Oregon Department of Transportation

State of the System 2018

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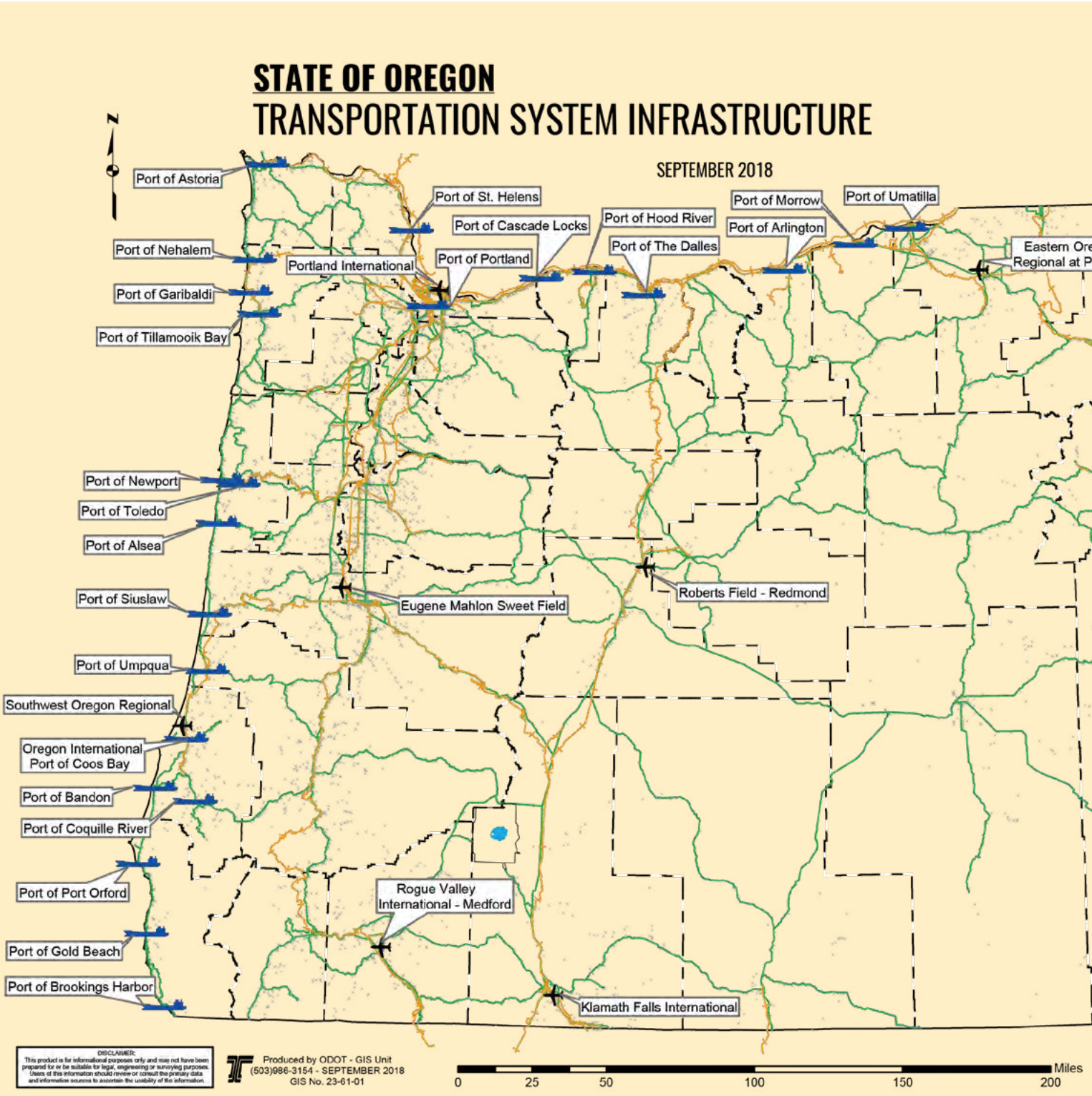
STATE OF OREGON
TRANSPORTATION SYSTEM INFRASTRUCTURE
SEPTEMBER 2018
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Port of Brookings Harbor
Portland International
Port of St. Helens
Port of Portland
Port of Cascade Locks
Port of Hood River
Port of The Dalles
Port of Morrow
Port of Arlington
Port of Umatilla
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Roberts Field - Redmond
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International - Medford
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GIS No. 23-61-01
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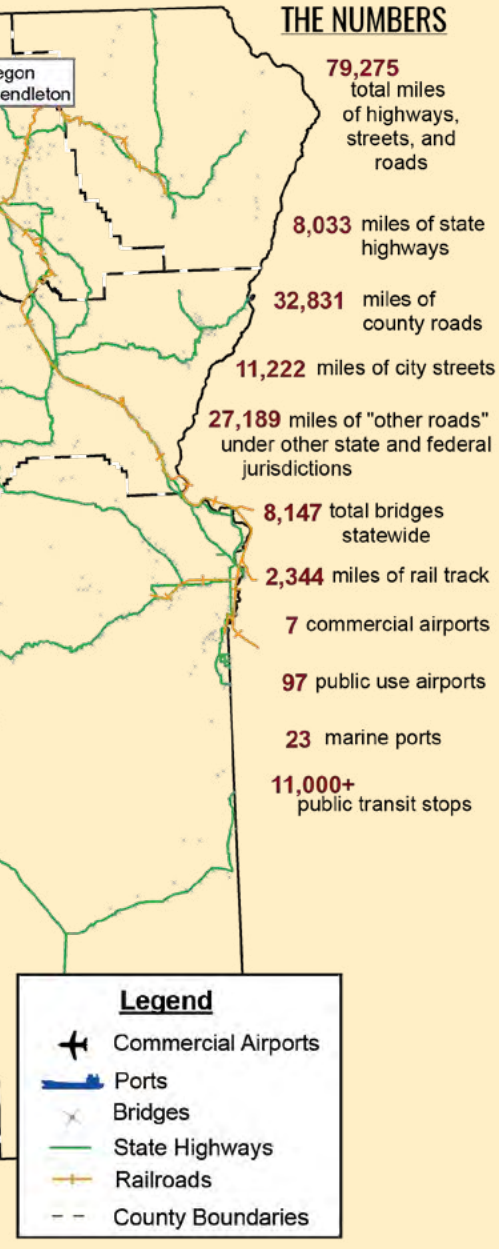
Figure 1: *Infrastructure Map*



Introduction

Purpose of State of System

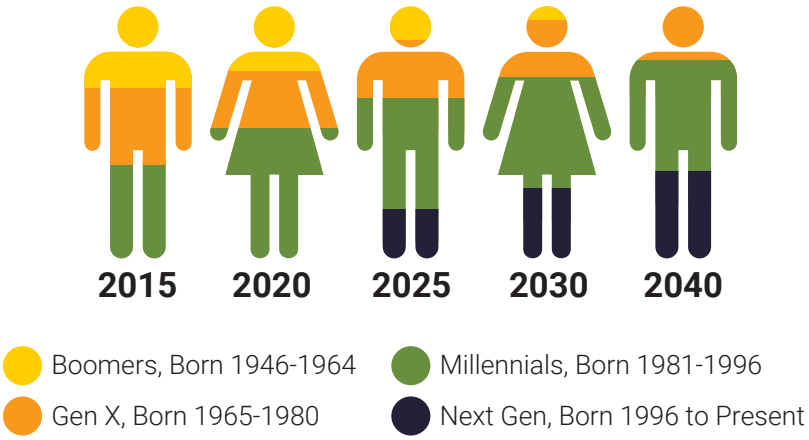
The State of the System report provides key information about how Oregon's transportation system is performing in relation to the seven goals of the Oregon Transportation Plan (OTP). The report aims to increase awareness of the state's transportation assets, as well as the trends and challenges affecting these assets. The report provides a snapshot of Oregon's transportation system with emphasis on the portion managed by the Oregon Department of Transportation (ODOT).

ODOT's Role

ODOT, known until 1969 as the State Highway Department, began in 1913. In 1919, Oregon became the first state to enact a tax on fuel to fund road building, so the agency could "Get Oregon out of the mud." Today the agency is organized to better provide an integrated intermodal system, balancing the needs of all users. ODOT's mission "provides a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive." That mission encompasses transportation planning, developing, managing and maintaining the state highway system, transportation safety, rail safety, licensing and regulation of drivers, motor vehicles and motor carriers, assistance to public transportation providers, passenger rail, active transportation, and more.

ODOT's mission "provides a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive."

Figure 2: *Workforce Mix*



As Millennials continue to comprise a greater and greater share of the adult population and work force, their transportation preferences will have an outsized influence on the need for public transportation service.

U.S. Public Interest Research Group. 2014. Millenials in Motion.

Local governments, other state agencies, and other public and private transportation providers have an equally important role in Oregon's transportation system through the development and management of county roads and city streets, bicycle and pedestrian facilities, public transportation facilities and services, airports, rail and port infrastructure, forest service roads, and other services.

Trends Affecting Oregon and its Transportation System

A number of trends and issues impact state, county, city, and other transportation agencies across Oregon. Some of these are long-term trends introduced in earlier editions of the State of the System report, while others are emerging issues impacting transportation in Oregon.

