Maintenance, Operations, Preservation and Emergency Response

Report to the Rebuilding Our Transportation Vision Workgroup

October 2026

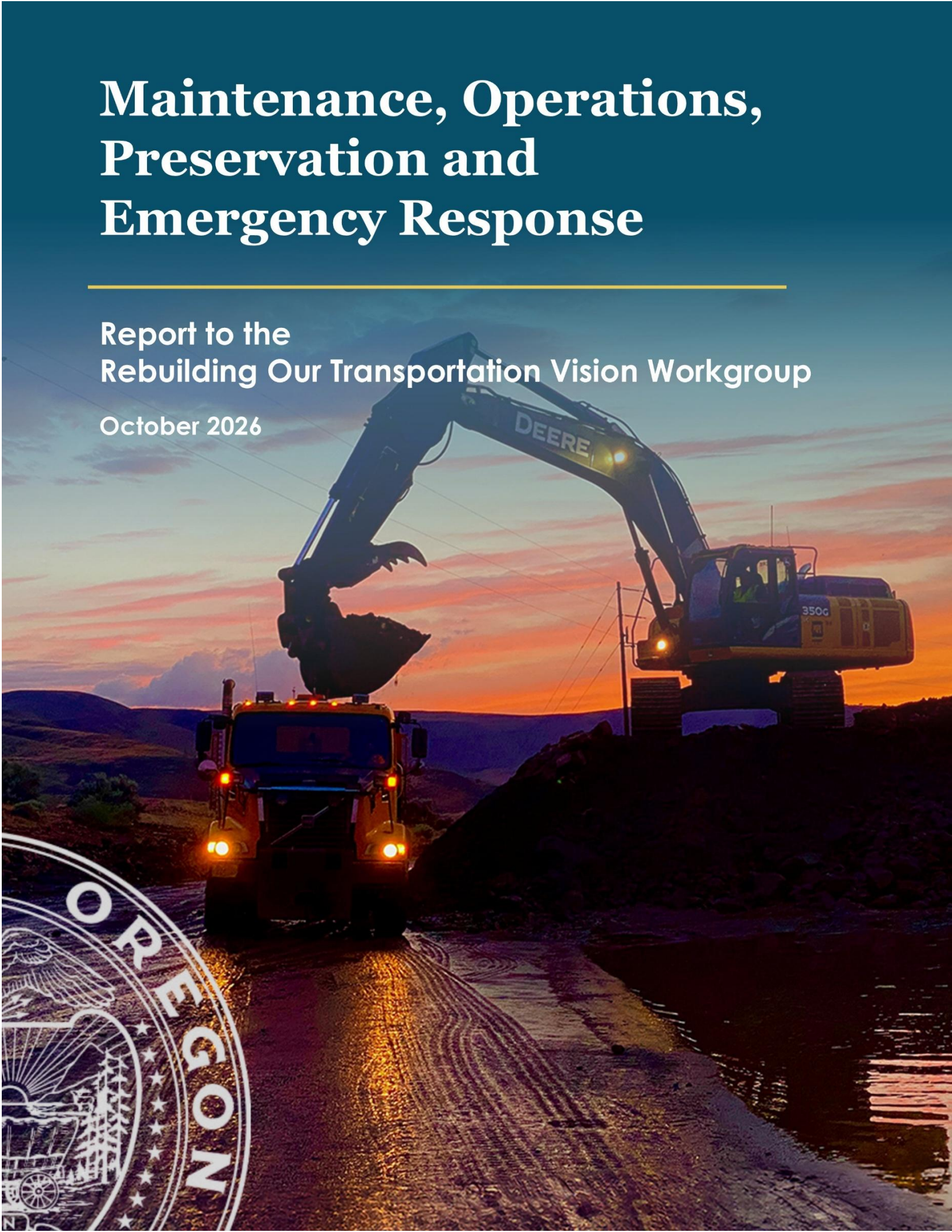


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Maintenance, Operations, Preservation and Emergency Response in Oregon Today

Oregonians travel more than 30 billion vehicle-miles annually on state, county and city roads, adding wear to an aging system.

