

# Oregon's Transportation System: **Critical Needs**

*A review of investment opportunities for transportation in Oregon*



- **Taking Care of the System**
- **Making the System Work Better**
  - **Improving Safety**
  - **Relieving Congestion**

# Oregon's Transportation System: Critical Needs

**Taking Care of  
the System**

**Making the System  
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## Introduction

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, links us together to enhance our state's productivity and prosperity, and improves safety and our quality of life.

In 2006, a group of transportation professionals, elected officials, business owners and members of the public came together to discuss the critical challenges Oregon faces in providing a safe and efficient transportation system. After five group meetings, numerous phone calls and interviews, and productive email discussions, the group agreed that additional investment is needed to maintain and grow our existing transportation infrastructure and services. While funding for maintaining what we have is a priority, funding is also needed to make the system work better, improve safety and relieve congestion.

The group's conclusions are similar to ones presented in the 2006 Oregon Transportation Plan, a comprehensive, long-term assessment of Oregon's transportation system (see the plan at [www.oregon.gov/ODOT](http://www.oregon.gov/ODOT)). And while the investment options presented here are not a complete listing of all investments that would have to be made to achieve Oregon's transportation goals as defined in the OTP, they do provide a range of choices, across all modes of transportation and across all jurisdictions, for improvements that could be made in the next five years.

Put simply, any shortcomings in the transportation infrastructure hinder Oregon's business competitiveness and its citizens' standard of living. My hope is that this information provides a clear picture of the challenges our transportation system faces and opportunities to improve it to serve our state better. It can be the basis for conversations about the steps that we can take to meet immediate transportation needs to move Oregon's economy forward and to protect its livability.

Matthew L. Garrett  
Director, Oregon Department of Transportation



*Matthew L. Garrett  
ODOT Director*

# Oregon's Transportation System: Critical Needs

## Reviewing our options

Findings from the 2006 Oregon Transportation Plan are helping shape critical conversations about transportation in Oregon. The following review of investment options is due, in part, to the research and recommendations that came out of the OTP. Among other results, the OTP found that financing Oregon's transportation system is and will continue to be a significant challenge.

By 2030, the OTP notes, freight is expected to increase 80 percent, while fuel taxes, the traditional means of funding highways, will lose 40 percent of their purchasing power. Oregon's population will grow by 41 percent, increasing demand for transportation as well as wear and tear on the existing infrastructure. Global warming, land use policies, safety and security also loom as considerations for the state's transportation system. Funding is one more challenge.

The OTP and ensuing conversations about funding involve all modes of transportation (highway, marine, public transit, air and rail) and address all needs within the modes (maintenance, operations, safety enhancements, etc.). The review of options is organized around investments that:

- take care of the system;
- make the system work better;
- improve safety; and
- relieve congestion.

Also included is a simplified list of each need and its cost.

Although this information is provided in summary form, in order for the state to continue to meet the needs of its citizens, all the challenges facing transportation will need to be thoroughly discussed, reviewed and addressed. To guide these efforts, the OTP concludes with six key initiatives, including "maintaining the existing transportation system to maximize the value of the assets," "optimizing system capacity and safety through information technology and other innovative methods," and "investing strategically in enhancements to capacity." The goal of this publication is to advance our efforts in these directions.

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## Taking Care of the System

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“Investments in passenger rail yield long-term benefits because the infrastructure improvements last decades.”

## Taking Care of the System

Maintaining and preserving our existing infrastructure investment is a cost-effective use of taxpayer resources. This infrastructure — also known as the transportation system — consists of roadways, bridges, freight and passenger rail, public transit, marine ports and waterways, and aviation. When elements of the system need work, it pays to address the need as soon as possible. Deferring maintenance and preservation makes the eventual fixes much more expensive due to increased costs of materials, fuel and labor. The following are options the state needs to consider to ensure current investments in the transportation system are preserved and maximized.

### CRITICAL NEEDS IN HIGHWAYS

#### **Pavement Repair and Preservation.**

Rebuilding a road's surface can cost millions more than maintaining the surface properly. Poor pavement on high volume roads costs about \$1 million per lane mile to rebuild; \$150 million could repair 150 lane miles of very poor pavement. Counties have more than 2,000 miles of pavement in poor condition; at a cost of \$500,000 per mile, an investment of \$30 million would rebuild 60 miles of county roads. An annual investment of \$42 million in city street maintenance programs would enable repair of many streets.