Economic Trends

The Oregon economy is currently strong. The state has been adding jobs faster than the U.S. average since 2013. The unemployment rate is at record lows as well. Average wages are on the rise due to the strong job growth, tight labor market, and low inflation. Oregon's export dependent economy fluctuates with business cycles, but an agile economy relies on an efficient and reliable transportation system to support quick recovery and avoid permanent losses in employment and revenue. This is key for export industries of computer and electronic products, agricultural products, timber, machinery, chemicals and transportation equipment. While Oregon's economy continues to grow, the forecast rate of growth is expected to slow to more sustainable rates.

Aging Infrastructure

Oregon's transportation infrastructure is aging and becoming more expensive to maintain, preserve, and expand. Over half of state highway bridges were built before 1970. Currently pavement condition is considered to be fair or better, but by 2036 nearly half of the state highway pavement is forecast to be in poor condition. Increased maintenance and preservation investments are necessary to keep older facilities safe and operational. Oregon must shift an increasing share of resources to maintenance and preservation to keep facilities working and avoid more costly reconstruction later on.

Aging Population

Current research indicates older adults are choosing to age in place. This indicates there will be an expanding need for transportation options for older adults. While many older adults will continue to drive, research suggests many will rely on new ways to travel, such as public transit, walking, bicycling, ride sharing, and other transportation options.

Increasing Population

Oregon's population growth remained positive since the Great Recession, but annual growth rates were below one percent until year 2014. Population reached the 4 million mark in 2015, followed by growth in 2016 and 2017 that was the tenth highest growth rate in the nation. Most of the upswing in population growth comes from in-migration; by 2026 nearly all population growth in Oregon will come from net migration.

Vehicle Miles Traveled

The number of vehicle miles traveled (VMT) is one measure of demand on the transportation system. VMT has been increasing steadily since 2013 as Oregon recovered from the most recent recession. However, recent data indicates the rate of vehicle miles traveled growth has been stabilizing across all modes. As Oregon continues to grow in population, travel is not expected to grow as fast. The in-migration population is attracted to the urban areas, with access to regional amenities near their home and desirable jobs within commute distances. Thus, growth in auto miles of travel is expected to be modest. Mid to heavy truck miles of travel are expected to increase to accommodate the growing population, but follow a steady growth pattern over time.

Oregon Transportation Plan

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP considers all modes and jurisdictions of Oregon's transportation system as one integrated system and addresses the needs of transportation in Oregon through 2030. The seven goals, policies, and strategies guide the actions, investments, and key decisions of state and local agencies.

Mode & Topic Plans

The mode and topic plans cover goals and policies for specific transportation modes and topics. These plans serve as elements of the OTP and help to achieve its goals. The plans address policy areas and issues to support decision making, strategic investments, and project prioritization that help deliver an interconnected, efficient, and safe transportation system. The plans guide the state through efforts such as prioritizing projects, developing design guidance, collecting data, and other activities that support a complete multimodal transportation system. The mode and topic plans include:

- Oregon Aviation System Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Freight Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Rail Plan
- Oregon Transportation Options Plan
- Oregon Transportation Safety Action Plan

The Oregon Transportation Commission has adopted and amended a number of these plans to address changes in the trends impacting the transportation system. The new Oregon Public Transportation Plan was adopted in September 2018. The OTP, Oregon Highway Plan and Oregon Freight Plan were amended to remain compliant

with the new Federal planning requirements. The OTP was also amended to incorporate policy regarding the Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction. ODOT and the OTC will continue to update these plans as needed to stay current with the issues affecting the system and to provide the best transportation system possible for Oregon.

The Seven OTP Goals

Goal 1 – Mobility and Accessibility: Providing an integrated multimodal transportation system that ensures the ability to move into, out of, and throughout the state with connections between modes of transportation.

Goal 2 – Management of the System: Managing transportation infrastructure and its operation efficiently.

Goal 3 – Economic Vitality: Promoting Oregon's economy through an efficient and effective transportation system.

Goal 4 – Sustainability: Providing a transportation system that balances environmental, economic, and community objectives now and in the future.

Goal 5 – Safety and Security: Protecting Oregonians and the system from natural and manmade hazards.

Goal 6 – Funding the Transportation System: Striving toward a flexible funding structure that meets needs.

Goal 7 – Coordination, Communication, and Cooperation: Working effectively with all parties.

To learn more about the OTP, as well as the supporting policies and strategies, please refer to the OTP website: https://www.oregon.gov/ODOT/Planning/Pages/Plans.aspx

Cape Creek Bridge and Tunnel which opended in 1932.

Mobility and Accessibility

Highway Congestion

Providing safe and reliable mobility for people and goods on Oregon highways plays a foundational role supporting economic opportunity and livability for Oregonians. The number of state highway lane miles has increased by less than 1 percent over the last 20 years, while state highway vehicle miles traveled (VMT) has risen about 12 percent and population 25 percent. There is no single solution to eliminate all congestion, but there are different approaches to manage the rate at which it increases. These approaches include Intelligent Transportation Systems, safety improvements that reduce incidents and crashes, improved public transportation services, bicycle and pedestrian facilities, capacity improvements, and programs that reduce dependence on single occupancy auto trips and increase ridesharing, carpooling, and telecommuting.

Transportation Options

Transportation Options programs enhance choices available to travelers to connect people to jobs, schools, shopping, and other destinations through transportation choices including carpool, vanpool, transit, walking, biking, and telecommuting. Implementation efforts focus on providing people with information and access, including park-and-ride facilities, ride-matching services, vanpool coordination, telecommuting, public transportation pass programs, safety and modal education, and employer programs. Programs and strategies can help make the most of existing transportation infrastructure, help individuals save money, reduce overall GHG emissions, and improve active transportation choices.

Walking and Biking

Oregon is consistently acknowledged as one of the most bicycle and walking friendly states in the nation. In 2017, Oregon ranked fifth in the nation on the League of American Bicyclists Bike Friendly State rankings with ten cities, 41 businesses, and five universities named as bicycle friendly. The US Census 2016 American Community Survey reports that Oregon has the highest mode share of bicycle commuters in the nation. In 2017, the OTC endorsed a five-year work program to implement the vision and policy framework outlined in the 2016 Oregon Bicycle and Pedestrian Plan.

Oregon Bicycle and Pedestrian Plan Implementation

Key initiatives in the Oregon Bicycle and Pedestrian Plan include defining bikeway and walkway networks, improving data collection, and improving program level performance measures. The Active Transportation Needs Inventory (ATNI) is used to identify and evaluate pedestrian and bicycle facility gaps in order to identify future projects that provide the greatest benefits for

The US Census 2016 American Community Survey reports that Oregon has the highest mode share of bicycle commuters in the nation.

users. The tool was developed with extensive input from Advisory Committees and members of the public. The ATNI has been completed in three ODOT Regions with work underway in the other two Regions to complete the statewide evaluation of pedestrian and bicycle facility gaps. This information is used to inform ODOT's ongoing work to improve data and program performance measures related to walking and biking.

State Transit Network

Oregon's transit system is a diverse mix of over 180 services in a wide variety of types, ranging from regularly scheduled service on fixed routes to dial-a-ride service. Most transit services are publicly supported. In 2017, fixed route transit providers in Oregon provided over 52 million miles and 3 million hours of transit service to over 11,000 transit stops. A fleet of more than 2,400 publicly owned transit vehicles serve Oregon, with ODOT resources helping to purchase about half of these vehicles.

A New Statewide Public Transportation Plan for Oregon

ODOT worked with stakeholders and the public across the state to develop a new Oregon Public Transportation Plan (OPTP). The plan establishes a shared statewide vision and goals for public transportation. It provides strategies and initiatives for realizing the vision for public transportation, and supports investment decisions by state, regional, and local government agencies. The OPTP positions public transportation to play a key role in Oregon's transportation system. The OPTP is a plan for the whole state, guiding state agencies, tribal governments, cities, counties, and other transit providers as they make decisions that affect public transportation services. Implementing the OPTP requires all these agencies and stakeholders to work together, building on one another's strengths and cooperating to achieve a seamless and successful public transportation system.

Passenger Rail

The passenger rail system provides the only fixed route high capacity transit option connecting major metropolitan areas and regional attractions in the Willamette Valley. Passenger rail is an important part of the state's intermodal system, providing a valuable option for residents and visitors traveling the congested I-5 corridor and facilitates connections throughout Oregon and the Pacific Northwest. The Amtrak Cascades intercity passenger rail service operates between Eugene, Oregon and Vancouver, British Columbia. ODOT is a key partner in managing the Amtrak Cascades service. ODOT and Amtrak partnered with ZipCar, the national car sharing network, to locate ZipCars within walking distance of the train stations in Eugene, Salem, and Portland.

