemicals and allied products	4.5	19%
Farm products	4.0	17%
Miscellaneous mixed shipments	2.2	10%
Food and related products	1.7	7%
Lumber and wood products	1.7	7%

- 24 million tons of freight passed through Oregon.
- Oregon has two major railroads – the Union Pacific and Burlington Northern Santa Fe – 17 short-line and two terminal railroads. Altogether, they operate about 2,500 miles of rail in Oregon.

Railroads — Passenger

Daily passenger trains serve six Oregon stations: Albany, Chemult, Eugene, Klamath Falls, Portland and Salem. The passenger rail line from Eugene to Portland is part of the federally designated Northwest High Speed Rail Corridor, which extends to Vancouver, Canada. Corridor status provides preference for Federal Railroad Administration funding to develop advanced passenger train service in the region. The ODOT Rail Division is developing Oregon's portion of the corridor (Eugene-Columbia River) on an incremental basis as resources become available, with the long-range goal of providing service at speeds over 100 miles-per-hour in rural areas. Continuing track and signal modernization work cuts travel time by several minutes each year.

Today, Oregon is served by the daily Los Angeles-Seattle *Coast Starlight* train, and two Eugene-Seattle Pacific NW Corridor *Amtrak Cascades* trains. Portland is the terminus for two additional trains from the north and east. ODOT underwrites daily operation of the two PNW Corridor trains and two *Amtrak Thruway Buses* between Eugene and Portland. State-sponsored service improvements in the Eugene - Vancouver, Canada, Cascadia Corridor have boosted ridership since 1994. Willamette Valley stations have shown passenger increases of more than 60 percent since the start of these new services.

Station Passenger Use:
Passengers Off and On

Station	2000	% over 1993
Albany	30,395	114%
Chemult	7,660	19%
Eugene	102,379	136%
Klamath Falls	27,766	52%
Portland	457,378	35%
Salem	47,576	117%

Ridership Increases

Corridor Services	2000	1995
Eugene-Portland Service	119,851	59,492

Web Link:
www.odot.state.or.us/rail/

Oregon Department of Aviation

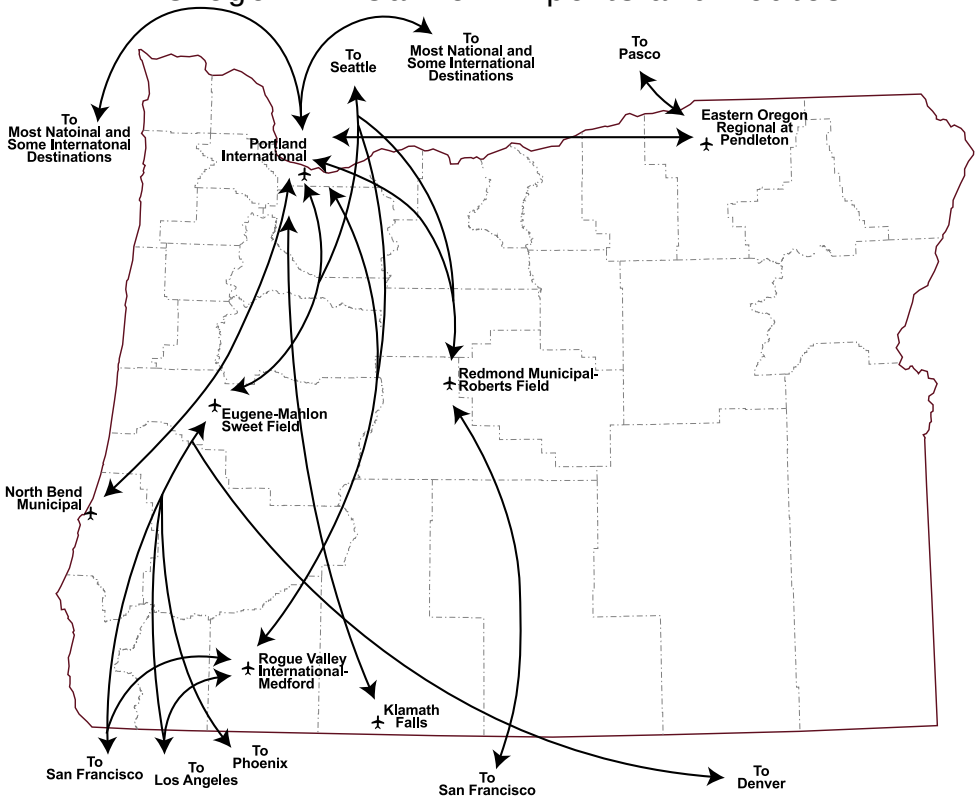
Founded in 1921 as the first government aviation agency in the United States, the Oregon Department of Aviation (ODA) is dedicated to the mission of advocating for the growth, improvement and safe operation of aviation in Oregon. Specifically, ODA's goals include:

- developing aviation as an integral part of Oregon's transportation network;
- creating and implementing strategies to protect and improve Oregon's aviation system;
- encouraging aviation-related economic development;
- supporting aviation safety and education; and
- increasing commercial air service and general aviation in Oregon.

A seven-member State Aviation Board provides policy direction to the Aviation director and department. Members of ODA's Board, as well as its director, serve by appointment of the governor. ODA has a small, dedicated staff of 16 professionals. The department uses no state general fund revenue whatsoever in its operations.

Aviation links Oregon's citizens and businesses to one another, as well as the rest of the world. Each year, Oregon's aviation industry supports nearly 160,000 jobs and has an $11.5 billion impact on the state's economy. Market forces drive the demand for aviation services and airport use. As Oregon's population and economy continue to grow, the demand to transport both people and goods by air will undoubtedly increase.

Oregon Air Carrier Airports and Routes



More than 100 public-use airports enhance transportation accessibility and economic development opportunities across the state. Commercial airline, charter service, overnight mail, air cargo, air ambulance, forest fire suppression, crop spraying and aviation-related businesses – as well as the military – all depend on access to an adequate number of well-maintained airports. Of Oregon's 68 publicly-owned airports, 57 are included in the National Plan of Integrated Airport Systems (NPIAS), seven provide regularly scheduled commercial passenger service and 30 are owned by ODA. In addition to these public facilities, more than 300 privately-owned airports or air strips are located throughout Oregon.

Web Link:
www.aviation.state.or.us

Pedestrian and Bicycle

In 1971, the Oregon Legislature passed the "Bike Bill" (ORS 366.514), requiring ODOT, cities and counties to spend reasonable amounts of the state Highway Fund on walkways and bikeways. The law also mandates that walkways and bikeways be included 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 is improving walking and bicycling conditions primarily on state highways that are in cities, both large and small. These highways often function as "Main Streets" through town. Oregonians benefit from these improvements because most origin and destination points (residential areas, grocery stores, shops and services) are concentrated in cities. Average trip distances are relatively short, making them accessible on foot or by bicycle.