State funding to keep roads in good repair has remained flat while maintenance and operating costs have risen steadily. As a result, system conditions are declining rapidly.

As maintenance and preservation fall behind, Oregon drivers experience rougher roads, more delays, slower incident response, more closures and restrictions and less safe and reliable travel statewide. This decline poses a significant risk to the safety, health and economic vitality of Oregon communities.

When Oregon cannot keep roads, bridges, culverts, traffic systems and maintenance facilities in fair or better condition, small problems become more expensive to repair. Cities, counties and the Oregon Department of Transportation (ODOT) have reduced staffing as extreme weather events increase and seasonal conditions make it even more difficult to keep roads open and safe and to restore reliable travel after crashes, storms, slides, snow or wildfires.

Problem Statement

Over 37 billion vehicle miles were traveled on Oregon's roads in 2024, adding wear and tear to an already aging system. Costs to keep roads in a state of good repair far outpace available funds and system conditions are rapidly declining. As maintenance and preservation fall behind, Oregon drivers will experience rougher roads, more delays, more closures and restrictions, and less reliable travel across the state.

When Oregon cannot keep roads, bridges, culverts, traffic systems and maintenance facilities in fair or better condition, small problems become more expensive rebuilds. Staffing levels have dropped at the same time that extreme weather events are increasing and seasonal conditions are making it even more challenging to keep roads open, safe and restore reliable travel after crashes, storms, slides, snow or wildfire.

Extreme Weather Impacts on Oregon's Roads

Extreme weather is a significant contributing factor accelerating deterioration across Oregon's transportation system. A growing set of external stressors, driven by climate change, has increased the frequency, severity and geographic reach of disruptive events that place additional strain on infrastructure, operations and maintenance activities. These extreme weather trends have intensified in recent decades and are projected to continue.

The Effects on the Transportation System

- **Increased wildfire activity** — More frequent, high-intensity fires damage road surfaces, guardrails, bridges, culverts and vegetation stability. Associated debris flows and post-fire erosion undermine slopes and drainage systems, increasing maintenance needs and emergency response demands.
- **Extreme precipitation events** – Historically rare storm events (e.g. atmospheric rivers) are projected to increase in frequency and intensity in the future. These events overwhelm aging drainage systems, accelerate pavement degradation and contribute to landslides and embankment failures.i Heavy rain also drives higher maintenance workloads to clear plugged culverts and manage roadway shoulder instability.
- **Flooding** – Riverine and urban flooding compromise roadway foundations, submerge critical facilities and disrupt access to priority routes. Prolonged inundations weaken pavement structures, damages electrical and ITS components and necessitates costly repairs.
- **Severe winter storms** — Increased snow, ice and wind add stress to structures, slow freight and transit operations and create hazardous conditions that require substantial snow and ice control resources. Freeze-thaw cycles accelerate pavement cracking and degrade bridge decks.

Definitions

Capital Improvement Projects
A long-term, higher cost physical investment is used to build, repair or upgrade assets.

Emergency Response
The immediate and organized actions taken during or immediately after an emergency, such as wildfire, or a severe storm event, to manage traffic and operations, reduce damage, facilitate recovery and conduct repairs.

Maintenance
The regular and ongoing tasks that keep the roads and nearby elements safe and functional, including pothole repairs and snow removal. These tasks can prevent damage and reduce costs by slowing deterioration.

Modernization
The upgrading of aging infrastructure to improve safety, add multimodal options and reduce congestion.

Operations
The active management strategies to ensure that all travelers get to their destination safely and in a timely fashion. These strategies can include real-time travel signs and clearing stalled cars from a lane.

Preservation
The proactive strategy to keep existing roads in good condition and extend the service life. These strategies are more cost-effective than rehabilitation or reconstruction, as well as less disruptive to travelers.

- **Extreme heat** – Persistent high temperatures soften asphalt, cause rutting, stress expansion joints and place additional load on equipment and workforce capacity. Heat also elevates wildfire risk, compounding other climate stressors.

These extreme weather impacts collectively reduce infrastructure stability, increase lifecycle costs and demand more frequent interventions (often at the expense of planned strategic and routine maintenance).