Management of the System

Operational Efficiencies

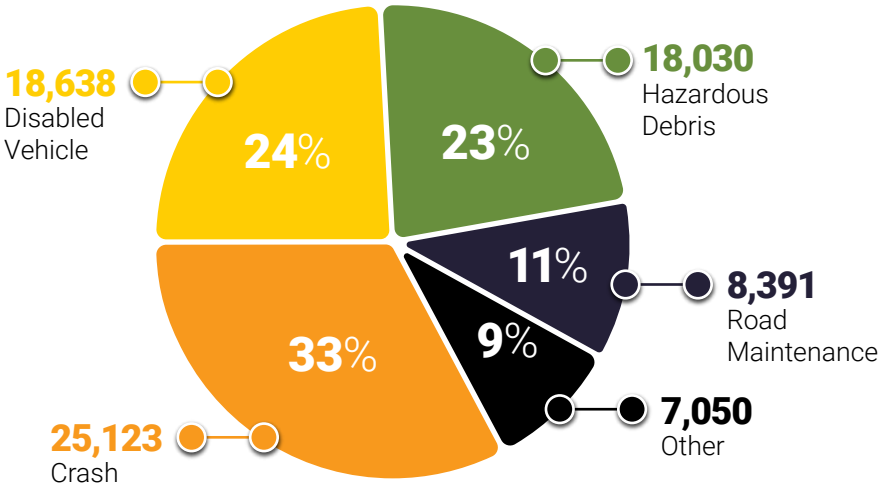
Highway system operations encompass many different activities that improve traffic. Operational tools used on Oregon highways include ramp metering, traffic signal synchronization, variable speeds, the Green Light truck preclearance program, incident management programs, traveler information services, and others making the existing system safer and more efficient. These techniques also help manage congestion, improve reliability, and reduce emissions. Optimizing system operations is an increasingly important aspect of managing the transportation system, with limited capacity investment coupled with growing demand.

TripCheck

TripCheck, Oregon's award-winning travel information system, delivers critical information to travelers. Individuals can use TripCheck.com to avoid adverse weather and road conditions, circumvent incident delays, and find out about other travel options. TripCheck continues to be a highly utilized resource by the public. Driven by winter weather and the eclipse event in 2017, TripCheck saw 21 million visits. TripCheck received much higher than normal usage the days before and after the solar eclipse with peak usage of over 500,000 visits on the day of the eclipse. Additional features recently added to TripCheck include crowd sourced traffic reports, color coded traffic delay, and better support for smart phones and tablets. In addition to the various ODOT channels for distributing information to travelers, TripCheck data is available to external parties through a data portal. This enables an even broader audience to access information needed to make smart travel decisions.

TripCheck received much higher than normal usage the days before and after the solar eclipse with peak usage of over 500,000 visits on the day of the eclipse.

Figure 3: *2018 Transportation Incident Counts on the State System*



Other includes:

4,080	Abandoned Vehicles
1,761	Landslide & Rockfall
236	Fatal Crash
490	Road Construction
483	Fire & Wildfire

Tracking events and responses is an important aspect of managing system operations when you consider that such non-recurring events cause about 50 percent of total traffic delay. With the exception of "Road Construction" all events shown are responded to by ODOT Maintenance personnel, including but not limited to, Incident Response staff.

Traffic Incident Management

Traffic Incident Management (TIM) consists of a planned and coordinated, multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. The TIM program promotes collaboration with law enforcement, fire, emergency medical response, and towing organizations to implement safe, quick clearance strategies when responding to incidents on the state highway system. ODOT and partner organizations responded to over 25,000 crashes on the state highway system in 2018.

Collaboration with other agencies and organizations is an important function of ODOT's TIM Program. Regional traffic incident management teams are an important way for organizations to work together on implementing TIM strategies and learn from previous incidents. There are currently seven TIM teams across the state: Portland, North Coast, Salem, Albany, Eugene/Springfield, Rogue Valley and Central Oregon.

ODOT RealTime

The RealTime system uses sensors and message signs to provide real-time information to drivers as conditions change. Specific RealTime applications include variable speeds, queue warning, travel times, and information about incidents and weather impacting travel. The RealTime system empowers drivers to make real-time decisions by improving awareness of slow traffic and other road hazards ahead. Through improving driver awareness, the RealTime system helps reduce incidents and improves the efficiency of our roads.

The RealTime system deployed on OR 217 in 2014 has successfully reduced the number of crashes on OR 217. The system has now been deployed at additional locations in Portland including on US 26 from OR 217 to I-405, and on I-84 from I-5 to I-205. Another RealTime system is now available on US 26 and OR 35 near Mt. Hood. A weather related RealTime system has been deployed on I-84 in Eastern Oregon near Baker City, and additional locations are being planned and being considered for future implementation.

Asset Management, System Preservation, and Maintenance

Managing transportation assets require investments designed to minimize life cycle costs. However, this is challenging in practice because so many of the state's transportation assets are nearing the end of design life simultaneously. Resources needed to maintain current conditions are greater than the current forecast budget can support. The cost of deferring pavement and bridge preservation treatments is much greater than keeping them in good condition through proper preservation treatments.

ODOT has designated the main routes of the state highway system connecting most of the state's communities and carrying most freight and automobile traffic as "Fix-It priority corridors" and focuses investments on maintaining bridge and pavement conditions on these routes.

The cost of deferring pavement and bridge preservation treatments is much greater than keeping them in good condition through proper preservation treatments.

Pavement

Optimal pavement treatments and maintenance schedules minimize life cycle costs, but when available funds do not meet needs, treatments must be deferred. This results in higher costs for repairs when pavement conditions decline beyond acceptable levels. The gap between pavement needs and what can presently be funded means that increasing miles of pavement will slip from good condition to fair or poor condition, resulting in higher costs per lane mile to rehabilitate or reconstruct the pavement in the future. As this pattern is expected to continue for the foreseeable future, ODOT is making strategic choices about where to invest in pavement and other infrastructure using all available data.

The typical cost of reconstruction for a single lane mile can be as much as $1.5 million, while earlier intervention with preservation techniques is around $200,000 for the same lane mile. The recently adopted federal FAST Act requires states to maintain the condition of their interstates at 95

percent fair or better. Oregon's current pavement condition of the interstate is 98 percent fair or better. However, at current funding levels the risk of falling below the 95 percent threshold greatly increases after 2021.

Bridges

About half of ODOT's bridges were built during the Interstate Era of the 1950s and into the 1970s. Additionally, many of these bridges were designed for loads smaller than allowed by current state law. Preserving some of these bridges may not be cost effective because of their design details. These bridges have higher incidences of cracking, holes in thin bridge decks, load capacity issues, and instability during earthquakes.

Recent allocations from Fix-It funding, FAST Act funding, and HB 2017 will allow critical bridge repairs and a small number of replacements to be completed across the state. However, the backlog of needed bridge work will continue to increase over time. Declining conditions negatively affect Oregon's economy, restrict freight movement, and inconvenience highway users.

Congestion Pricing

There are many ongoing efforts to address congestion in the Portland area. HB 2017 increased investments in transit, bicycle, pedestrian, and highway projects, but more is needed to combat congestion during peak travel times. HB 2017 also directed the OTC to develop a congestion pricing proposal for I-5 and I-205. Congestion pricing, also known as value pricing, uses variable rate tolls to manage traffic flows and improve operational efficiency by charging a higher price during peak traffic periods.

In 2018, ODOT worked with FHWA, business leaders, community stakeholders, and regional partners to identify areas that would benefit the most from congestion pricing. Additional planning with affected communities and environmental review is moving forward for the initial proposed projects on segments of I-5 and I-205. In addition to improving management of transportation assets, tolls may also help fund bottleneck relief projects and seismic upgrades. The OTC also directed ODOT to develop a system-wide approach for considering congestion pricing around the Portland area to maximize efficiency of the regional system, which will commence in 2019.

OReGO: Oregon's Road Usage Charge Program

Drawing on the success of previous pilots, the Oregon Legislature established the nation's first mileage-based revenue program for passenger vehicles in 2015. The program, branded OReGO, is now entering its fourth year of operations. Enrolled volunteers pay a small fee per mile driven and are credited for the state fuels tax paid on gallons used to drive taxable miles. As the OReGO program continues, ODOT is evaluating other technologies that could be used to report mileage and fuel consumption. This will provide more options to participants and allow the market to innovate and grow. ODOT is also evaluating enforcement mechanisms, interoperability with other states, and testing the technology to determine if road usage charging can provide a viable funding option for Oregon.

DMV Service Transformation

The Service Transformation Program is a multi-year program to improve DMV business processes, enhance service capabilities, replace computer systems, and enable DMV to better meet customer expectations. Dramatic changes are happening throughout the country affecting driver licensing and motor vehicles. Legislation at both federal and state levels is impacting the services DMV currently offers or will soon be required to provide. Oregonians are expecting DMV to deliver services in new ways that match the convenience of the private sector, like expanded online services and flexible payment options at field offices.

The 1960s and 1970s technology used for DMV computer systems is obsolete and must be replaced. Each year, the risk of a critical computer system failure increases, which would impact DMV's ability to deliver services and revenue collection that support Oregon's transportation system. In response, DMV chose a system to replace its aging technology. The new system will be configured and launched in two separate releases. The vehicles system will launch in January 2019 with the drivers system following in July 2020. The drivers system will enable issuance of driver licenses and ID cards that comply with federal Real ID requirements.

Railroads

There are 2,344 miles of rail track in Oregon, including 1,111 miles of interstate trunk line and 1,175 miles of secondary branches operated by short lines. Trunk lines are operated by Class I carriers such as BNSF and Union Pacific Railroads, which carry the majority of freight and

passenger trains. Short line railroads, with lower traffic than trunk lines, face challenges brought on by aging infrastructure and constrained resources.

