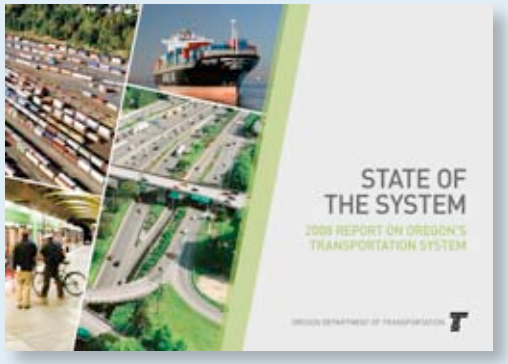
STATE OF THE SYSTEM

2008 Report on Oregon's Transportation System

EXECUTIVE SUMMARY

Oregon's transportation system is a multi-billion dollar collection of public and private assets that facilitates the safe and efficient movement of people and goods into, out of and around the state.



The State of the System – 2008 Report on Oregon's Transportation System is a new publication that aims to increase understanding of the state's valuable transportation assets along with the key trends and challenges facing the system. Every two years this report will provide key information about how the transportation system is performing in relation to the seven goals of the *Oregon Transportation Plan (OTP)*. The report focuses on measures and themes that help convey how transportation impacts and benefits many aspects of Oregon's economy, society and environment.

The State of the System provides a statewide level of focus with an emphasis on the portion of the system managed by ODOT. Future editions of this publication will likely expand to provide a more comprehensive report on the transportation system regardless of ownership.

This *Executive Summary* contains examples of information contained in the first *State of the System* publication. To view the entire *State of the System* 2008 report as well as additional resource links and information, please go to *www.oregon.gov/ODOT/TD/stateofthesystem.shtml* or call ASK ODOT at 1-888-275-6368 to receive a copy.

MAJOR TRENDS AND ISSUES IMPACTING OREGON AND ITS TRANSPORTATION SYSTEM

- Population projected to increase over 40% between 2000 and 2030.
- Changing demographics of Oregon's population.
- Evolving economy relies in many ways on reliable transportation.
- Rising costs of construction, operation and maintenance.
- Federal and state revenue sources being depleted and do not meet present needs.
- Increasing concerns and expectations regarding safety and security.
- Oregon's transportation infrastructure is aging and more expensive to maintain.
- Environmental concerns are an important part of transportation choices and management of the transportation system.

STATE OF THE SYSTEM AND THE GOALS OF THE OTP

The State of the System provides information on status trends and issues regarding the seven goals of the 25-year Oregon Transportation Plan:

GOAL 1 → MOBILITY AND ACCESSIBILITY: Ability to move into, out of and throughout the state with connections between modes of transportation.

Some of the mobility and accessibility challenges facing different modes of transportation include the following:

- Projected demand on highways means congestion will increase and span longer periods of the day.
- The main north-south rail line in Oregon is already at capacity.
- Bicycle facilities have increased since 1971, but the overall system is not complete.
- The network of sidewalks with access ramps is not complete.
- Travel options such as buses, trains, vanpools and ride-sharing services will require investments at levels not presently available.

GOAL 2 → MANAGEMENT OF THE SYSTEM: Managing the infrastructure and how it operates.

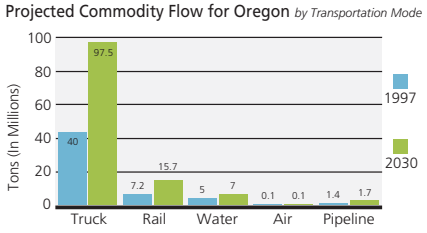
The transportation system must be managed on a day-to-day basis as well as for the long term. This includes managing, preserving and maintaining infrastructure assets, maximizing system operations, supporting traffic demand management, and regulatory management. Crashes, stalled vehicles, weather, work zones and other special or non-recurring events cause about 50 percent of traffic delay, so managing system operations effectively with tools such as ramp metering, incident management, and *TripCheck* is a critical component of addressing congestion.

Examples of typical maintenance activities and programs are installing or repairing guardrails, maintaining bridges and pavements, improving drainage, managing roadside vegetation, maintaining traffic signals, providing snow removal, sanding roads, and keeping highway rest areas open, clean and safe. The combined factors of an aging infrastructure and increasing costs result in ever-increasing maintenance backlogs for all owners of transportation facilities.

GOAL 3 → ECONOMIC VITALITY:

Transportation as the "circulatory system" of the economy.

Integrated and efficient freight system: Freight must be transferred seamlessly between distant areas and different modes of transportation, such as roads, river ports, ocean ports, airports and rail yards.



Above: Total freight tonnage in Oregon is projected to increase from 57 million tons in 1997 to 122 million tons in 2030. The vast majority of goods will continue to be transported via truck, adding to the demands on roadway facilities.