Figure 1 – Heavier rainfall events contribute to landslides and overwhelms aging drainage systems. *Photo by Oregon Department of Transportation*

Within ODOT's planning framework, climate risk and system resilience are embedded in the identification of priority routes to help ensure that any increased funding maintains functionality of critical corridors under increasing climate pressures to support emergency response, essential travel and statewide mobility.[ii]

Keeping the Current Transportation System Operating

When roads are not adequately maintained, winter storms create greater risks and can prevent people from reaching essential destinations:

- A patient can't reach the nearest clinic.
- A 20-minute commute turns into a two-hour detour.
- Supplies (including food and fuel) don't make it to small towns.

For rural communities, a single washed-out culvert can isolate hundreds of households from reaching groceries, work, school, medical appointments and, at times, emergency services and hospitals.

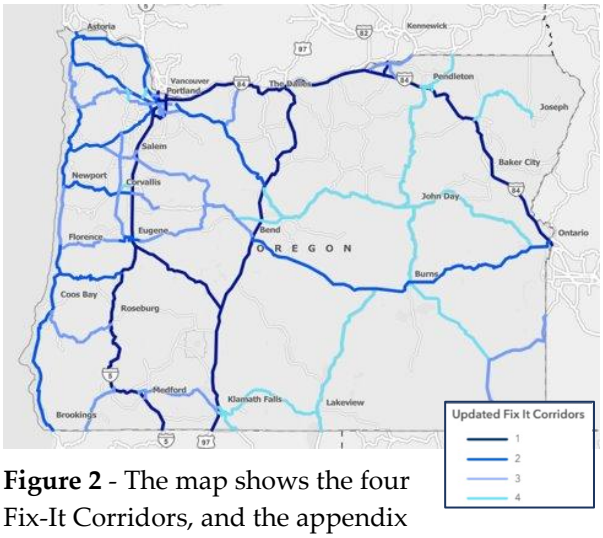


Figure 2 - The map shows the four Fix-It Corridors, and the appendix identifies the routes in each tier.

Adequate and stable funding keeps these everyday lifelines open so children can get to school, workers can reach their jobs safely and on time and everyone can access health care when it matters most.

Table 1 – An overview of the current system at the state, county and city level.

	Maintenance and Operations Snapshot
State	ODOT delivers paving, bridge and culvert replacement and rehabilitation and signal replacement projects through a combination of in-house and contracted engineering, right-of-way services, environmental permitting and construction by local contractors. State and federal funds pay for these projects. With current funding, ODOT prioritizes interstate paving and bridges on the interstate system or with the highest condition risk. The state can afford very few culvert or signal operations projects. ODOT uses an Oregon Transportation Council-adopted tiered route system to prioritize highway investments based on functional classification, lifeline tiers, vehicle and truck volumes, freight routes and other factors. The four Fix-It corridors represent about half of ODOT's highways (Figure 2). With limited funding, ODOT focuses asset investments on Tier 1 and Tier 2 routes.
County	Almost all county roads serve school buses, mail carriers and emergency vehicles. There are many forest roads that provide access to public lands, including critical access for wildfire crews. Most counties cannot afford to deliver modernization projects and have been forced to cancel or delay bridge replacements, road reconstructions, safety improvements and system expansions. Counties prioritize preserving pavement that remains in good condition. Many county capital improvement projects are road reconstructions made necessary by years of deferred maintenance.
City	Like counties, most cities cannot afford capital improvement projects and cities' circumstances vary widely. All 241 cities receive State Highway Funds (SHF) revenue, but their approaches to street management differ dramatically. As a result, cities vary widely in their ability to manage and preserve streets. • For Portland in 2025, local revenue made up 58% of the $589 million annual transportation budget with SHF revenue at 14%. • In The Dalles, local revenue made up 48% of the $2.73 million annual budget with SHF revenue at 52%. • For Gold Hill, the annual budget was $129,000, of which SHF revenue made up 84%. Cities prioritize paving based on street function and use, focusing on arterials and collectors while giving less emphasis to lower-use residential streets. Smaller cities may need to save for years before undertaking even small resurfacing and paving projects. A 2024 survey that included more than 113 Oregon cities found 59% of city streets in fair or better condition, 31% in poor condition and 10% in very poor condition.