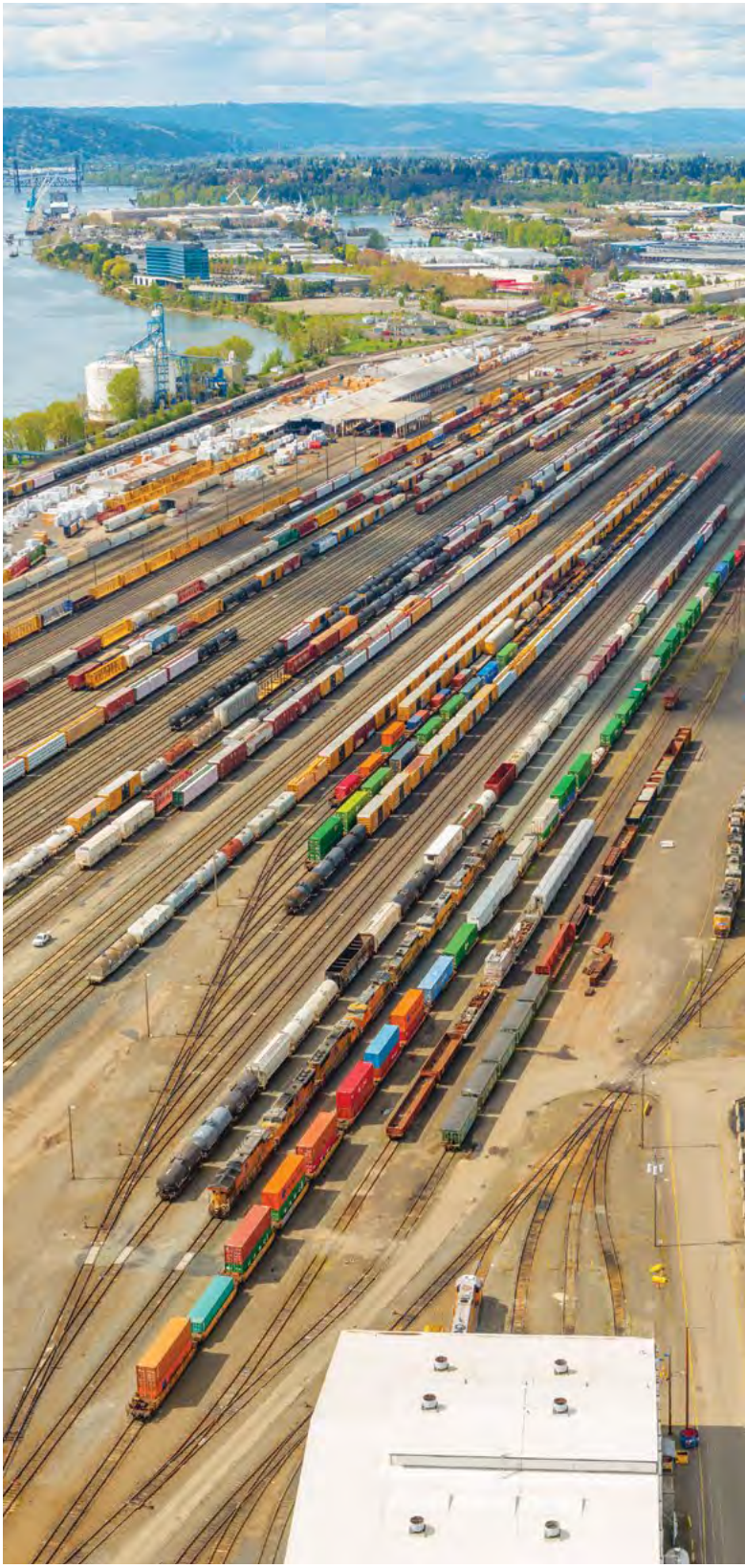
Marine

There are 23 ports, including five deep-draft and four shallow-draft marine ports. Marine ports face a number of challenges, including maintaining adequate depths via dredging to ensure sufficient vessel accessibility.

Airports

The Oregon Department of Aviation uses an Airport Pavement Maintenance Program to inform the evaluation, preservation, and maintenance of airfield pavements on public-use airports. The department administers all aspects of pavement maintenance at participating airports on a three-year cycle. Maintaining good pavements can significantly extend the initial investment in the facility and saves costs by extending pavement life, and also extending the time intervals between complete airport pavement rehabilitations.

Economic Vitality



An Integrated and Efficient Freight System

Oregon's economy depends on a well-functioning transportation system and the movement of freight. In 2016, roughly 240 million tons of freight valued at $270 billion moved within, to, and from Oregon via truck, rail, air, pipeline, and marine modes. Commodities flow in multiple directions; staying within the state and used by Oregon businesses, exporting goods to other states and countries, and importing freight into Oregon.

Efficient freight movement relies on an integrated system designed to take advantage of the efficiencies provided by different modes. Freight mode choice depends on cost, reliability, time sensitivity, fragility, and other factors. Trucks currently move the majority of freight in Oregon. However, a significant amount of freight is moved using multiple modes together, such as truck, rail, and marine. Constraints on movement of one mode or facility create additional pressures on the other parts of the system. The Oregon Freight Plan addresses issues affecting all modes of freight transportation and proposes strategies to maximize the efficiency of the system. ODOT is currently implementing various elements of the Oregon Freight Plan including development of performance measures, prioritization of freight delay locations and intermodal connectors, and review of oversize load permit projects.

Marine

Oregon's location along the Pacific Ocean and the Columbia-Snake-Willamette River system provides valuable links for waterborne freight movement and commerce. There are 23 ports, including five deep-draft

marine ports and four shallow-draft marine ports. Marine ports face a number of challenges that need to be addressed, including maintaining adequate depths via dredging to ensure sufficient vessel accessibility. Increasing vessel size is also driving the need for multiple improvements at Oregon's ports. These include dock improvements at both public and private terminals, anchorage capacity and stern buoys to keep larger vessels clear of the ship channel, deeper anchorages to accommodate fully-loaded vessels waiting to transit the Columbia River Bar, and a wider channel at some locations larger and longer vessels.

Aviation

The aviation industry in Oregon includes over 300 aviation related companies providing a variety of employment opportunities ranging from manufacturing and repair to pilots. Aviation provides a significant economic boost to the state, supporting thousands of living-wage jobs. The Oregon Department of Aviation is in the final stages of a major revision to the Oregon Aviation Plan which provides the comprehensive transportation document for all public use airports. It identifies needed airport improvements and analyzes how aviation meets the needs of economic development, resiliency, tourism and transportation services. It provides the basis for state aviation policy and is adopted by the Oregon Aviation Board.

Oregon has become a host to the Unmanned Aircraft System (UAS) industry with an estimated 200 companies in the state involved in developing, manufacturing, and providing research to an up-and-coming technology. The state is home to three of the Federal Aviation Administration's federally-mandated UAS test sites.

Figure 4: *Connect Oregon*

Connect Oregon I – VI Funding Breakdown			
Mode	***Projects Awarded***	***Funds Awarded (in $ Millions)***	***% Funds by Mode***
Aviation	74	97.9	23
Marine	32	66.5	16
Rail	66	173.8	42
Transit*	34	49.7	12
Bicycle/Pedestrian**	11	13.9	3
Multimodal***	4	15.5	4
Total	**221**	**417.3**	**100**

The chart contains funds awarded as of January 1, 2017 and does not include Connect Oregon Rural Airport funds and administrative costs.

**Transit projects became ineligible for Connect Oregon funds in 2017.*

*** Bicycle and pedestrian projects became eligible for Connect Oregon funds in 2013.*

****The funds were used to construct facilities for two or more different modes of transportation.*

Connect Oregon: Making Multimodal Improvements

Connect Oregon improves transportation connections around the state by investing in rail, ports, aviation, and bicycle and pedestrian projects. The overall investment in Connect Oregon leverages nearly $605 million in funds and supports multimodal connections and better integrated transportation system components. This improves the flow of commerce and promotes economic development.

The 2017 Oregon Legislature established a new vehicle dealer privilege tax and a bicycle excise tax to fund Connect Oregon projects. In addition, they provided $30 million in lottery-backed bonds.

Transportation and Tourism

Transportation and tourism are natural partners in the state's economic vitality. Oregon's tourism industry contributes $5 billion to the state's gross domestic product, ranking tourism in the top three export oriented industries in Oregon's rural areas. Total direct travel spending in Oregon was over $11.8 billion in 2017, representing a 4.7 percent increase over the preceding year and supported more than 112,200 jobs in the state. 2017 marked the eighth straight year of growth in the travel and tourism industry in Oregon.

Port of Morrow Cold Storage Rail Transload Facility

The Cold Storage Rail Transload Facility is a multimodal rail project at the Port of Morrow that provides needed cold and refrigerated storage for local food processors and is served by Union Pacific Railroad and a variety of trucking companies. The improvement builds on previous Connect Oregon II, III, and IV investments in rail infrastructure at the East Beach Industrial Park. The project provides new connectivity between rail, marine and truck transportation modes for frozen and refrigerated products. The facility helps to support the transportation and processing of agricultural products in Morrow County, including potatoes, onions, hay, wheat, and mixed vegetables. Employers have created or retained over 400 jobs as a result of the investment; the project also supported 189 short-term construction jobs.

Sustainability

Statewide Transportation Strategy Adoption and Monitoring

The Oregon Statewide Transportation Strategy (STS) is a state-level scenario planning effort that examines all aspects of the transportation system, including the movement of people and goods, and identifies a combination of strategies to reduce greenhouse gas (GHG) emissions. The STS is a roadmap for reducing GHG emissions from transportation sources and examines ways that the transportation sector can help achieve Oregon's GHG reduction goals. The STS addresses all aspects of the transportation system, including over 130 strategies for changes to transportation systems, vehicle and fuel technologies, and urban land use patterns.