ODOT provides walking and bicycling facilities on some of its rural highway projects by providing paved shoulders. On urban highways, sidewalks meet the needs of pedestrians; crosswalks, islands and pedestrian signals help them cross the road; the shoulders are often marked as bike lanes.

ODOT also assists cities and counties in making it easier for their residents to walk and bike.

Web Link:
www.odot.state.or.us/techserv/bikewalk/

Public Transit Division

ODOT's Public Transit Division (PTD) administers a number of state and federal grant programs, all of which help local jurisdictions provide rides to people whose mobility needs are not met by the private automobile. In 2000, Oregon's urban areas provided more than 94.2 million transit trips. In 2000, there were over 4.1 million rural and special needs transportation trips and 4.8 million trips in 2001.

The Division's programs and services are organized into five areas as follows:

Special Needs Transportation
This program provides grant support and encourages transportation options for people who do not drive a car—particularly Oregon's elderly and disabled. In terms of grant resources, staffing, and any other measure, this is by far the Division's largest program. In 2001, PTD grants helped local governments and non-profit organizations purchase 128 small transit vehicles to improve the quality of local service.

General Public Transit
This program supports and encourages transportation options for the general public, and it provides rural grants to communities of under 50,000 population to provide mobility for the community at large. Typical riders reflect community—working parents, senior citizens, disabled persons, at-risk youth, school students, commuters and others who choose public transit over the private automobile or who have no other viable source of transportation.

Intercity Passenger Transportation
The Intercity Passenger Program supports and encourages convenient, accessible travel options between and within Oregon's cities. The Division administers no state funds for intercity transportation, but does manage approximately $500,000 a year in federal grant assistance.

Transportation Demand Management (TDM)/ Rideshare Planning
TDM programs provide education and outreach primarily to employers, with the goal of reducing single occupancy vehicle trips during the peak hours. The division provides TDM grant management services for ODOT regions that are responsible for program funding.

Planning
Through this program, the Transit Division develops guidance for statewide public transportation and provides support for the public transportation planning efforts of Oregon's four Metropolitan Planning Organizations (MPO).

More about TDM
Traffic congestion in Oregon's urban areas causes delays in moving both people and goods. There is a social and economic cost for congestion. The long distances between communities in rural Oregon also impose costs and create difficulties for commuters.

The cost per year for a consumer to own and drive a vehicle has been calculated in many ways. A recent estimate is 53 cents per mile. Estimates of related environmental damage and traffic crashes are more difficult to calculate. Alternatives to driving alone—carpooling, bicycling, walking and public transit—can lessen personal and social costs.

Oregon has six rideshare programs serving the Portland, Salem, Albany/ Corvallis, Eugene, Medford and Bend areas. These programs provide a range of services, including ride matching and outreach to major employers. In the Portland area, government and businesses team up to form Transportation Management Associations. These further expand use of commute alternatives.

Oregon also constructs park-and-ride lots as a component of the highway system. These lots support the use of carpools, vanpools and public transit. They decrease the number of cars traveling on state highways and increase the effective capacity of the system. Outside metro areas, regional rideshare programs create informal park-and-rides, using church or store parking lots or wide roadway shoulders.

Web Link:
www.odot.state.or.us/pubtrans/

Highway Safety

ODOT's Transportation Safety Division organizes, plans and conducts a statewide transportation safety program. The division coordinates activities and programs with numerous partners, including state and local agencies, local governments, health organizations, non-profit groups and the private sector. Primary partners include the Oregon State Police, local law enforcement staff, and the Alliance for Community Traffic Safety, a non-profit organization of about 50 community-based transportation safety programs and several safety advocates.

Transportation Safety is promoted through education, enforcement and engineering actions. Major programs focus on occupant protection, impaired driving, speed, youthful drivers, pedestrians, bicyclists, motorcyclists, employers, safety corridors and work zone safety. Programs are implemented through more than 550 grants and contracts annually to partners and other service providers and through the volunteer efforts of citizens, organizations and agencies.

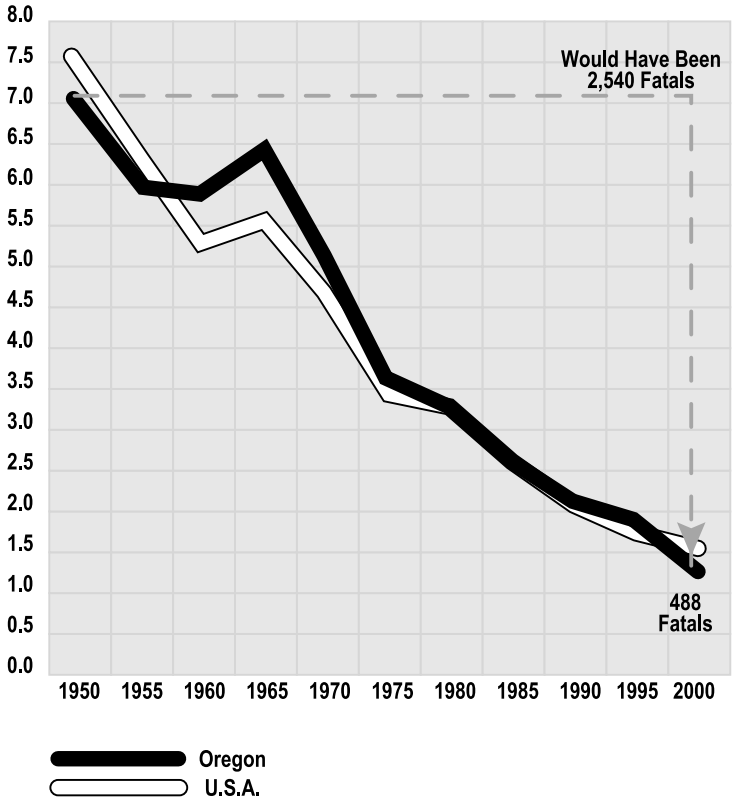
Three governor-appointed citizen advisory committees and various other groups provide advice to safety program managers and the Oregon Transportation Commission, which sets policy for transportation safety within ODOT.

The division and partners each year set specific goals for lowering injury and death rates with primary focus on:

- Safety belts and child safety seats. Oregon consistently ranks among the top five states in the nation for safety belt use.
- Speed. Nearly 44 percent of all fatal crashes in Oregon in 2000 involved speeding.
- Drunk and drugged drivers. About 39 percent of 2000 traffic fatalities were alcohol-and/or drug-related.

U.S. and Oregon Motor Vehicle Fatality Rates

Deaths per 100 million vehicle miles traveled.