**County Road Funding.** Many county road programs face a sharp loss in revenue, beginning July 2007. A federal program, the “Secure Rural Schools and Community Self-Determination Act of 2000,” that provided \$90 million each year from federal forest land, ended in 2006. Efforts to restore this program will begin when Congress convenes in 2007.

**Gravel Road Maintenance.** Counties have 10,000 miles of gravel roads that need grading. Twenty percent (2,000 miles) are in very poor condition. An investment of \$20 million would rebuild 80 miles of county roads.

**Roadside Maintenance and Vegetation Control.** Maintaining highway shoulders and managing vegetation improves safety and protects the public's investment. An additional \$2 million per year would allow ODOT to augment its noxious weed

control program, and another \$7 million would provide needed maintenance for county roads.

**Culverts and Ditches.** Inadequate drainage on roads can lead to crashes. Regular maintenance would save millions over emergency replacement. A \$4 million investment per year could replace large aging culverts on the state highway system and meet standards for protecting salmon and watersheds. Counties need an additional \$5 million annually for drainage maintenance, and an additional \$5 million for fish passage.

**Traffic Signs and Signals, Striping and Lighting.** Traffic signals, striping and lighting are critical to public safety. An additional \$3 million would allow ODOT to replace structurally failing lights on the interstate in the Portland area. An additional \$11 million per year would allow ODOT to expand its use of longer-lasting, more visible striping products, as well as enhance maintenance. Counties need an additional \$4 million each year to repair and maintain signs, signals and striping.

**Bridge Maintenance and Repairs.** Some 61 bridges throughout the state are vulnerable to earthquake damage. An additional \$40 million would strengthen these bridges and extend their useful lives; it would also increase safety for travelers and reduce costs for taxpayers. An additional \$2 million per year would allow counties to better maintain their bridges.

**Guardrails and Barriers.** Oregon has

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hundreds of miles of substandard guardrails that don't adequately protect pedestrians or bicyclists from motor vehicle traffic or reduce the risk of crossover crashes. An investment of \$3 million per year would upgrade guardrails to current standards for improved safety, and an additional \$1 million could provide repairs and maintenance to the existing barriers and guardrails on county roads.

## **Snow and Ice Removal and Storm**

**Repair.** Anti-icing materials applied on roads before storms help keep roads open, and regular snowplowing and sand application improve safety during and after storms. A \$1 million per year investment in the state highway snow and ice removal program would allow ODOT to maintain its de-icing program at 2006 levels. Twenty percent more material, costing an additional \$1 million per year, would allow ODOT to apply de-icing material to more roadways and to apply it more often. An additional investment of \$6 million per year would fund two more major landslide or rockfall repair projects each year, and an increase in de-icing on county roads would require a \$3 million per year investment.

## **CRITICAL NEEDS IN RAIL**

**Railroad Bridge Reconstruction.** Bridges that may fail are a safety concern and a barrier to freight movements. Oregon does not currently have a comprehensive inventory of rail bridges and their conditions; it would cost between \$500,000 and \$1 million to create this critical database.

**Rail Replacement Program.** More than 20 percent (about 500 miles) of Oregon's 2,400 miles of track were not built to carry modern 286,000-pound railcars, resulting in increased maintenance costs and a reduction in the life of the investment in ties and rail bed. It would cost about \$30 million per year to upgrade these rail lines over five years.

**Rail Passenger Service.** Passenger trains

expand transportation options, reduce the pressure on the state's road infrastructure, attract tourists and contribute to the state's livability. In addition, investments in passenger rail yield long-term benefits because the infrastructure improvements last decades. It is critical to establish a dedicated funding source for intercity rail operating and capital expenses.

## **CRITICAL NEEDS IN PUBLIC TRANSIT**

### **Public Transit Vehicle Replacement.**

To achieve maximum value and lowest lifecycle costs, the standard 40-foot buses used by fixed route operators should be replaced after 12 years of operation. The smaller buses, cars and vans used to provide demand response services to the general public in rural areas and to senior citizens and people with disabilities should be replaced after four to seven years of operation. An investment of \$31.5 million per year would replace about one-fifteenth of the state's aging large buses and would replace vehicles used in special transportation services on appropriate cycles.