The STS was developed as part of the Oregon Sustainable Transportation Initiative program and involved extensive research and technical analysis, as well as policy direction and technical input from local governments, industry representatives, metropolitan planning organizations, state agencies, and others. In 2018, the OTC adopted an amendment to incorporate the STSas part of the Oregon Transportation Plan. The STS Monitoring Report shows that ODOT is making progress achieving the vision within the activities it has authority over. Oregon is well situated for working to implement the STS vision. The existing work of ODOT has created a strong foundation to build on for future planning and implementation actions that reduce transportation sector emissions.

Adapting to Changing Environment

ODOT is taking steps to prepare for the impacts from climate change, such as extreme storms, sea level rise, flooding, and landslide risks. In 2017, ODOT partnered with the Department of Land Conservation and Development on a sea level rise exposure inventory for state highways in coastal estuaries. Data from this effort will help inform planning and design decisions in areas at risk of flooding. The agency also completed work on a coastal resilience study that analyzed how nature-based infrastructure can be used to protect Oregon's coastal highways.

Electric Vehicles

The West Coast Electric Highway network of chargers continues to serve as a critical link for EV travel around the Oregon, having dispensed over a million kilowatt-hours of charging and powered more than 3 million miles of all-electric driving. The West Coast Electric Highway remains the

Oregon is a leading market for electric vehicles, with more than 18,000 electric vehicles registered in the state.

only high-speed charging option in many parts of Oregon, including most of the Oregon Coast and important routes connecting the Willamette Valley to Central Oregon. ODOT is actively seeking opportunities to sustain the network past the contract period ending in 2018.

Volkswagen subsidiary Electrify America is in the process of installing high-power DC fast chargers along I-5, I-84, and in the Portland metro area, in response to a joint ZEV Investment Proposal from ODOT and WashDOT. In 2018, ODOT and WashDOT prepared a follow-up proposal, and are awaiting a response as to how Electrify America may expand its investments in the region.

The West Coast Electric Highway remains the only high-speed charging option in many parts of Oregon, including most of the Oregon Coast and important routes connecting the Willamette Valley to Central Oregon.

Construction and Maintenance Sustainability

ODOT employs sustainable materials management practices through its construction and maintenance programs. The use of best practices and construction specifications allows the agency to actively reduce the need for raw materials, increase recycling, minimize waste and emissions, and promote the use of cleaner technologies. These practices save money, reduce waste and emissions, and have become standard practice on construction projects.

ODOT continues to successfully implement its award-winning Environmental Management System (EMS) which guides work at maintenance yards. EMS includes best practices for storage, handling, and disposal of fuel, oil, pesticides, winter maintenance chemicals, lighting, aerosol cans, and drainage. ODOT also successfully reduced the use of herbicides to treat non-noxious vegetation along Oregon highways. These reductions were accomplished by improving equipment, changing application practices, and standardizing bare-shoulder widths.

Safety and Security

Safety and Security Overview

While Oregon has made incredible strides in reducing the number and severity of motor vehicle crashes, crashes continue to inflict a terrible toll. Preliminary figures for fatalities on Oregon roads in 2017 show that over the last five years, fatalities have been steadily increasing at about 10 percent per year. This trend is not unique to Oregon, as other states have also experienced increased fatality numbers over the last five years as well. Reducing traffic crashes saves lives, prevents injuries, and spares needless economic and emotional burdens. Oregon envisions no deaths or life-changing injuries on Oregon's transportation system. However, Oregon's preliminary 2017 fatalities per 100 million VMT rate of 1.19 is above the national average of 1.16. ODOT works with law enforcement and the legal system to make safety a top priority.

All Roads Transportation Safety

The All Roads Transportation Safety (ARTS) program is a collaborative effort to carry out safety improvement projects on all public roads in an effort to achieve a significant reduction in traffic fatalities and serious injuries. Working jointly with local jurisdictions increases awareness of safety on roads, promotes best practices for infrastructure safety, complements behavioral safety efforts, and focuses limited resources. The program is data-driven, relying on crash data, risk factors, or other data to identify the best possible locations to achieve the greatest safety improvements. The first round of ARTS began in 2014 with projects scheduled for delivery in years 2017-2021.

Construction Work Zone Management

ODOT is working with multiple partners, including American Automobile Association, general contractors, police, transit providers, and universities, to enhance work zone safety for the traveling public and employees working on the highway. To that end, ODOT updated the guiding principle for maintaining safety and mobility in the design and implementation of traffic control in work zones based on stakeholder input. Similarly, ODOT and its partners are piloting new combinations of counter measures to provide separation between the traveling public and workers in 2018 and 2019. ODOT is also improving work zone safety messaging and outreach, focusing on reducing risk when

Figure 5: *Safe Routes to School*

Safe Routes to School Funding Cycle				
	Competitive Grant Program	***Rapid Response Grant Program***	***Project Identification Program***	***Total***
2019-2020	$16,038,750	$1,833,000	$458,250	$18,330,000
2021-2022	$26,250,000	$3,000,000	$750,000	$30,000,000
2023-2024	$26,250,000	$3,000,000	$750,000	$30,000,000

in work zones. This broad list of partners have leveraged their platforms and funding to extend messaging to a wider audience beyond traditional television and radio formats. Lastly, ODOT and Oregon State University are developing a research program on work zone safety to evaluate implementation of pilot projects.

Safe Routes to School

A successful Safe Routes to School (SRTS) Program includes education, encouragement, engineering, enforcement, evaluation, and equity. ODOT addresses these components with both an infrastructure program and a non-infrastructure program. In 2017, the Oregon Legislature dedicated $10 million annually for SRTS infrastructure projects, increasing to $15 million annually in 2023. The new investments will make it safer and easier for students to walk and bicycle to school, decrease congestion, and increase students' health. A SRTS Rulemaking Committee defined three Infrastructure Grant Programs;

- A biennial Competitive Grant Program is available to build infrastructure that addresses barriers to kids walking and biking to school.
- A smaller Rapid Response Grant Program is available between competitive cycles to address urgent needs or opportunities.
- The smallest Project Identification Program supports communities in identifying priority projects for students.

The 2019-2020 Competitive Grant Program solicitation opened in 2018.

Oregonians Standout Campaign

The Oregonians Standout Campaign is a campaign that encourages Oregonians to standout by traveling safely in all modes of transportation with an emphasis on vulnerable road users. Two focus topics of this campaign are sharing the road and wearing conspicuous clothing including brighter colors and reflective material when walking or using bikes, scooters, and skateboards.

Pedestrian Safety

Recent data indicates that fatalities and serious injuries for pedestrians have increased in relation to other modes. In line with national trends, Oregon experienced a 24 percent increase in pedestrian fatalities from 2014-2016. A number of factors contribute to these safety issues, which can be mitigated by: facility design, slower vehicle speeds, multimodal separation, and pedestrian visibility and safety education for all users of the transportation system.

Rail Crossing Action Plan

Oregon has 1,887 public at-grade highway-railroad crossings. Approximately 48 percent have active warning devices. Between 2006 and 2017, 120 recorded incidents occurred at public railroad crossings, resulting in 20 fatalities. ODOT allocates state and federal grade crossing safety funds to improve safety at public crossings. In 2016, federal rules mandated all states to complete a State Rail Crossing Action Plan.

In 2018, ODOT began work on a plan that will assess rail crossing incidents and locations. The plan will identify, prioritize, and develop solutions to address rail crossing safety issues and provide a framework to prioritize locations for improvements.

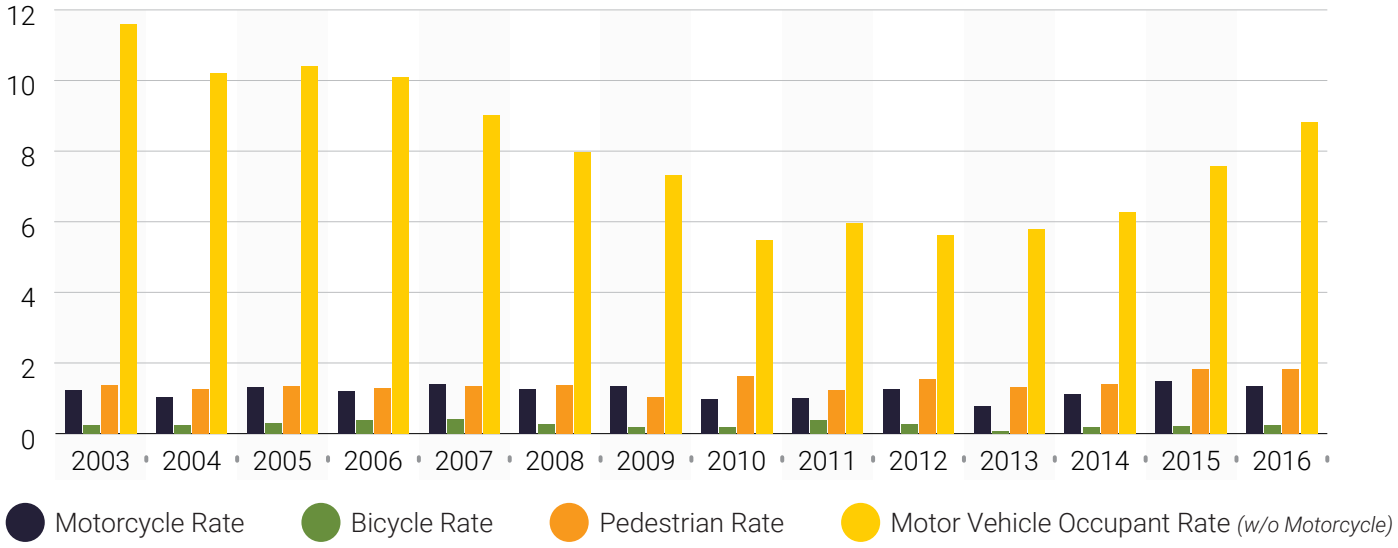
ODOT Response to Wildfire

When wildfires burn across the state, ODOT employees provide a helping hand by dispatching personnel, removing tree and debris from the roadway, restricting access when necessary for public safety, and informing the traveling public about road conditions. ODOT regularly coordinates with other local, state agency, and federal partners to minimize the damage and protect the public in every fire season and during other state emergencies. The 2017 wildfire season was especially difficult because of the excessive dry vegetation for fuel as a result of the lack of rain and record high temperatures. Across all jurisdictions more than 700,000 acres burned during the 2017 season.