Pipelines

Four companies have petroleum pipelines in Oregon. Olympic Pipeline Company moves the equivalent of 1,800 tanker trucks daily through its pipeline between the Puget Sound area and Portland. Kinder Morgan Energy Partners moves the equivalent of 166 tanker trucks daily through its Portland to Eugene pipeline. Chevron Pipe Line has a line from marine terminals along the lower Willamette River to the Portland International Airport, and one through eastern Oregon. Kaneb Pipeline Operating Partnership has a line from a marine terminal at Umatilla to the Union Pacific Railroad's Hinkle Yard near Hermiston.

No petroleum is produced in Oregon. Petroleum products come to the state primarily by pipeline from several Rocky Mountain states, from Washington state refineries, or from Canada, and by ship up the Columbia River to Portland where it is reloaded to other modes.

Natural gas is available to about 80 percent of Oregon's population. Nearly all of the state's natural gas comes by pipeline from Canada and the San Juan basin in Colorado. Two companies, Williams Corporation and PG&E Gas Transmission-Northwest, operate natural gas transmission lines within Oregon. NW Natural, Cascade Natural Gas, and Avista Corporation (WP Natural Gas) operate local gas distribution lines.

The Coos County Board of Commissioners and NW Natural have signed an agreement to provide natural gas service to the Coos Bay area and nearby communities. The pipeline would extend about 60 miles to Coos Bay from an existing pipeline near Roseburg. NW Natural operates a large underground gas storage facility near the community of Mist in Columbia County, and two liquefied natural gas storage facilities—one in Newport and one in Portland. NW Natural plans to build a new 59-mile pipeline between its Mist storage field and a natural gas transmission line near Molalla.

Web Link:
www.odot.state.or.us/intermodal-freight/InterestingFacts/pipelinefacts.htm

Waterways and Marine

In 2000, about 56 million tons of cargo was shipped through deep-water ports between Portland and the mouth of the Columbia River. Marine terminals in the Portland area accounted for 34 million tons in 2000, nearly 62 percent of the total shipped. Portland ranks third on the West Coast after Long Beach and Los Angeles in terms of tonnage shipped.

Commercial traffic uses the 465-mile Columbia-Snake River system as far as Lewiston, Idaho. Below Portland, the river is authorized for a minimum 40-foot channel depth; in Oregon, deep draft terminals are located in Astoria, Columbia County and Portland. The Port of Portland and other Oregon and Washington ports are seeking approval to deepen the Columbia River shipping channel to 43 feet in order to accommodate bigger ships. Upstream from Portland, the channel is authorized for a minimum 14-foot depth. In Oregon, shallow draft ports with freight-shipping terminals are located in The Dalles, Arlington, Boardman and Umatilla.

Deep-draft freight terminals also are located in the Coos Bay-North Bend area and in Newport. In 2000, Coos Bay ranked second among Oregon's ports with 2.2 million tons shipped.

Petroleum and petroleum products, grain and forest products are the predominant commodities shipped through Oregon's ports. Petroleum and petroleum products are the leading commodities shipped upriver on the Columbia, and in 2000, accounted for 32 percent of waterborne tonnage moved through Portland. Grain accounted for another 29 percent of the total. Wheat is the predominant grain shipped, and Portland is the largest wheat exporting port in the U.S. Forest products are the primary commodities shipped through the smaller deep-draft ports.

Manufactured products account for only a small proportion of total tonnage shipped, but are higher in value than bulk commodities. Motor vehicle imports from Asia and exports from factories in the U.S. are among the manufactured products moving through marine terminals in Portland, which ranks third nationally in automobile handling, and first on the West Coast.

Web Link:
www.odot.state.or.us/intermodal-freight/InterestingFacts/portfacts.htm

Driver and Motor Vehicle Services

The Driver and Motor Vehicle Services Division's primary role is safety, the fundamental function of driver licensing. DMV screens drivers with knowledge and driving skills tests, including additional tests for commercial drivers, and plays a role in keeping unsafe drivers off the road. With laws and programs such as the habitual offender and driver improvement programs for people who receive multiple traffic citations, DMV can intervene in unsafe driving behavior by restricting, suspending and revoking driving privileges. DMV also conducts re-examinations because of suspected medical conditions.

Another major DMV role is the protection of ownership and rightful possession of vehicles, which are among the most expensive items people own. Because they are mobile, they are vulnerable to theft. The vehicle title system protects the property rights of vehicle owners. It is important that owners promptly apply for a title when buying a new car and inform DMV when they sell one.

DMV protects consumers through licensing auto dealers, auto wreckers and driving instructors so that, for example, car buyers are assured their title is processed in a timely manner. DMV recently posted a database of licenses businesses on its *OregonDMV.com* Web site for consumer convenience and protection.

The agency also protects drivers' pocketbooks by enforcing liability insurance requirements to combat the costs to Oregonians of uninsured drivers. This role became more efficient April 1, 2001, with the third phase of the Automobile Liability Insurance Reporting system. The ALIR system makes insurance records for vehicles instantly available electronically to law enforcement 24 hours a day.

The division also plays a vital role in the nation's ongoing battle against identity theft and fraud through its driver license programs, protection of personal data and restrictions on access to personal information. New legislation that took effect in May 2001, for example, ended the address lists that the agency once was required to provide bulk mailers but had in some cases been abused.

To maintain its high customer service standards and improve efficiency, DMV set goals to minimize customer wait times at field offices and on the phone. DMV has kept the vast majority of customer wait times under 20 minutes and telephone wait times under 1 minute.

When customers call DMV, they talk to a human, rather than dial options on a phone answering system. Customers can avoid many trips to field offices by calling local DMV field office phone numbers for questions and by visiting *OregonDMV.com*. The number of services available by mail or on the Web site will grow, providing more convenience for customers and leading DMV toward better efficiency. Already, customers can file a change-of-address form online, and many forms are available on the Web site for download.

DMV's third major role is to collect user support for Oregon's transportation system. Title and registration fees go to the Highway Fund, which supports not only the state highways maintained by ODOT but also local roads maintained by cities and counties. To maximize its contribution to the Highway Fund, DMV continuously strives to improve internal efficiency, to reduce costs through the appropriate sharing, simplification or elimination of work, and to make customer transactions fast and efficient.

