

OREGON (Sen. Wyden and Merkley)

Current Condition:

- 16% of state's major urban roads are in poor condition¹
 - \$967M a year in cost to motorists from driving on roads in need of repair² -\$349 per year for motorists
 - A total of 1,674 people died on highways from 2009 through 2013³
- Oregon's population grew by 37% between 1990 and 2013⁴
- Vehicle travel on state highways increased by 26% from 1990 to 2013⁵
- 42% of state's urban highways are congested⁶
 - Congestion costs motorists \$121B a year in wasted time and fuel costs⁷

Commerce:

- 69% of the \$147 billion worth of commodities delivered annually from sites in Oregon is transported by trucks on the state's highways.⁸

Need for Federal Investment:

- 57% Federal share of OR Highway Capital Program⁹
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.¹⁰
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

DRIVE Act → *What this does for Oregon*

Prioritize Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
 - OR's 439 structurally deficient bridges¹¹
 - 23% of Oregon's bridges are structurally deficient or functionally obsolete¹²

Improving Commerce:

- In the first 3 years of the DRIVE Act, OR will receive \$56,383,196 in addition to growth of the existing programs for freight.
- Prioritizing federal spending on interstate for projects in the national economic interest

¹ TRIP

² Ibid.

³ FHWA

⁴ US Census

⁵ TRIP

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

⁹ AASHTO

¹⁰ AASHTO and FHWA

¹¹ FHWA

¹² Ibid.

Long-term 6-year Certainty:

- Total share for first 3 years of DRIVE Act: \$1,563,210,139 that the state would not get otherwise.

- *Major Projects in jeopardy:*
 - I-5 Pacific Highway Construction and Maintenance: Over five projects are set to complete along the highway by the end of 2016. These include a bridge widening, the inclusion of new traffic signage, road improvements, and ramp or interchange improvements¹³
 - Old Youngs Bay and Lewis & Clark Bridges: The intensive reconstruction project is hoped to be completed before 2018, and will include repairs, new windows and doors, and reconstruction of the west approach of U.S. 101 at both bridges¹⁴

- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase OR's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on OR's ability to properly plan and budget for transportation projects.
- DRIVE gives OR the ability to prepare for the next 50 years. With a focus on innovation, OR can better deploy technology to improve the state transportation network.

¹³ http://www.oregon.gov/ODOT/COMM/docs/2015_ConstructionMap_MapPanel.pdf

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