Commuters and the local business community: Oregon businesses and commuters rely on an effective multimodal transportation system.

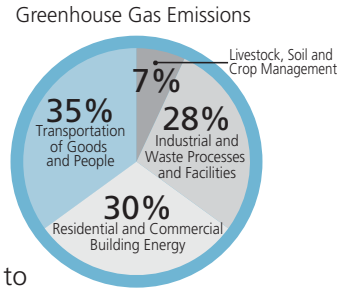
Transportation and Tourism: In 2003, the tourism industry in Oregon infused $6.3 billion into the economy and generated 89,500 jobs.

Economic Stimulus From Infrastructure Improvements: Between 2007 and 2010, the OTIA III State Bridge Delivery Program is expected to sustain an average of more than 3,500 jobs per year.

GOAL 4 → SUSTAINABILITY:

Creating a balance between environmental, economic and community objectives.

In addition to environmental issues on a global scale, such as climate change, the manner in which the transportation system is built, operated and managed affects the natural and the human environment. Transportation providers are working to manage environmental and community impacts.



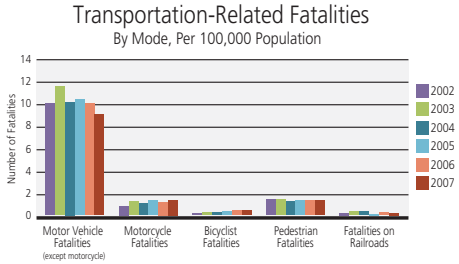
GOAL 5 → SAFETY AND SECURITY:

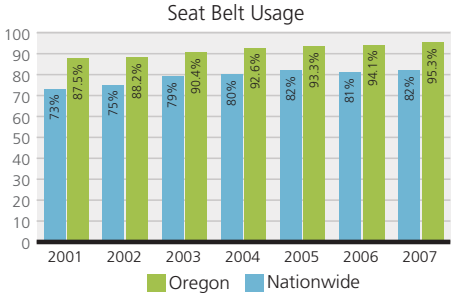
Protection from natural and manmade hazards.

40 percent of the traffic fatalities in 2007 in Oregon were alcohol-related.

48 percent of traffic fatalities in Oregon in 2007 were speed-related.

Transportation safety is a major catalyst for many infrastructure improvements, including ramp meters, variable message signs, incident response vehicles, rumble strips, crash barriers, new guardrails, traffic signals and left turn lanes, and traffic-calming devices like traffic circles and speed humps.

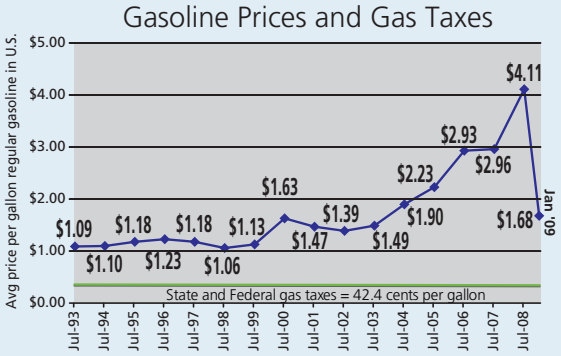




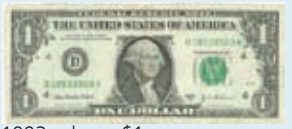
GOAL 6 → FUNDING THE TRANSPORTATION SYSTEM:

Striving toward a flexible funding structure that meets needs.

ODOT operates from a diverse set of funding sources. Major revenue sources include motor fuel taxes, federal funds, bond sales, weight mile taxes and driver vehicle licenses.



Purchasing Power of the Oregon Gas Tax



1993 value = $1

2008 value = 47 cents

Examples of changes in transportation project bid prices from 2004 to the second quarter of 2008:

Asphalt: up 65%
Reinforcing steel: up 61%
Structural steel: up 311%
Concrete: up 34%

GOAL 7 → COORDINATION, COMMUNICATION AND COOPERATION:

Working effectively with others.

Critical to the delivery of an efficient transportation system is fostering coordination, communication and cooperation between transportation users and providers so various means of transportation function as an integrated system.

Transportation jurisdictions include:

6 Metropolitan Planning Organizations (MPOs); 9 federally recognized tribes; 36 counties; 242 incorporated cities.

More than 160 stakeholder groups include:

Advisory groups; Area Commissions on Transportation (ACTs); Business, industry and interest groups; Community groups and the general public; Federal regulators and authorities; State agencies.

WHERE TO FIND ADDITIONAL INFORMATION:

You can find this State of the System report, additional information and links on the ODOT Web site at:
www.oregon.gov/ODOT/TD/stateofthesystem.shtml