The Eagle Creek Fire in the Columbia River Gorge in September of 2017 burned 13 miles in 16 hours, threatening the Multnomah Falls Lodge on the Historic Columbia River Highway. Firefighters from around the state helped suppress the fire and protect the lodge. ODOT employees supported these efforts by maintaining access to the lodge, traffic control measures and by providing traveler information to keep the public and fire-fighters safe. A substantial amount of damage occurred to ODOT facilities as a result of the fire. I-84 was closed at times for safety and had to be repaired as a result of the fire damage. Other key transportation modes were affected as well, including the Union Pacific Railroad, boat traffic on the Columbia River, and significant portions of the Historic Columbia River Highway State Trail.

ODOT regularly coordinates with other state agencies, federal and local partners to minimize the damage and protect the public in every fire season and during other state emergencies.

Figure 6: *Fatalities by Mode (per 100,000 Population)*



Task Force on Autonomous Vehicles

According to the National Highway Traffic Safety Administration, 94 percent of motor vehicle crashes are caused primarily by human error. Automated vehicles (AVs) may be able to help reduce or eliminate these crashes by using advanced sensors and computer systems to avoid potential collisions. Low levels of automation, such as driver assistance systems, are already in many vehicles sold today. Many automotive and tech companies are also developing highly automated vehicles, which will be able to perform all driving functions and replace a human driver.

During the 2018 legislative session, ODOT was directed to convene the Task Force on Autonomous Vehicles to develop recommendations for legislation. The task force consists of 31 members, including legislators, state agency representatives, vehicle manufacturers, technology companies, labor, and advocacy groups. The task force developed a report outlining recommendations for legislation in the areas of licensing and registration, law enforcement and crash reporting, insurance and liability, and cybersecurity. The report is available on the AV Task Force website.

Funding

State Funding Overview

Oregon's transportation system is funded through local, state, and federal programs; private investments; and a combination of these sources. Traditionally, Oregon has relied heavily on highway fees to fund highway, road, and street improvements across the state. These fees include fuels taxes, vehicle registration and title fees, and weight-mile taxes.

Keep Oregon Moving Act (HB 2017)

With the passage of Keep Oregon Moving (HB 2017) the Oregon Legislature made a significant investment in transportation to help further what Oregonians value: a vibrant economy with good jobs, strong communities with a good quality of life, a clean environment, and safe, healthy people. This is a historic, once in a generation investment in Oregon's transportation system that will pay dividends for decades to come. ODOT will effectively deliver HB 2017 programs and projects in an accountable, transparent, and efficient manner.

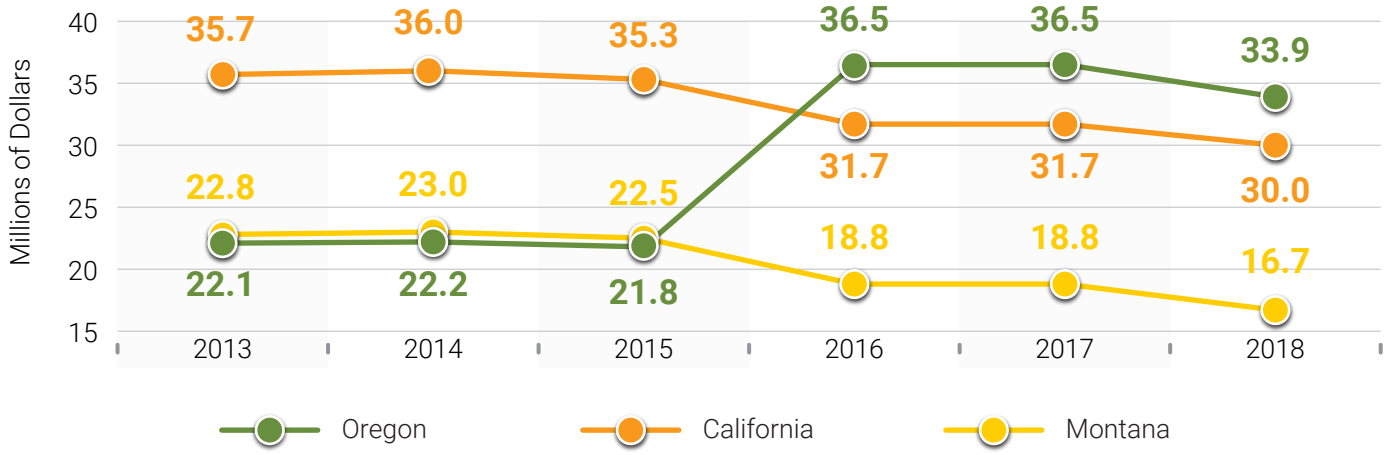
HB 2017 will produce an estimated $5.3 billion in total revenue over the first 10 years, including both highway and non-highway funding. When all taxes and fees are in place in 2024, HB 2017 will produce $500 million in State Highway Fund revenue annually. In addition, HB 2017 provides a dedicated source of investments in public transportation, walking and biking, and other ways of moving goods and people.

Statewide Transportation Improvement Fund

In 2017, the Oregon Legislature prioritized public transportation investments with the creation of the Statewide Transportation Improvement Fund (STIF). The STIF is a new dedicated source of revenue from an employee payroll tax to expand and improve public transportation services. ODOT expects STIF to provide approximately $90 million per year over the next 10 years for public transportation providers to improve service throughout Oregon with emphasis on benefitting low-income households, providing student transportation, adding low-emission buses and creating a more coordinated transit network. ODOT expects to disburse the first round of STIF funds to public transportation service providers in 2019.

HB 2017 will produce an estimated $5.3 billion in total revenue over the first 10 years, including both highway and non-highway funding.

Figure 7: *Federal Lands Access Program*



Federal Lands Access Program (FLAP) established in Moving Ahead for Progress for the 21st Century (MAP-21) in December 2012. Funding amounts presented for the three states receiving the largest amounts of program funding.

STIF funds distribution:

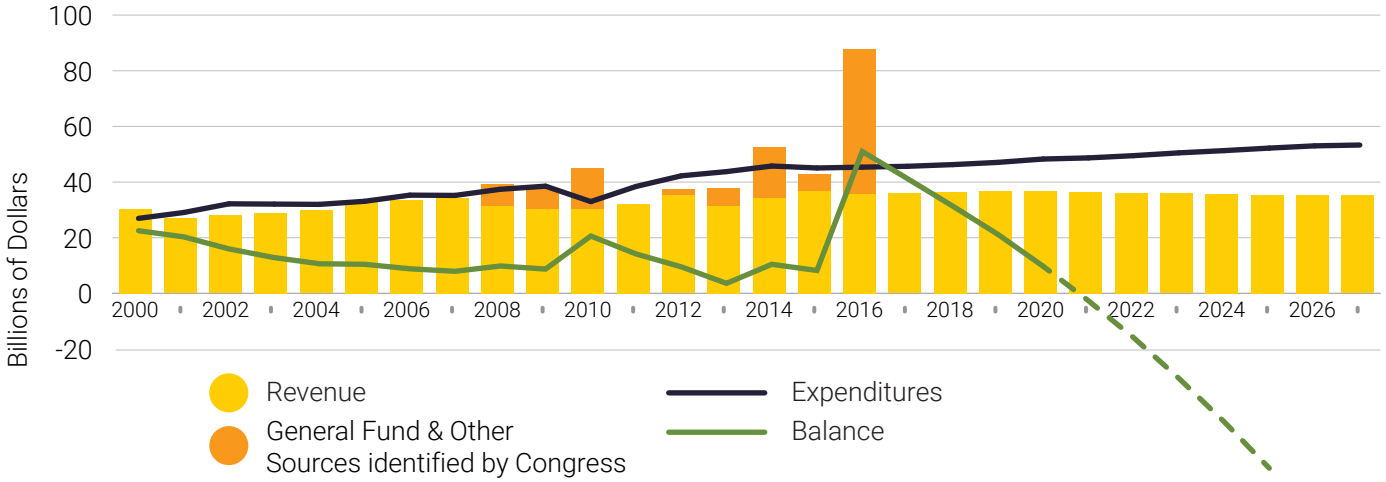
- 90 percent of funds will be distributed by formula back to regions where they were generated, with a minimum of $100,000 per year to qualified recipients.
- ODOT will distribute nine percent of funds through a competitive grant process awarded to projects that support the state's public transportation goals and add new connections between communities.
- One percent of the funds will be retained to create a technical resource center to benefit rural transit providers and for administration of the fund.