Oregon's Bridge Conditions are Slowly Declining

ODOT, counties and cities own, operate and maintain more than 6,100 bridges across Oregon, including about 3,400 built at least 50 years ago. Inspectors examine bridges on a two-year cycle and ODOT reports statewide bridge conditions annually.

- 77% of ODOT bridges are not distressed.
- 98% are in fair or better condition.
- More than 60% of ODOT bridges are at least 50 years old. In some cases, replacement needs are accelerating as bridges age.
- Among the more than 6,800 bridges on the federal-aid system that cities, counties and ODOT own:
  - 5% are in poor condition.
  - 66% are in fair condition.
  - 29% are in good condition.
  - *NOTE: This bridge number refers to bridges on the federal-aid system and therefore uses a different total.*

More than 1,400 bridges across Oregon have load restrictions. As bridge conditions deteriorate, those numbers will rise. Load-restricted bridges can impede emergency response and evacuations, including during wildfires, because some emergency vehicles cannot use them. They also affect communities and commerce by forcing freight traffic onto lengthy detours. Bridges are not at immediate risk of permanent closure, but aging bridges will demand more unplanned temporary closures to address deck and structural repairs and at the current rate of bridge replacement, the number of load restrictions will steeply increase over the next 10 years.

At current state and federal funding levels and after debt-service payments for bonded major bridge projects, ODOT completes a yearly average of:

- 1.3 bridge replacements.
- 14 rehabilitation projects.
- 40 major bridge maintenance projects.



Figure 3 – Hess Creek Bridge on OR 219 is one of the many timber bridges around the state. It was built in 1958 and is south of Newberg
Photo by Oregon Department of Transportation

Table 2 – An overview of the state and county bridges, as well as the number that are load restricted.

	Bridge Snapshot
State	ODOT owns over 600 bridges on the Interstate Highway System. Most were built from 1950 through 1975 and require increasing maintenance and replacement as they approach the end of their design lives. About 1,400 Oregon bridges have load restrictions; ODOT owns about 30%.
County	Counties own half the bridges in Oregon. About 1,400 Oregon bridges have load restrictions; counties own about 70%.

Pavement Conditions Are Deteriorating

Historic inflation, lost federal support, labor shortages and persistent supply chain disruptions for basic construction materials have severely limited the projects governments can afford to preserve their extensive road networks at safe and sustainable levels.

ODOT reports pavement conditions every two years; it published the most recent report in early 2025 and expects to publish the next in early 2027. While pavement conditions throughout the state today are largely in fair or better condition, pavement life cycle is about 20 years and requires regular work to fill cracks, repair ruts and potholes and manage drainage to preserve condition, prolong life span and maintain performance and safety.

As maintenance resources, materials and equipment are cut back, proactive work to address existing pavement is also cut back and this puts existing conditions at risk of faster decline. Communities will not see roads closed but may experience poor driving conditions on severely rutted or sinking roadways or reduced speeds because of severe roadway damage.



Figure 4 – Flooding in Tillamook damages the roadway and bridges, causing a shorter life span for the pavement. *Photo by Oregon Department of Transportation*

Table 3 – Pavement miles, conditions and other details at the state, county and city level.