**Maintain Special Public Transportation Service Levels.** Transportation service tailored to meet the needs of senior citizens and people with disabilities is required statewide. While the level of assistance from the Special Transportation Fund has grown, it has not kept pace with the rapidly rising demand for special transportation service. Oregon's special transportation operators need an additional \$1.8 million each year to maintain the current level of service.

## **CRITICAL NEEDS IN MARITIME AND PORTS**

### **Channel Dredging and Jetty**

**Maintenance.** Maintenance of channel depths is a federal responsibility. Jetties and dredging ensure that channels remain at the proper depth and that vessels can pass safely. Harbor facilities are not likely to remain viable for freight, commercial

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“Docks and moorages are essential for the movement of freight, for Oregon's fisheries, and for recreation.”

# Oregon's Transportation System: Critical Needs

## Investment Options

### Highways

#### *Taking care of the system*

- Pavement Repair and Preservation
  - o Rebuild 50 lane miles of high volume state highways (33 percent of need) ..... \$50 million
  - o Rebuild 60 miles of paved county roads (3 percent of need)..... \$30 million
  - o Improve the level of city street maintenance ..... \$ 42 million per year
- County Road Program Funding..... \$90 million per year
- Gravel Roads
  - o Rebuild 80 miles of gravel county roads (4 percent of need) ..... \$20 million
- Roadside Maintenance and Vegetation Control
  - o Perform more weed control along state highways ..... \$2 million per year
  - o Perform more weed control and shoulder work along county roads ..... \$7 million per year
- Ditches and Culverts
  - o Replace more large culverts on state highways ..... \$4 million per year
  - o Replace county road culverts and enhance fish passage. .... \$10 million per year
- Traffic Signs and Signals, Striping and Lighting
  - o Replace lighting systems in Portland metro area. .... \$3 million
  - o Use better striping material and re-stripe more often..... \$11 million per year
  - o Upgrade striping and signing on county roads..... \$4 million per year
- Bridges
  - o Strengthen non-OTIA bridges to meet earthquake standards ..... \$25 million
  - o Strengthen bridges on coast routes to meet earthquake standards ..... \$15 million
  - o Increase maintenance work on county bridges ..... \$2 million per year
- Guardrails and Barriers
  - o Upgrade guardrail and barrier on state highways ..... \$3 million per year
  - o Upgrade guardrail and barrier on county roads..... \$1 million per year
- Snow and Ice Removal and Other Storm Repair
  - o Purchase same amount of de-icing material as 2006 ..... \$1 million per year
  - o Purchase 20 percent more de-icing materials..... \$1 million per year
  - o Repair additional landslides/rockfalls ..... \$6 million per year
  - o Increase use of de-icing materials on county roads ..... \$3 million per year

#### *Making the system work better*

- Add Intelligent Transportation System projects on state highways ..... \$2 million per year
- Add Intelligent Transportation System projects on local roads and streets..... \$8 million per year

#### *Improving safety*

- Replace Bridge Railings to Meet National Safety Standards ..... \$30 million

#### *Relieving congestion*

- Increase State Modernization Program ..... \$50 million per year
- Increase Large Project Financing ..... \$50 million per year
- Improve City/County Arterials ..... \$200 million per year

# Oregon's Transportation System: Critical Needs

## **Rail**

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### *Taking care of the system*

- Create Rail Bridge Inventory Database ..... \$0.5 - 1 million
- Increase Rail Replacement and Modernization Program (100 miles of track annually)... \$30 million per year
- Provide Stable Funding for Rail Passenger Service ..... New revenue source

### *Making the system work better*

- Upgrade Rail Passenger tracks and switches at specific locations ..... \$2 million per year
- Upgrade Signal Systems ..... \$5 million

### *Improving safety*

- Improve Grade Crossings ..... \$1 million per year

### *Relieving congestion*

- Improve Rail Yard Switching Capacity ..... \$5 million per year
- Increase Rail Capacity with ten projects in Portland..... \$17 million per year

## **Public Transit**

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### *Taking care of the system*

- Replace vehicles
  - o Standard buses for the fixed route bus fleet ..... \$24.5 million per year
  - o Smaller vehicles ..... \$7 million per year
- Maintain Special Transportation Service Levels ..... \$1.8 million per year