Driver and Motor Vehicle Services–Statistics

Top DMV Transactions for Fiscal Year 2001:

• Vehicle registrations	**1,884,922**	
• Telephone calls answered	**1,788,403**	
• Vehicle titles	**1,250,767**	
• Driver licenses	**678,916**	
• Convictions	**568,471**	*(calendar year 2000)*
• Suspensions and revocations	**332,621**	

Registered Vehicles (as of December 31, 2001)

• Passenger	**3,035,322**
• Buses	**800**
• Trucks	**34,819**
• Farm trucks	**19,860**
• Motorhomes	**65,963**
• Motorcycles	**76,097**
• Commercial trucks	**53,549**
• Government	**47,235**
Total Highway Vehicles	**3,333,645**
• Trailers/semi-trailers	**212,374**
• Campers/travel trailers	**123,555**
Total registered vehicles	**3,669,574**
Licensed Drivers	**2.7 million**

(as of December 31,2001)

Vehicle and Driver Statistics

Population Statistics *(July 1998)*		
Oregon population	3,282,000	
Driving age population (16 years and older)	2,555,000	(78%)

DMV field offices statewide serve 13,000 customers daily.

Web Link:
www.oregondmv.com

Intelligent Transportation Systems

Emerging technologies are helping to solve transportation problems in Oregon. Intelligent Transportation Systems (ITS) use a variety of computer and information systems to make the state's highways safer and more efficient.

Specific Oregon ITS program goals include:

- improving safety for travelers.
- better management of transportation system capacity.
- reducing operations and maintenance costs.
- increasing travel efficiency and predictability.
- improving mobility and access to alternate modes.

Traffic Management
In the Portland metropolitan area, sophisticated traffic management systems improve traffic flow by monitoring and controlling traffic through the use of detection equipment, cameras and ramp meters. Approximately 60 percent of the freeways in the Portland area are monitored by cameras and sensors. ODOT's Traffic Management Operations Center (TMOC) uses the information to respond to incidents and to alert the public to problems. The Transportation Operation Centers (TOCs) in smaller cities work much the same way, dispatching ODOT personnel to incidents and hazardous areas along the highway system.

Rural ITS
Forty-two highway cameras and 54 weather stations provide useful information for motorists outside of Portland. Remote-controlled signs help to save costs by reducing the number of trips made to rural locations by ODOT Maintenance crews. The California Oregon Advanced Transportation System (COATS) project focuses on how the two states can share critical information to motorists traveling our rural highways.

Traveler Information Services
Delivering information to the traveling public is an important part of ITS. ODOT has developed ***TripCheck.com***, an award-winning travel information Web site. The site provides traffic incident, weather and highway condition reports, as well as useful links to bus, rail, airport and truck information. Future enhancements include congestion mapping in the Portland metropolitan area and transit trip planning capabilities. In December 2001, *TripCheck.com* logged well over a million visits. A related traveler information service—ODOT's road conditions toll-free telephone hotline (800-977-6368)—received nearly 250,000 calls during the same month.

Commercial Vehicle Operations
An additional ITS program, ODOT's Green Light, benefits commercial vehicle operators. The system uses advanced technology to weigh trucks in motion, letting them bypass weigh stations. In 2001, Green Light saved truckers more than 74,000 hours at 21 weigh stations, including all six ports of entry. It is expected that the system will screen and preclear trucks as many as one million times in 2002.

ITS For Public Transportation
There are several ways that ITS is benefiting public transportation programs. Automated vehicle location (AVL) technology allows better management of fleets and schedules. In Portland, AVL allows riders to monitor real-time progress of their bus while waiting at the bus stop. Another ITS application controls traffic signal timing, giving buses priority at intersections, helping them stay on schedule. Finally, traveler information systems increase accessibility of public transportation options and enhance the mobility of Oregonians.

TripCheck
www.tripcheck.com

Transportation Policy and Planning

As a primary duty, the Oregon Transportation Commission is to develop and maintain a state transportation policy and a comprehensive long-range plan. The plan is to provide for a safe, multimodal transportation system that encompass economic efficiency, orderly economic development and environmental quality. The plan includes highways, mass transit, pipelines, ports, rails and waterways. ODOT has made a substantial commitment to planning, for it is through good planning that future transportation needs will be met most effectively and efficiently.

The Oregon Transportation Plan (OTP), adopted in 1992, is ODOT's policy plan, encompassing all modes of transportation, regardless of ownership. It provides overall direction for addressing transportation problems and allocating resources. In 1998, a constrained investment strategy was adopted to bring the goals in line with updated 20-year revenue forecasts.

The OTP is broad in scope and general in nature. More detailed policy direction and system planning can be found in plans for the individual modes of transportation.

The 1999 Oregon Highway Plan establishes long-range policies and investment strategies for the state highway system. The Highway Plan emphasizes safety and efficient management of the highway system. It contains investment strategies that address today's limited funding levels and explain how ODOT would invest any additional, future revenues. For more information about the Oregon Highway Plan, visit: www.odot.state.or.us/tdb/planning/highway.

The 2000 Oregon Aviation Plan defines policies and investment strategies for Oregon's public-use aviation system for the next 20 years. The Oregon Transportation Commission adopted the plan shortly before Aviation became its own department. The plan is available at: www.aviation.state.or.us.

The 1995 Oregon Bicycle and Pedestrian Plan describes the legal mandates, general principles and policies that ODOT follows to provide bikeways and walkways along state highways. The plan also provides design guidance to ODOT, cities and counties on good construction practices.

The 2001 Oregon Rail Plan presents an overview of both the freight and passenger systems in Oregon, how they operate and are used. The plan also lists the policies associated with making sure that Oregon is served by a healthy rail system. The plan presents funding needs for both the freight and passenger systems, including developing the Pacific Northwest High Speed Passenger Rail Corridor. The plan is available at: www.odot.state.or.us/rail.

The 1995 Oregon Transportation Safety Action Plan identifies a safety agenda to guide ODOT and the state over the next 20 years. Seventy action items were identified that would dramatically reduce the number of fatalities and injuries on Oregon's highways.

The 1997 Oregon Public Transportation Plan addresses intercity bus, passenger rail, urban fixed-route transit, small-city and rural transit, special-needs transportation, transportation demand management and light-rail needs.

Additionally, management systems are used to evaluate proposals for transportation solutions. Facility plans, including corridor plans, transportation system plans and refinement plans identify long-term transportation needs and identify the most appropriate solutions to meet those needs.

Facility plans address all modes of transportation—cars, buses, trucks, trains, bicycles, pedestrians, airplanes, pipelines and barges. These plans feature significant public and stakeholder involvement. Local, state, federal and ODOT officials, tribal representatives, transportation providers and members of the public participate in transportation planning processes.

ODOT has management systems for pavements, bridges, safety, congestion, public transportation, traffic monitoring and freight. They provide objective technical information about these aspects of transportation.

2002-2005 Statewide Transportation Improvement Program

The **Statewide Transportation Improvement Program (STIP)** is Oregon's transportation capital improvement program. The document identifies the funding for and scheduling of transportation projects and programs. It covers a four-year period but is updated every two years. The currently approved program is the 2002-2005 STIP. The 2004-2007 STIP update process is underway, with a draft program available to the public in September 2002.