	Pavement Snapshot
State	• 18,000 lane-miles. • About 7,350 centerline miles of pavement. Since 2018, lane-miles of pavement: • In good condition has decreased 8%. • In poor condition has increased about 3%. With limited funding since 2024, ODOT is deferring non-interstate pavement projects beyond the 2027-30 federal funding cycle. • ODOT estimates that nearly 20% of pavement will be in poor condition by 2030. As pavement deteriorates, repair or rehabilitation costs can more than double. Repaving a typical rural two-lane highway: • In fair condition costs about $600,000 to $900,000 per mile. • In poor condition costs $1 million to $2 million per mile. • After the pavement fails, costs $4 million to $7 million per mile.
County	• More than 16,000 centerline miles of pavement. • More than 10,000 miles of unpaved roads. • Just under 6,000 local public access road miles. • For more than 32,000 total miles. Today, 89% of county pavement is in fair or better condition, but current budgets cannot cover restoration of roads in fair or poor condition. Nearly 5,000 county road miles are in poor condition. Counties anticipate a 60% shortfall for pavement-preservation projects over the next five years.
City	• 23,700 lane-miles of pavement. • People travel an estimated 6.3 billion vehicle-miles annually on city streets. Despite increased SHF investment from the 2017 transportation package and increases in local revenue, city streets are in worse condition today than they were in 2017. According to League of Oregon Cities data: • 78% of cities report their streets are in fair or worse condition. • More than 40% of streets are in poor condition.

How Oregon Maintains and Preserves Its Transportation Systems

ODOT maintains and operates the highway system through more than 80 maintenance crews across Oregon. Crews range from fewer than five people to more than 20, supplemented by seasonal employees for winter maintenance. Crew size, expertise, fleet and equipment depend on the geography, traffic volumes and weather along the corridors they serve. ODOT employees perform daily maintenance, including cleaning, repairs and vegetation management and respond to incidents. Contractors typically remove graffiti and litter in the Portland metropolitan area.

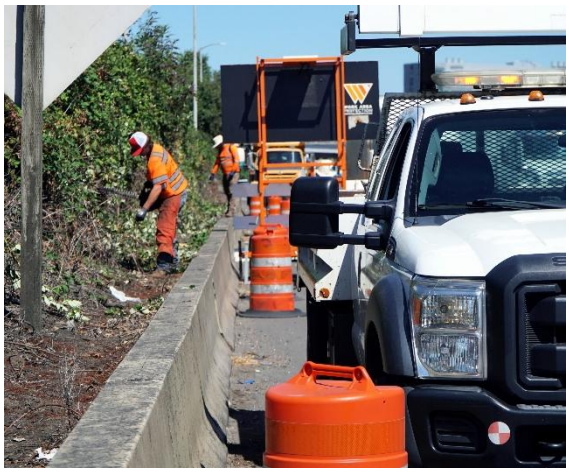


Figure 5 – ODOT crews perform daily and seasonal maintenance along state highway to ensure traveler safety. *Photo by Oregon Department of Transportation*

How Oregon Addresses Emergency Response

ODOT and counties use maintenance crews to prepare for, respond to and recover from emergencies, including wildfires and severe storms involving flooding and wind.

During wildfires, crews work with firefighters and local emergency services to manage road closures and traffic for fire suppression, community evacuations and protection of the highway system. After fires, maintenance crews assess conditions, remove trees and debris, replace damaged guardrails and signs and repair pavement. Fires also have long-term effects on slopes next to roads, causing years of more frequent rockfalls, landslides and debris flows through burned corridors. For example, ODOT continues to address seasonal debris flows along I-84 and U.S. 30 in the Columbia River Gorge because of damage from the 2017 Eagle Creek Fire.



Figure 6 – ODOT crews remove a downed tree following a storm to get the road open again. *Photo by Oregon Department of Transportation*

Severe storm events with flooding and wind often result in extended closures of local roads and state highways to address storm related damage such as downed trees and power lines, flood debris, rockfalls, landslides and embankment failures. State and local governments collaborate during storms to manage road closures and detours. Following storms, jurisdictions manage repairs and recovery using maintenance crews and local contractors. Recovery following emergency events is essential to support local communities and businesses.

Legislative Key Performance Measures for ODOT

Oregon's legislative key performance measure (KPM) calls for maintaining 85% of ODOT pavement in fair or better condition and 78% of ODOT bridges in not-distressed condition.



Figure 7 – Landslides can cause major pavement issues. *Photo by Oregon Department of Transportation*

- Today, 87% of ODOT pavement is in fair or better condition, but the figure has declined steadily since 2018 and is projected to fall below the target by 2030.
- Today, ODOT categorizes 77% of its bridges as not distressed. More than 60% of ODOT bridges are at least 50 years old and maintenance, preservation and replacement costs are increasing. Thirty-five bridges are in poor condition. At the current investment rate, bridge conditions will continue to decline and ODOT expects them to fall below the performance target by 2030.