### *Making the system work better*

- Employ Innovative Approaches/Best Practices ..... \$5 million per year
- Increase Signal Priority Usage ..... \$1 million per year

### *Improving safety*

- Improve Sidewalks and Bus Stops ..... \$1.5 million per year

### *Relieving congestion*

- Add High Capacity Transit ..... Not estimated
- Add Special Needs Transportation ..... \$7.3 million per year
- Improve Connectivity Between Cities and Towns ..... Not estimated

## **Maritime and Ports**

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### *Taking care of the system*

- Deepen Channels, Perform Dredging/Jetty Maintenance ..... maintain and increase federal commitment
- Dredge Dockside and at Marinas ..... \$1 million per year
- Rehabilitate docks ..... \$2 million per year

### *Improving safety*

- Increase Intermodal Container Security ..... \$2.5 million per year

### *Relieving congestion*

- Deepen Columbia River Channel ..... maintain federal commitment
- Transportation Infrastructure at Ports
  - o Channels, docks and equipment ..... \$35 million per year
  - o Rail system upgrades ..... \$25 million per year
  - o Road access to port facilities ..... \$1.6 million per year

## **Aviation**

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### *Taking care of the system*

- Perform System-Wide Upgrades ..... See page 8

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“This technology...  
can improve service  
reliability, reduce  
operating costs and  
attract riders.”

and sport fishing, recreational boating and Coast Guard activities without maintenance. However, Congress has not appropriated enough money, and repairs to key facilities, such as the Columbia River and Coos Bay jetties, are overdue. Increased federal commitment is essential.

**Dockside and Marina Dredging.** If dredging is not performed, docks become unusable or inoperable or require restrictions in use. Significant public and private investments in docks and upland improvements could be lost or reduced. In addition, restricted operations may have safety implications during storms. An investment of \$1 million per year would address the ports' dockside and marina dredging requirements.

**Dock Rehabilitation.** Docks and moorages are essential for the movement of freight, for Oregon's fisheries, and for recreation and tourism. Ports make repairs and perform routine maintenance but can't

halt deterioration due to long-term exposure to the marine environment. An additional investment of \$2 million per year would address dock and moorage rehabilitation needs.

## CRITICAL NEEDS IN AVIATION

**Aviation Upgrades.** The Oregon Department of Aviation is conducting several studies to assess the condition of the existing aviation infrastructure, the economic benefit of the aviation industry and the passenger demands for air service. These include:

- an update of the State Aviation System Plan;
- an Economic Impact Study; and
- a State Aviation Master Plan.

While areas for general investment have been identified, the studies have not reached the stage where specific investment needs have been quantified.

## Making the system work better

Investing in transportation infrastructure to improve its efficiency is a fiscally-responsible strategy. In many cases, small investments in operational improvements can make huge differences in efficiency, reliability, safety and even capacity. Making the system work better can also reduce the need to spend millions on major modernization efforts. The following options describe critical areas for making Oregon's current transportation systems better serve the state's diverse needs.

### CRITICAL NEEDS IN HIGHWAYS

**Intelligent Transportation Systems, or ITS.** ITS improves Oregon's transportation system by using technology to make existing infrastructure safer and more efficient. This includes managing the flow of traffic in real time and enabling travelers to choose travel time, mode and route based on real-time roadway and public transit status information. Some applications benefit travelers while others help transportation agencies save money on operations. An additional investment of \$2

million per year would enable ODOT to expand installation, operation and maintenance of the ITS elements of its traffic management system. An additional \$8 million per year would make similar improvements on local roads and streets.

### CRITICAL NEEDS IN RAIL

**Track and Signal Improvements for Rail Passenger Service.** The *Coast Starlight* and the *Cascades* trains operate over the Union Pacific's main north-south

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track, which has adequate sidings to meet the needs of Union Pacific's freight business but not to accommodate the needs of passenger service. A \$2 million-per-year investment in high-speed sidings would enable Amtrak and ODOT to improve the reliability and travel time for passenger trains. To further enhance passenger train service, a one-time investment of at least \$5 million would upgrade the Union Pacific signal system on the highly congested Albany to Salem route. These improvements would also benefit freight rail service.