By law, all federally funded transportation projects and all "regionally significant" state and locally funded transportation projects are identified in the STIP. Regionally significant refers to projects with air quality impacts or projects of significant interest to the local community.

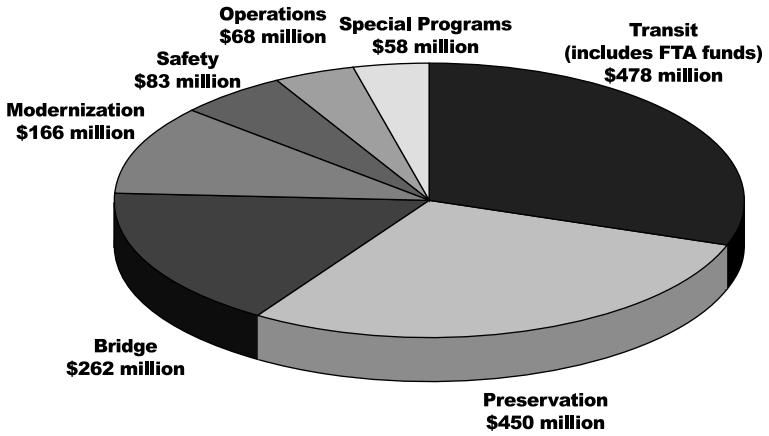
Funding levels for the STIP are based on state and federal revenue projections. The current STIP has an approximate funding level of $1.1 billion. (This figure does not include Oregon Transportation Investment Act [OTIA] funding. See www.odot.state.or.us/OTIA for OTIA information). About 80 percent of the STIP is federally funded.

Programs and projects scheduled for funding must comply with state and local land use laws. They are developed in accordance with the goals, policies and guidance set forth in the *Oregon Transportation Plan*, ODOT's policy document directing transportation investments for the state.

Web Link:
www.odot.state.or.us/stip

2002-2005 Statewide Transportation Improvement Program

Distribution of Funds



Area Commissions on Transportation (ACTs)

ACTs, regionally based transportation advisory commissions, are made up of local government officials, business representatives, transportation stakeholders and citizens. They provide expanded opportunities for local government and citizen involvement in regional and statewide transportation decision-making. ACTs help prioritize transportation problems and solutions and recommend projects in their areas to be included in the STIP. See www.odot.state.or.us/involve/ACT.htm for more information on ACTs.

Types of STIP Projects

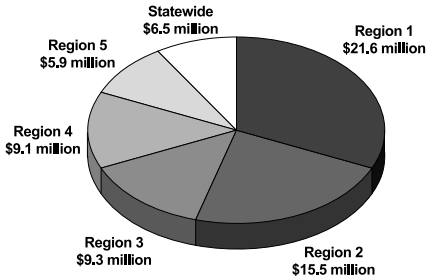
Most STIP projects can be separated into two categories: preservation projects and modernization projects. Under the preservation category are several work types, e.g., Bridge, Safety, Pavement and Operations.

2002-2005 Statewide Transportation Improvement Program

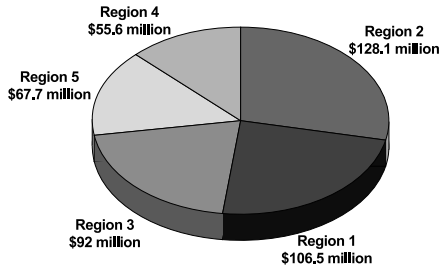
Funding Distribution of Major Programs

Key: Region 1 Portland Metro; Region 2 Northwestern Oregon; Region 3 Southwestern Oregon; Region 4 Central Oregon; Region 5 Eastern Oregon; Statewide

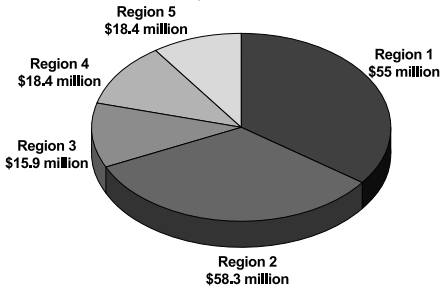
State Operations Program $68 million



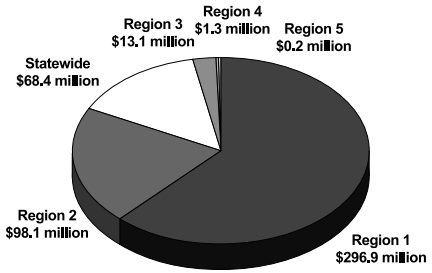
State Preservation Program $450 million



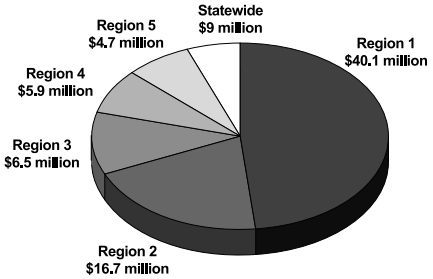
State Modernization Program $166 million



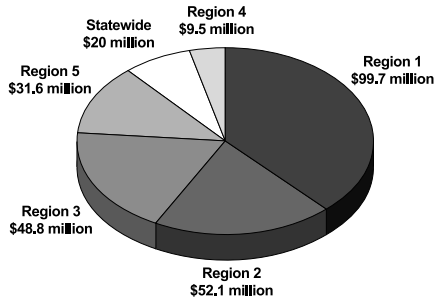
Transit and Transit Related Program (includes FTA funding) $478 million



State Safety Program $83 million



State Bridge Program $262 million



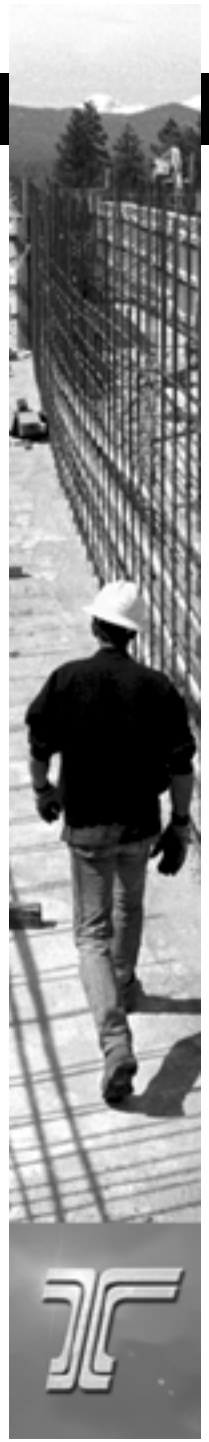
These funds are based on the Oregon Transportation Commission approved 2002-2005 STIP. They do not include the $500 million in OTIA funding.