Federal Lands Access Program: Opportunities for Local Governments

The Federal Lands Access Program (FLAP) funds transportation projects that access Federal lands, especially high-use recreation sites and economic generators. FLAP project selection is collaboratively managed by FHWA's Office of Western Federal Lands Highway and the Programming Decisions Committee (PDC), which includes representation from ODOT and the Association of Oregon Counties.

Due to state values for recreation visitation, federal land area, and public road miles and bridges, Oregon benefits from a large allocation of FLAP funding each cycle compare to other states. Since 2016, Oregon has

Figure 8: *Federal Highway Account Revenue, Expenditures, and Balance*



Source: *U.S. Department of Transportation; Congressional Budget Office projections of Highway Trust Fund Accounts*

surpassed California and Montana to become the largest recipient of FLAP funding nationwide. Many of these funds go towards necessary maintenance and capital construction projects in Oregon's rural counties, with local agencies historically receiving the majority of funds and project awards.

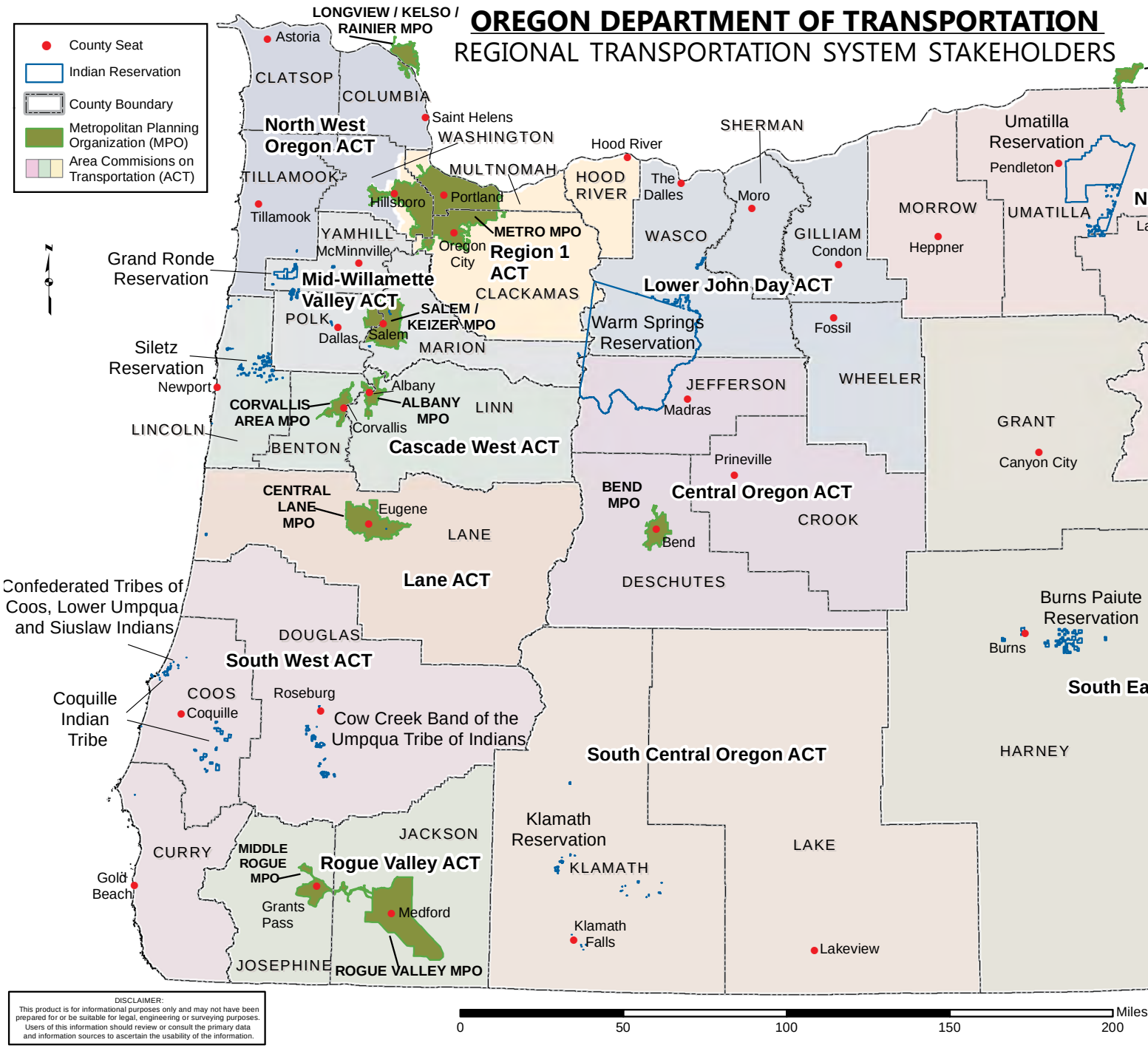
Uncertain Federal Funding

In December of 2015, Congress passed the Fixing America's Surface Transportation (FAST) Act. The FAST Act, which provides federal funding through September of 2020, is the first long term authorization of federal surface transportation funding policy to be approved in over a decade. The FAST Act relies heavily on one-time contributions of General Fund revenues to bolster the declining revenues from federal fuels taxes. This means that despite locked-in federal funding for five years through the FAST Act, uncertainty of future funding remains. As vehicles fuel economy improves, the federal Highway Trust Fund will generate less in gas tax revenue.

Each year since 2008, the Highway Trust Fund has paid out more funding to states and local governments than fuels taxes have generated in revenues, thus running a significant deficit. Unless Congress takes action to find additional long-term revenue, federal highway funding is at risk of being cut by upwards of 30 percent. When the FAST Act expires in 2020, the uncertainty will return and the financial imbalance of the Highway Trust Fund will only have gotten worse. This will greatly impact state and local plans and programs for future transportation investments.

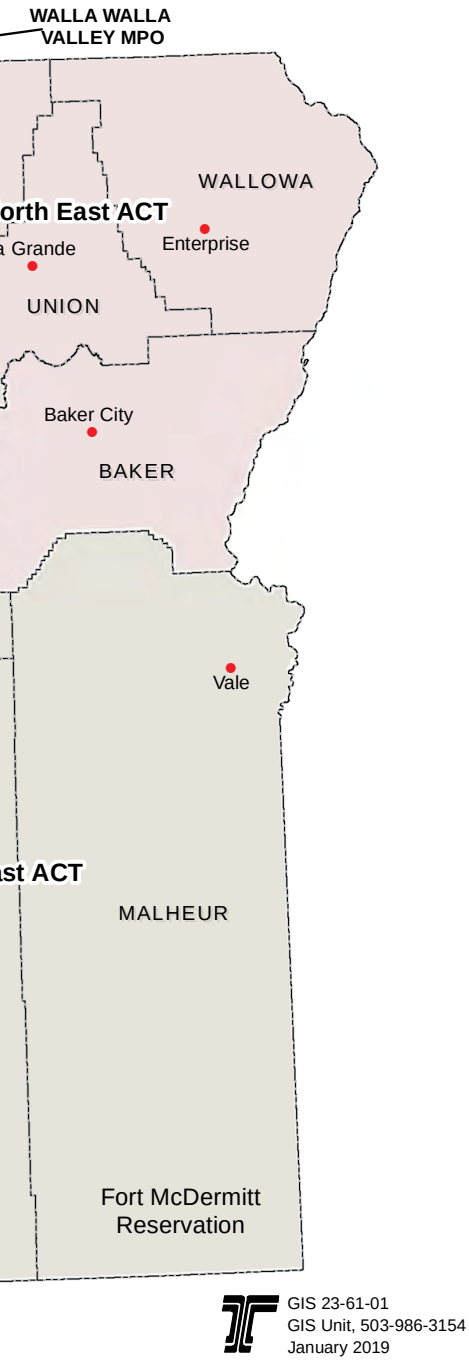
The FAST Act, which provides federal funding through September of 2020, is the first long term authorization of federal surface transportation funding policy to be approved in over a decade.

Figure 9: *Regional Transportation System Stakeholders*



Effectively managing and improving the transportation system requires working with a diverse set of jurisdictions, transportation providers and operators and stakeholders.

Coordination



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GIS Unit, 503-986-3154
January 2019

Effective coordination, communication, and cooperation are critical to the delivery of an efficient transportation system. This includes effective planning and institutional relationships among public and private transportation service providers and those most affected by transportation activities, collectively referred to as stakeholders.

Oregon transportation jurisdictions include:

- 10 metropolitan planning organizations
- 9 federally recognized tribal governments
- 36 counties
- 241 incorporated cities

Stakeholder groups include:

- 12 Area Commissions on Transportation (ACTs)
- Business, industry and interest groups
- Community groups and the general public
- Federal regulators and authorities
- Organizations representing local jurisdictions
- Standing advisory committees
- State and Federal agencies
- Special advisory committees to address specific modes, issues, and initiatives

Advisory committees and stakeholder groups provide insight, advice, and recommendations to ODOT and the OTC about the diverse aspects of the transportation system.