**CRITICAL NEEDS IN PUBLIC TRANSIT Innovation/Best Practices in Elderly and Disabled Transportation.** Both rural and urban public transportation operators throughout the country are experimenting

## Improving Safety

Improving the safety of the traveling public is at the core of ODOT's mission. While nearly all projects managed by the state have enhanced safety as an element, there are individual projects and programs that could significantly reduce risks for travelers, residents and visitors. The following options for investment would have the most wide-ranging impact.

**CRITICAL NEEDS IN HIGHWAY Highway Bridge Railings.** Many bridges on Oregon's state highways have bridge railings that do not meet Federal Highway Administration standards. By creating a Bridge Railing Program with dedicated funding for replacing deficient bridge railing on the highest priority bridges, ODOT can be more efficient and cost-effective in its efforts. An investment of \$30 million would fund a Bridge Railing Program for ten years.

**CRITICAL NEEDS IN RAIL Rail Grade Crossing Improvements.** Most of Oregon's 2,500 public highway-railroad crossings intersect with roads and streets, creating potentially disastrous op-

portunities for trains and vehicles to collide. Improving grade crossings with lights and barriers would make both rail and highway traffic safer and allow freight and passenger trains to travel faster. An additional investment of \$1 million per year could improve about 12 crossings over five years.

**Public Transit Signal Priority.** Signal priority systems are used to control traffic lights, allowing managers to set signals that help traffic flow smoothly. Public transit systems, such as TriMet, use this ITS technology to improve the reliability of their service, reduce operating costs and attract riders. An additional investment of \$1 million per year would make this technology available to more Oregon transit systems.

**CRITICAL NEEDS IN PUBLIC TRANSIT Bus Stop and Sidewalk Improvements.** Unsafe shoulders, widely spaced signalized intersections, and the lack of crosswalks, pedestrian signals and sidewalks are all significant barriers for getting to or from a bus stop. An investment of \$1.5 million per year would begin a sustained program of improvement of pedestrian facilities and crosswalks.

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“Improved grade crossings would not only enhance safety but would allow both freight and passenger trains to travel faster.”

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“Arterials and collectors...  
relieve pressure on  
congested highways  
and support economic  
development...”

**CRITICAL NEEDS IN MARITIME AND PORTS**  
**Intermodal Container Security and Safety.** The Maritime Transportation System Study anticipates that container traffic at Oregon ports will increase from about 300,000 units in 2000 to 500,000 units in 2010. The Transportation

Security Administration is providing financial assistance to ports for safer, more reliable and more efficient intermodal freight mobility. An investment of \$2.5 million per year can leverage federal funds to improve port security and safety.

## Relieving Congestion

Many Oregon communities are experiencing traffic congestion at unprecedented levels. Commuters spend more time getting to work; freight moves slowly; and businesses change work schedules and reconsider location decisions. There are many ways to add capacity to the transportation infrastructure, and most projects that increase capacity improve conditions on all transportation modes, even though a project may focus on just one. For example, when rail capacity is increased, there may be fewer trucks on the highway. The following options would reduce congestion in key parts of the transportation system throughout the state.

**CRITICAL NEEDS IN HIGHWAY**  
**State Highway Modernization Program.** The State Modernization Program is aimed at expansion of facilities to address current or future congestion, planned growth, economic development opportunities, industrial access and freight movement. The OTP estimates that the gap between current resources for modernization and what should be built is about \$222 million per year, far in excess of the annual \$49-million Statewide Transportation Investment Program Modernization budget covering these needs. An annual investment of \$50 million in Modernization would double the program.

**Large Highway Modernization Projects.** In 2002, the Oregon Transportation Commission adopted a list of “Projects of Statewide Significance” that focuses on heavily used, highly congested areas with increasing safety risks and threats to mobility. These critical segments of the state highway system have significant impacts on livability and economic vitality. An investment of \$50 million per year would

enable ODOT to advance these projects. These projects may be candidates for public-private partnerships.

**City/County Arterials and Roadways.** Arterials and collectors are the critical first and last “legs” of freight routes, relieving pressure on congested state highways and supporting economic development by improving access to industrial and employment centers. An investment of \$200 million per year could be used to enhance these routes, reduce bottlenecks and create much-needed arterials parallel to portions of the state highway system.

**CRITICAL NEEDS IN RAIL**  
**Improve Rail Yard Switching Capacity.** Efficient exchanges of rail traffic between Oregon’s shortlines and mainline railroads require the shortlines to assemble and break down long strings of cars. Without improved switching capacity, products can be delayed, increasing costs to businesses and consumers. An investment of \$5 million per year would improve the condition and efficiency of rail yards in Oregon.