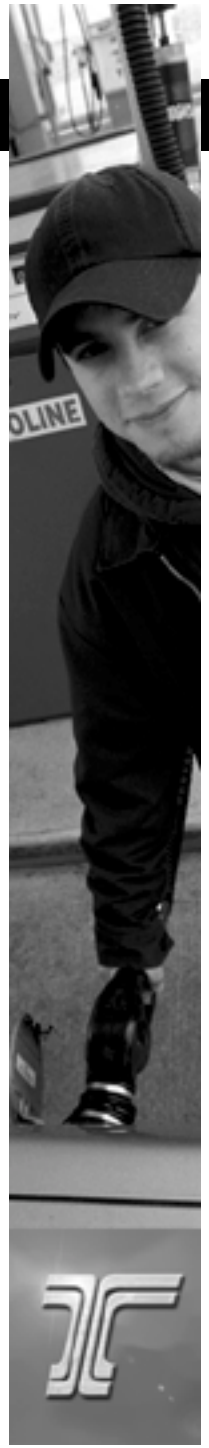
Preservation projects protect the state's investment in its transportation infrastructure by systematically preserving all elements of the existing system, while modernization projects primarily add new capacity (more lanes, new roads) to the system.

The Oregon Transportation Commission, with help and advice from local governments, the ACTs, ODOT and advocacy groups, decides the distribution of available revenues into each of these program areas.

Project Selection

ODOT's STIP projects are selected in accordance with federal regulation. The identification process uses information from "management systems," which technically identify and rank needs across the state. ODOT regions take the lists developed by these systems and apply "in-the-field" knowledge supplemented with input from local government partners, ACTs, stakeholders and the public. This process results in the projects and relative prioritizations in the draft STIP.

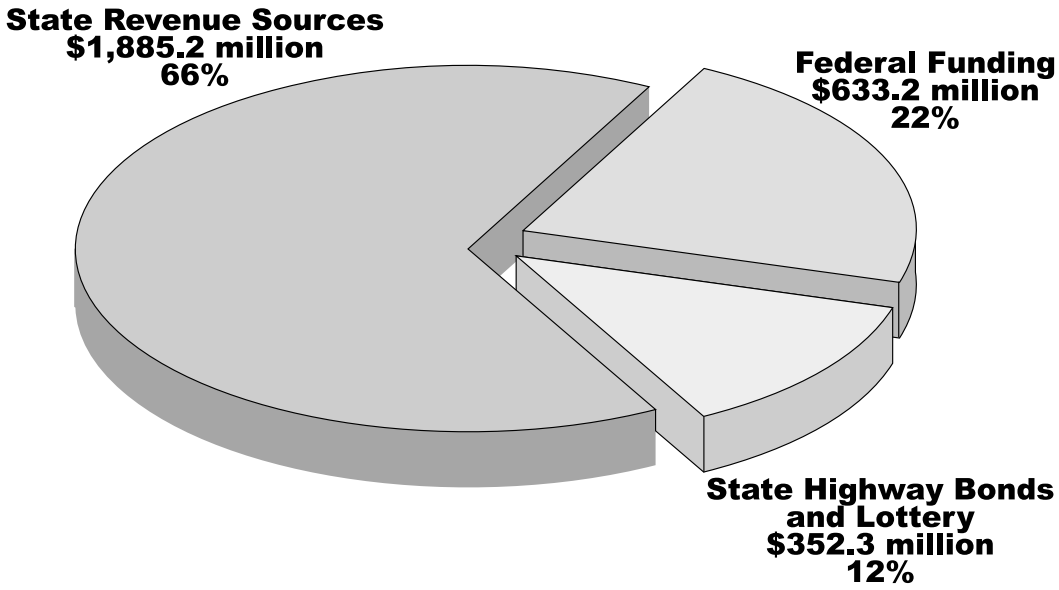




How Oregon Raises Transportation Dollars

State Revenue Sources	$ Million
Beginning Balance	160.7
Motor Fuels Taxes	808.9
Driver & Vehicle Licenses & Fees	296.0
Transportation Licenses & Fees	42.4
Weight Mile Tax	365.1
Internal Charges for Service	43.3
Transfers to the Department	50.5
State General Funds	18.6
Lottery Proceeds	20.0
All Other Revenue	54.2
Sales and Charges for Services	25.5
Subtotal State Funds	***1,885.2***
Federal Funds	**633.2**
State Hwy. Revenue Bonds and Lottery	**352.3**
TOTAL REVENUE	***$2,870.7***

2001-2003 Legislatively Approved Budget*
Total Sources $2,870.7 Million

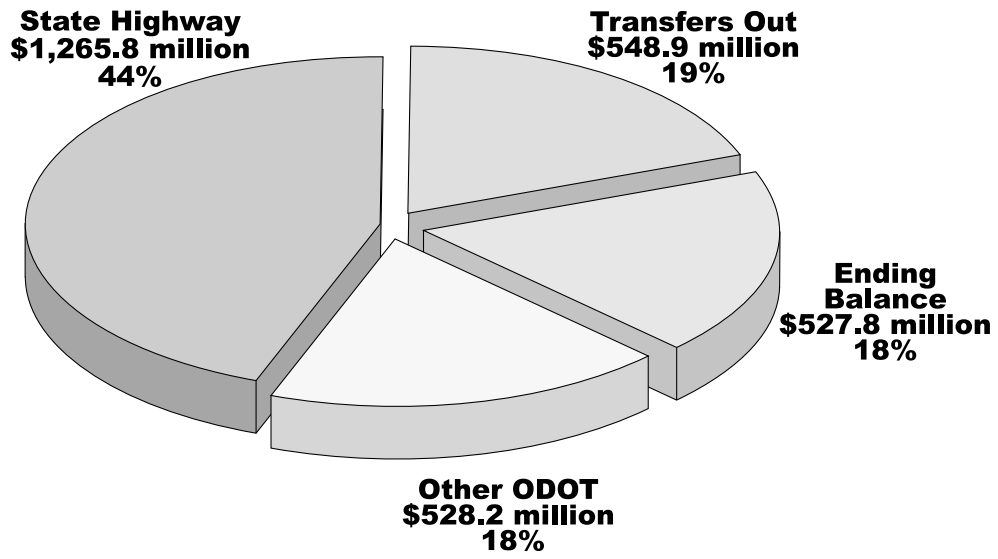


**Based on the January 2002 revenue forecast.*

How Oregon Uses Transportation Dollars

2001-2003 Biennial Estimate
Total Uses $2,870.7 million

Transfers to Local Government and Other State Agencies	**$ Millions**
Cities	185.1
Counties	308.8
Other Agencies	55.0
Subtotal	***$548.9***



State Highway Program	**$ Million**
Maintenance	284.2
Preservation	263.2
Bridge	120.5
Highway Safety	42.9
Operations	49.7
Modernization	167.2
Special Programs	171.2
Utility Permits	4.6
Local Government Assistance	162.3
Subtotal State Highway	***1,265.8***

Other Dept. Programs	**$ Million**
Transportation Safety	22.5
Public Transit	35.2
Rail	42.4
Trans. Program Development	61.8
Driver & Motor Vehicle Services	119.8
Motor Carrier	48.8
Central Services	108.8
Non-Limited	39.5
Facility Improvements	3.5
Board of Maritime Pilots	0.4
Debt Service	35.5
Loan Funds	10.0
Subtotal Other Programs	***528.2***
ODOT TOTAL	**$1,794.0**

Federal Highway User Fees

The federal government has levied a variety of taxes on motor vehicles and related products. Most of the revenue raised from vehicles used on the highways has been dedicated to the federal Highway Trust Fund to finance the highway and transit programs. In most cases, taxes are either not levied on, or are refunded to, farm and other non-highway uses.