Certification User Group

The ODOT Local Agency Certification Program is a federally-authorized program that allows the state to certify Local Public Agencies in federal-aid highway project delivery processes. Recognizing a need to streamline the Certification Program and project delivery processes, ODOT chartered the Certification User Group as a stakeholder partnering initiative in December 2016. Composed of program, project delivery, and technical staff members

from Local Public Agencies, ODOT, and the Federal Highway Administration, the Certification User Group steering and subcommittees have successfully increased collaboration and coordination between members and have provided a forum for training and sharing information among agencies.

State Funded Local Projects

Oregon is one of nine states that provides local agencies the option to exchange federal transportation funding for state dollars. Fund exchange provides local agencies greater ownership of transportation project delivery with reduced ODOT involvement and fewer federal constraints. By increasing the types of federal funds eligible for state fund exchange, ODOT can better support local agencies that do not have the resources to use federal funds to complete their projects.

In collaboration with Oregon cities and counties, ODOT launched a new State-Funded Local Projects program in 2016 to provide four additional categories of projects available for exchange: All Roads Transportation Safety (ARTS), Local Bridge, Enhance, and Active Transportation Discretionary. All local agencies are eligible, provided their projects fit within established program criteria. The goal of State-Funded Local Projects is to provide as much local ownership of local projects as possible, with ODOT retaining limited programmatic and inspection requirements for safety and local bridge projects. As of fall 2018, 113 local agency projects have utilized the State-Funded Local Projects process for a total of nearly $40 million in federal funds. The OTC endorsed ODOT's State-Funded Local Projects process through 2024, with continued state funding to be approved with each STIP cycle thereafter.

As part of development of the ODOT Americans with Disabilities Act, Title II Transition Plan, the OTP was amended with a new strategy to strengthen the commitment to ADA planning work.

ADA Program Implementation

ODOT is committed to providing a transportation system that is fully compliant with ADA standards and is accessible and safe for all users. ODOT reached a Settlement Agreement in 2016 with parties representing the community of people with disabilities. As part of the Settlement Agreement ODOT is committed to:

- Implementing a 15 year plan to bring nearly 27,000 curb ramps on or along the state highway system up to current American with Disabilities Act standards
- Providing accessible pedestrian routes through work zones during construction
- Encouraging public input for accessible elements on our system that need attention
- Initiating regular communications with the community of people with disabilities and our local agency partners
- Working with an accessibility consultant

Although ODOT has already implemented many of the above objectives, the most challenging part of the Settlement Agreement is installing and improving more than 27,000 curb ramps within the 15 year timeframe. To that end, ODOT spent the last year strengthening processes to assure ADA features on the state highway system are compliant, and forming an Oversight Committee to strategize progress on meeting our commitments. The ADA program conducted a region by region review and programming effort. The plan is to remediate curb ramps in lesser populated regions of the state to meet the first five year requirement of 30 percent or approximately 7,900 curb ramps remediated by 2022.

Over the next couple of years the program will lead a series of pilot projects with the goal of becoming more efficient and cost-effective at delivering compliant curb ramps. By pairing an engineer and contractor side by side in the field, early pilot efforts will test whether contractors can consistently deliver compliant curb ramps with minimal design.

Local Seismic Triage Reports

ODOT has been evaluating the Seismic Lifeline Routes that would provide emergency response and economic recovery for our state after a major earthquake. ODOT's Bridge and Geo-Environmental Sections previously assessed the seismic vulnerabilities of Oregon bridges and potential landslides along these corridors, drafting a long-term mitigation plan for safeguarding the transportation system. High mitigation cost is a major challenge to achieve the desired resilience, so ODOT evaluated establishing alternate emergency and evacuation routes. The initial focus on state highway routes was revised to identify potential county and city routes that could be used as detours for the state highways. This approach resulted in more practical and economical options for establishing resilience in western Oregon.

In 2016, ODOT and the Association of Oregon Counties began implementing a plan to sequentially work with counties and cities west of the Cascades to conduct seismic triage studies of their local transportation network. Tillamook and Lane counties piloted the study with ODOT. County and city officials were able to identify detour routes that would require a fraction of retrofit cost compared to the state owned bridges bypassed by these routes. After a major seismic event these routes would provide much needed access for emergency responders and evacuation coordinators, access to critical facilities, as well as access to begin economic recovery.

ODOT Bridge Section supports local agency triage studies by providing bridge data, seismic vulnerability assessments, cost data, and mapping needs. Clackamas County finished their study in November 2018, while Clatsop, Columbia, Jackson, Linn, Marion, Multnomah, and Washington Counties have initiated their studies. ODOT is planning to complete the seismic triage studies for 24 western counties by 2020.

Emergency Medical Services (EMS) Data Sharing

ODOT partners with the Oregon Health Authority's Injury and Violence Prevention Section to upgrade the Oregon Trauma Registry to achieve national standards on timely, complete, valid, and reliable data for reporting agencies. The result of this work will eventually lead to integrated EMS prehospital data and hospital trauma data to create a linked traffic and health data set. This collaboration has provided ODOT with access to more meaningful and robust crash and outcome data to improve safety through research, planning and quality improvement efforts.

Active Transportation and Public Health

Active transportation modes such as walking, bicycling, and accessing public transit, continue to be important to Oregonians. ODOT and the Oregon Health Authority's Public Health Division have been working together for several years to support research, communication and planning in this area. In Klamath Falls a partnership between the city transportation planning staff, Sky Lakes Medical Center, and the coordinated care organization Cascade Health Alliance led to the construction of Oregon Avenue protected bicycle lane project which aimed to offer more opportunities for local residents to be physically active and reduce chronic disease.

Transportation and Housing

Transportation and housing are fundamental building blocks for successful communities. This means that housing and transportation planning and policy should be coordinated to provide more transportation and housing choices which can create communities that are more accessible, affordable, and livable.

The Transportation and Growth Management (TGM) Program, a partnership between ODOT and the Oregon Department of Land Conservation and Development, supports community efforts to expand transportation choices through planning grants and community assistance services. The TGM program supports these jurisdictions as they develop local codes, site development plans, and other transportation and land use efforts.

Two recent projects highlight this effort:

The Donald Development Code Update started with analyzing the City's current development ordinances and recommending changes to address planned unit development, residential design, and downtown redevelopment. The outcome was amendments to their code that promotes efficient use of land and multimodal transportation options and a variety of housing types and residential densities.

The Talent Gateway Site Development Plan resulted in a Gateway mixed-use development concept and integrated design that included development of workforce and senior housing, retail and food services and a public plaza. The plan was prepared as a part of a public-private partnership. Through community engagement, collaboration and coordination, a conceptual site plan identified barriers to and potential incentives for the development of the plan as well as off-site transportation improvements to support proposed development and connections to pedestrian and transit networks.

Coos Head Area Master Plan

The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians partnered with ODOT to complete a master plan for property the Tribe recently acquired at Arago Point. This plan includes a comprehensive bicycle and pedestrian network, interpretive center, and destination resort while preserving the natural and cultural resources of the site. Extensive Tribe, public and local agency coordination for the project was led by planning staff of the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians. The plan was adopted by the Tribal Council of the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians. The development of the site will be a benefit to not only the Tribes of Coos, Lower Umpqua, and Siuslaw Indians, but to the greater Charleston and Coos Bay areas.

Caveman Bridge

The Caveman Bridge, completed in 1931 in Grants Pass, is one of Conde McCullough's shining gems across the Rogue River. ODOT ensured a recent facelift would not only handle today's structural and seismic loads, but it would also preserve its historic appearance.

Before the 18 month rehabilitation project, ODOT partnered with the City of Grants Pass and its tourist-oriented businesses to keep the bridge repair schedule light during the heavy summer season of events.

Local disability advocates worked with ODOT and the State Historic Preservation Office to make the bridge more user-friendly. With the crossing cleaned, cracks sealed and new bridge rail, deck, and period lighting installed, the upgraded Caveman Bridge will continue to be a vital connection for Grants Pass and the Redwood Highway - and serve future generations of Oregonians who will use and enjoy this McCullough masterpiece.

Transportation System Plan Guidelines

ODOT's Transportation Planning Unit in partnership with local agencies and other stakeholders updated the Transportation System Plan (TSP) Guidelines in early 2017 through the summer of 2018. The TSP Guidelines assist local jurisdictions in the preparation and update of TSPs that meet local needs and comply with state planning regulation and policy direction. The TSP Guidelines answer the "What, Why, When, and How" questions surrounding TSPs and provide detailed direction on scoping, developing, and administering TSPs. The planning guidance is useful to jurisdictions of all sizes, geographies, and mobility needs. For more information, please visit the Transportation System Plan Guidelines website

Moving Forward

The challenges facing jurisdictions and transportation providers in the state are significant and the transportation system is growing more complex. It is critical that we effectively monitor the system so we can best manage, maintain, and improve the transportation system to meet these challenges. The Oregon Transportation Plan provides a framework for making decisions to efficiently and effectively provide a transportation system that meets Oregon's diverse needs.

Publishing the State of the System provides an opportunity to report on how Oregon is doing in key areas. Future editions of the State of the System report will continue to discuss trends in many of these areas and introduce new information as additional data becomes available.

Where to Find Additional Information

You can find this State of the System report, additional information and links on the ODOT Website at: https://www.oregon.gov/ODOT/About/Pages/State-of-the-System.aspx. Information includes links to videos, reports, publications and organizations.

Thank you for your interest. Your ideas, questions and comments are welcome in making the State of the System report more informative and valuable.

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