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**Improve Rail Capacity in the Portland Metro Area.** The Portland/Vancouver freight rail network serves the state's largest collection of industrial customers. Nearly 150 freight trains and 12 passenger trains per day are dispatched through this congested rail network. The I-5 Rail Capacity Study identified ten major improvements, including rail yards, spurs, connections between mainline tracks, and rail bridges. Preliminary 2003 estimates place the cost of these improvements at \$170 million or \$17 million per year over ten years.

**CRITICAL NEEDS IN PUBLIC TRANSIT**  
**Additional High Capacity Public Transit.** High capacity transit provides mobility options, relieves congested highways, reduces damage to air quality and has positive effects on land use, such as reducing urban sprawl. Light rail transit costs vary depending on the characteristics of the alignment – and significant hurdles such as tunnels and bridges. The Portland MAX system has been constructed for about \$60 million per mile. Streetcars can be constructed for about \$25 million per mile. Bus rapid transit construction costs are estimated to be \$5 - \$6 million per mile.  
**Special Needs Service for Aging Baby Boomers.** Oregon transit systems are struggling to meet the demand for complementary paratransit services made by today's population — and the demand is only going to grow. An investment of \$7.3 million annually would provide state funding to meet a 7.5 percent growth rate in paratransit service.  
**Improved Transit Connectivity Between Cities and Towns.** Seniors, people with low incomes and people with disabilities need to have accessible, affordable, regularly scheduled regional transportation services to commute to work, obtain health care and shop. Improved connectivity also

reduces congestion and wear on roadways. The cost of intercity bus service varies widely and is specific to the route and communities involved. Harney County, as an example, provides service twice a week from Burns to Bend for about \$50,000 per year.

**CRITICAL NEEDS IN MARITIME AND PORTS**  
**Columbia River Channel Deepening.** The Columbia River Channel Deepening project will deepen the 600-foot wide Columbia River channel from 40 to 43 feet. More than 80 percent of the vessels in transpacific trade are the larger, more fuel-efficient ships that are constrained by the 40-foot depth in the Columbia River channel. The Oregon and Northwest congressional delegations, state agencies, local government, and the private sector must work to assure that annual federal appropriations for this project are made.

**Improvements to Transportation Infrastructure at Ports.** Capacity expansion at ports supports economic development by adding freight handling capacity. It is essential to maintain and improve Oregon ports' competitive position on the West Coast. Additional marine capacity must be supported by improved rail and highway access and vice-versa. Investments to improve ports' transportation infrastructure include:

- \$35 million per year — additional vessel and freight handling capacity in channels, docks and equipment.
- \$25 million per year — additional rail line upgrades, rail leads and storage tracks.
- \$1.6 million per year — improved road access. Note that city and county roads make up the first and last leg of most freight routes. Investments to improve the capacity of county and city roads and streets are estimated to be in the range of \$200 million per year.

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“It is difficult to attract development and grow the economy when the necessary transportation infrastructure is not available...”

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## In Conclusion

Maintaining the public's significant investment in Oregon's transportation system is a priority — for the state and for Oregonians. Maximizing the system, improving safety and relieving congestion are also crucial considerations. Research, trends and public input show that these areas face financial challenges, yet they remain important.

The 2006 Oregon Transportation Plan, with its long-term look at Oregon's transportation infrastructure, describes the options the state and its residents have:

- If we do nothing, the system will deteriorate, providing neither livable communities nor a base for economic development.
- If we increase the current funding to keep up with inflation, we can maintain the system and address major bottlenecks but not add substantially to existing capacity.
- If we judiciously apply new funding to the most serious maintenance and congestion problems while looking for innovative technologies, alternative funding and organizational solutions, we can take good care of the system for the long run.

In the end, ODOT's goal remains the same: to provide a safe, efficient and sustainable transportation system that enhances Oregon's quality of life and economic vitality. One of the ways of reaching that goal is to have critical conversations about investment opportunities for transportation in Oregon.

To see the entire 2006 Oregon Transportation Plan, as well as the extended document from which this summary was taken, visit [www.oregon.gov/ODOT](http://www.oregon.gov/ODOT) and go to the "Oregon Transportation Plan" link.