A tax of 3 percent of the manufacturer's sales price for autos, motorcycles, buses and trucks was first levied in 1917. The sales tax was increased and repealed over the years. Only the retail sales tax on heavy trucks and trailers remains.

A federal gasoline tax of one cent was first levied in 1932. Taxes on diesel and other fuels used in vehicles registered for highway uses were introduced over time.

The table on the right shows the federal taxes currently in effect. Please note that there are different tax rates for "gasohol" using 5.7 percent, 7.7 percent, or 10 percent ethanol or methanol. For simplicity, the table shows only the tax rates for ethanol.

Motor Fuels

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¢	
Special Fuels:					
• 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¢	0.86¢		
Gasohol made with:					
• 5.7% Ethanol	15.379¢	9.919¢	2.86¢	0.10¢	2.50¢
• 7.7% Ethanol	14.319¢	8.859¢	2.86¢	0.10¢	2.50¢
• 10% Ethanol	13.100¢	7.640¢	2.86¢	0.10¢	2.50¢

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

Heavy-Vehicle Use Tax (annual)
Trucks between 55,000 and 75,000 pounds gross vehicle weight (GVW) pay $100 plus $22 for each 1,000 pounds over 55,000 pounds. Trucks over 75,000 GVW pay $550.

Truck and Trailer Sales
Tax rate is 12 percent of retail sales price for trucks and truck tractors over 33,000 GVW.

Tax rate is 12 percent of retail sales price for truck trailers over 26,000 GVW.

Tires

Tire Weight	Tax Rate
0 - 40 pounds	No tax
41 - 70 pounds	15¢ per pound over 40 pounds
71 - 90 pounds	$4.50 plus 30¢ per pound over 70 pounds
Over 90 pounds	$10.50 plus 50¢ per pound over 90 pounds

Federal Funding Overview

Federal highway and transit programs are financed mainly by motor fuel and other transportation excise taxes. These taxes are deposited in a federal Highway Trust Fund. The trust fund is composed of two accounts: a Highway Account and a Mass Transit Account. Aviation, rail, waterways and other modes of transportation are financed through other federal taxes and fees.

The distribution of funding from the federal Highway Trust Fund is determined through a complex legislative and budgetary process. The amount of federal funding states receive each year and how those funds may be used is determined primarily by multiyear authorization legislation. Annual appropriations bills limit how much federal money states may spend each fiscal year.

The latest authorization bill was signed by the president on June 9, 1998, and it covers federal fiscal years 1998-2003. Commonly known as TEA-21, the Transportation Equity Act for the 21st Century replaces the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

The Transportation Equity Act for the 21st Century (TEA-21)
TEA-21 dramatically changes how the federal government funds surface transportation programs. New budgetary guarantees ensure a minimum level of funding for federal highway and transit programs. Also, all trust fund revenues are now dedicated to transportation. (In the past, the trust fund was used to offset deficit spending in other parts of the federal budget.)

- **Federal funds are not a grant.** ODOT receives federal funds as reimbursement for state funds spent on projects approved by the federal government.
- **Federal funds must be matched with non-federal funds.** Except in a few cases, the amount of federal funds the state receives for each project is less than the full cost of the project. State or other non-federal funds must be committed to the project as a match.
- **Federal funds for highway and transit projects do not come as block grants.** There are more than 100 programs and subprograms through which states receive federal funding. Each program has its own rules and restrictions.
- **Federal funds that come to Oregon do not come exclusively to ODOT.** Transit funds, for example, go almost exclusively to local transit providers and local governments. Less than 5 percent of annual transit funding is controlled by ODOT.

Estimated Average Annual Federal Funding (Obligation Limitation) Federal Fiscal Years 1998-2003 (Millions of Dollars)

	Highways	Transit
Federal Funds	$303.1	$53.1
Projects Earmarked by Congress	(22.2)	(18.6)
Dedicated Programs	(13.5)	(1.6)
Local Programs	(61.5)	(32.2)
Available to ODOT	**$205.9**	**$0.7**

Obligation Limitation:
The limit set by Congress each year on the amount of federal funds states can spend in a given fiscal year.

Dedicated Programs:
Those highway and transit programs whose funding is restricted by federal law for specific purposes. *(For example, safety, recreational trails, planning, state planning and research, and provision of rural transportation services for the elderly and disabled.)*

Local Programs:
Highway and transit programs whose funding is set aside for local governments and transit providers. *(For example, local bridge program, safety, transportation enhancements, Surface Transportation Program set-aside for cities and counties and transit funds to urbanized areas.)*

Oregon Transportation Investment Act (OTIA)

The first significant funding increase for transportation in Oregon in nearly a decade came with the passage of the Oregon Transportation Investment Act (OTIA). Passed by the Oregon Legislature and signed by the governor in summer 2001, House Bill 2142 provides $400 million, for projects to be completed throughout Oregon during the next six years. OTIA uses the proceeds from truck and automobile title fees to finance the sale of construction bonds. The funding provides $200 million for projects that add lane capacity or improve interchanges and $200 million for bridge projects and repaving.

Legislation passed during a special legislative session in early 2002 approved another $100 million in bonding capacity for the program, raising the total to $500 million. The new law allows ODOT to take advantage of favorable interest rates to earn more money than originally expected for the same investment of revenues. These projects will be added to the $600-$700 million in transportation projects ODOT already accomplishes biennially.

Among the 131 projects identified to date are:

- 40 projects that add lane capacity or improve interchanges—$200 million.
- 12 bridge projects on the state highway system—$94.9 million.
- 38 county/city bridge projects—$35.1 million.
- 41 paving projects—$70 million.

OREGON TRANSPORTATION INVESTMENT ACT

The projects will provide a significant boost to the state's economy. Every $1 million spent on transportation projects supports 19 family-wage jobs in Oregon. After the projects are completed, they will continue to strengthen our economy by allowing people and products to move more efficiently.

The OTIA project selection process included extensive input from citizens, elected officials and advisory groups in communities statewide. During the process, ODOT and the Oregon Transportation Commission worked closely with area commissions on transportation, regional advisory committees and other stakeholders to develop criteria and propose projects.

Contractors and consultants: To learn more about the OTIA projects from a business perspective, go to www.odot.state.or.us/home/03business.htm.

Web Link:
www.odot.state.or.us/otia

Frequently Asked Questions — And Their Answers

Q. Where can I get information about upcoming construction projects?

A. Go to ODOT's Construction Contracts Web page at **www.odot.state.or.us/techserv/progsrv/contract/CCHome.htm** — then click on Notice to Contractors.

Q. Who can answer my questions about purchasing an over-dimensional truck permit?

A. Call the Motor Carrier Transportation Division at (503) 373-0000.

Q. Where on your Web site can I find information about traction devices, such as snow tires and chains?

A. Go to the winter travel page at **www.tripcheck.com/Winter/winterindex.htm** and scroll down to the Chain and Traction Tire Laws section and scroll down to the "Chain and Traction Tire Laws" section.

Q. How do I find information about Oregon road conditions?

A. Call (800) 977-6368 within Oregon—outside Oregon call (503) 588-2941. You can also visit our traveler Web site at **www.tripcheck.com**.

Q. How do I get information about traffic volumes?

A. Call Traffic Counts and Volumes at (503) 986-4147 to leave a message, or log on to **www.odot.state.or.us/tdb/traffic_monitoring/tvtable.asp**.

Q. How do I file a complaint about a railroad company that is keeping a railroad crossing blocked too long?

A. Call the toll-free ODOT Rail Division crossing blockage hotline at (866) 628-8867.

Q. Do you keep copies of the images captured on your traffic cameras?

A. No.

Q. Where can I get information about putting the name of my business on one of the blue travel information signs along the highway?

A. Call the Oregon Travel Information Council at (503) 378-4508.

Q. I want to buy state or federal surplus property—who do I call?

A. Call the Department of Administrative Services at (503) 378-4714, ext. 400, or visit their Web site at **www.oregonsurplus.com**.

Web Link:
www.odot.state.or.us/comments/comments.cfm

ODOT Frequently Called Telephone Numbers

Director's Office ..... (503) 986-3289

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

Road Conditions
Inside Oregon 1-800 977-6368
Outside Oregon ..... (503) 588-2941
Web site: **www.tripcheck.com**

ODOT Job Openings 1-800 233-1618
Automated Application Hotline .....(503) 986-4030 *(for specific announcements)*
Web site: **www.oregonjobs.org**

Questions, comments or concerns about ODOT?
Call toll-free ..... 1-888 ASK ODOT
(1-888 275-6368)

Visit ODOT online: **www.odot.state.or.us**
For road, weather and travel information: **www.tripcheck.com**

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

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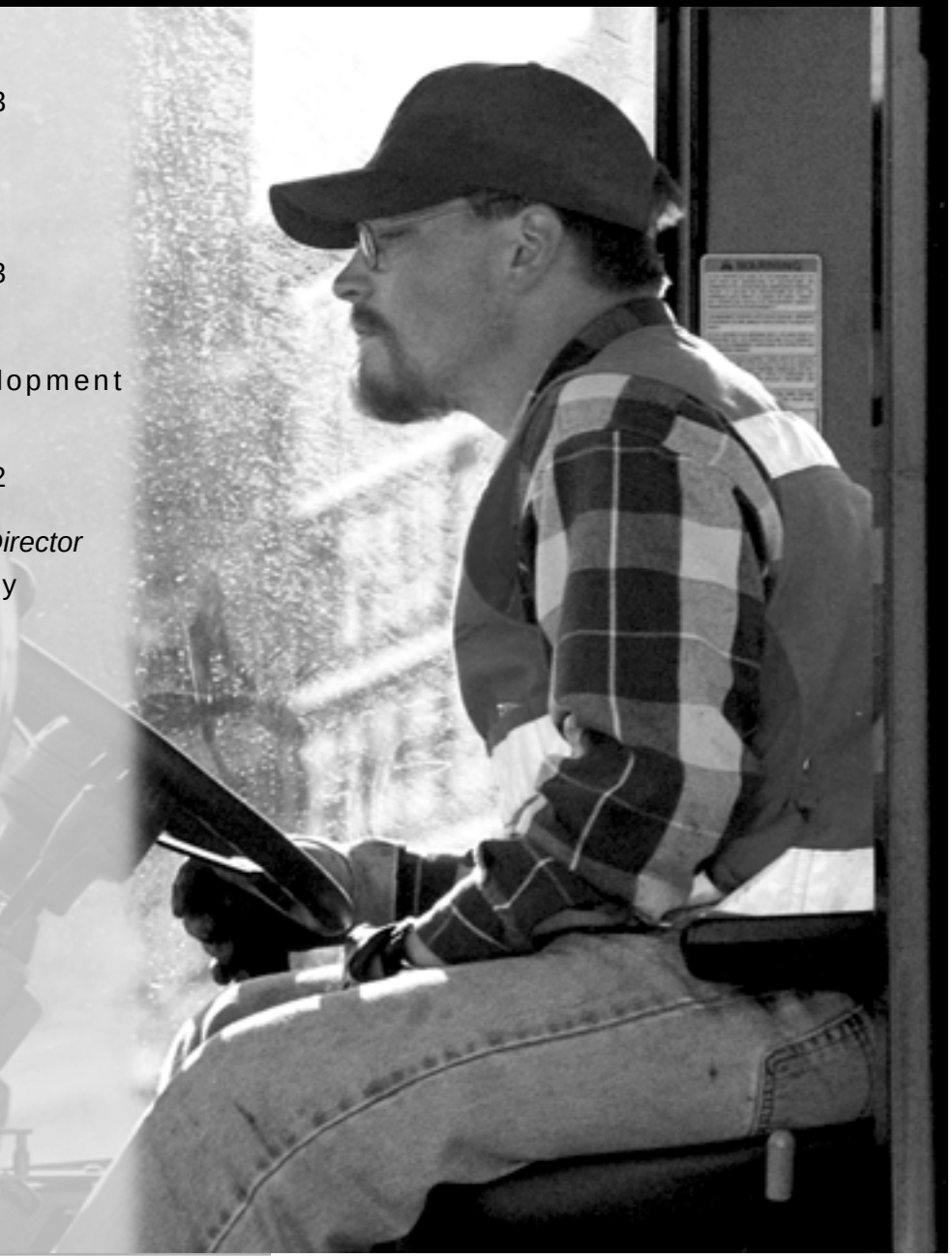

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