Other Systems That Influence the Transportation System

Although federal requirements center asset condition inspections on bridges and pavement, other infrastructure is critical to safe and reliable transportation operations.

Stormwater Management and Treatment Systems

Stormwater management and treatment systems are essential for drainage and for limiting highway flooding and erosion. ODOT estimates that the state system has more than 40,000 culverts, but crews have inventoried and inspected only about half. Culvert failures close highways and, without maintenance, can cause larger landslides and embankment failures. The culvert program currently receives less than 10% of its estimated need. City and county drainage systems are in similar condition.

Signals, Fiber Optics and Intelligent Information Systems

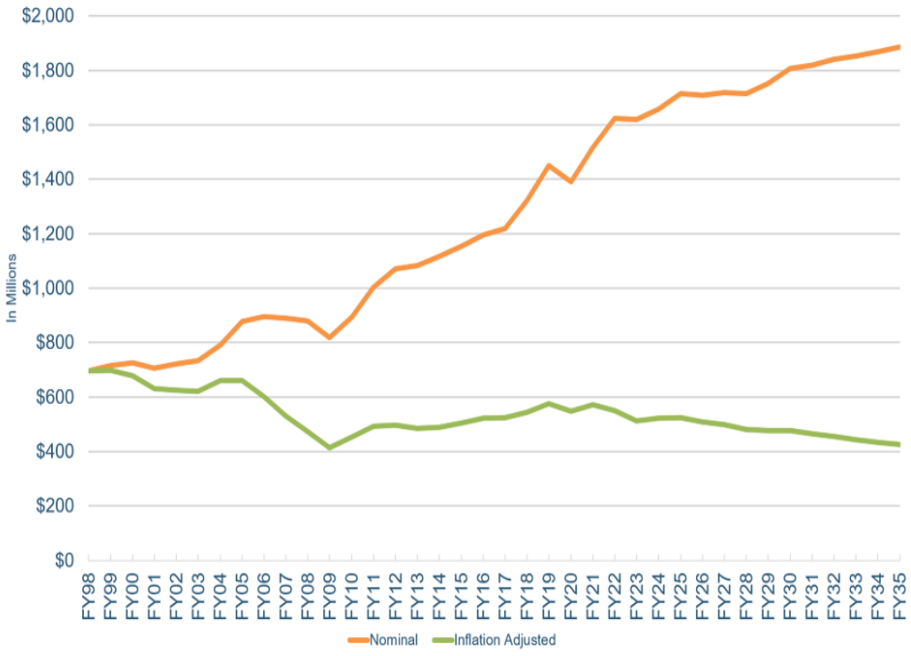
Signals, fiber optics and intelligent information systems are essential for the management of traffic operations and ensuring reliable and safe travel across the whole transportation system. Due to the sensitivity of electronic hardware and software, these signal systems are prone to becoming functionally obsolete within 10 years of installation. As signals age and software is unreliable, intersection signals are more likely to be out of service and in need of repair. These breakdowns result in congestion and system unreliability.

Funding and Programs

Oregon funds its transportation system primarily through the State Highway Fund (SHF), federal programs and local revenue sources. The SHF supports maintenance, operations, preservation and emergency response across state, city and county transportation systems.

- Since Oregon created the SHF in the early 1900s, the state has apportioned revenue among all jurisdictions to support a shared statewide transportation system.
- Starting in 1985, Oregon apportioned new SHF revenue 50% to ODOT, 30% to counties and 20% to cities.
- With exceptions, seven formulas distribute the SHF; the current overall average distribution is 56% to ODOT, 26% to counties and 18% to cities.

Figure 8 – SHF Revenue: Nominal and Inflation-Adjusted (in millions)



Source: Local Road and Street Finance Questionnaire Report, fiscal years 2021-2025.

Other funding sources include private contributions, such as cash donations, transfers of real property, construction of facilities and donated professional services and receipts for non-jurisdictional road or street work completed for other jurisdictions.

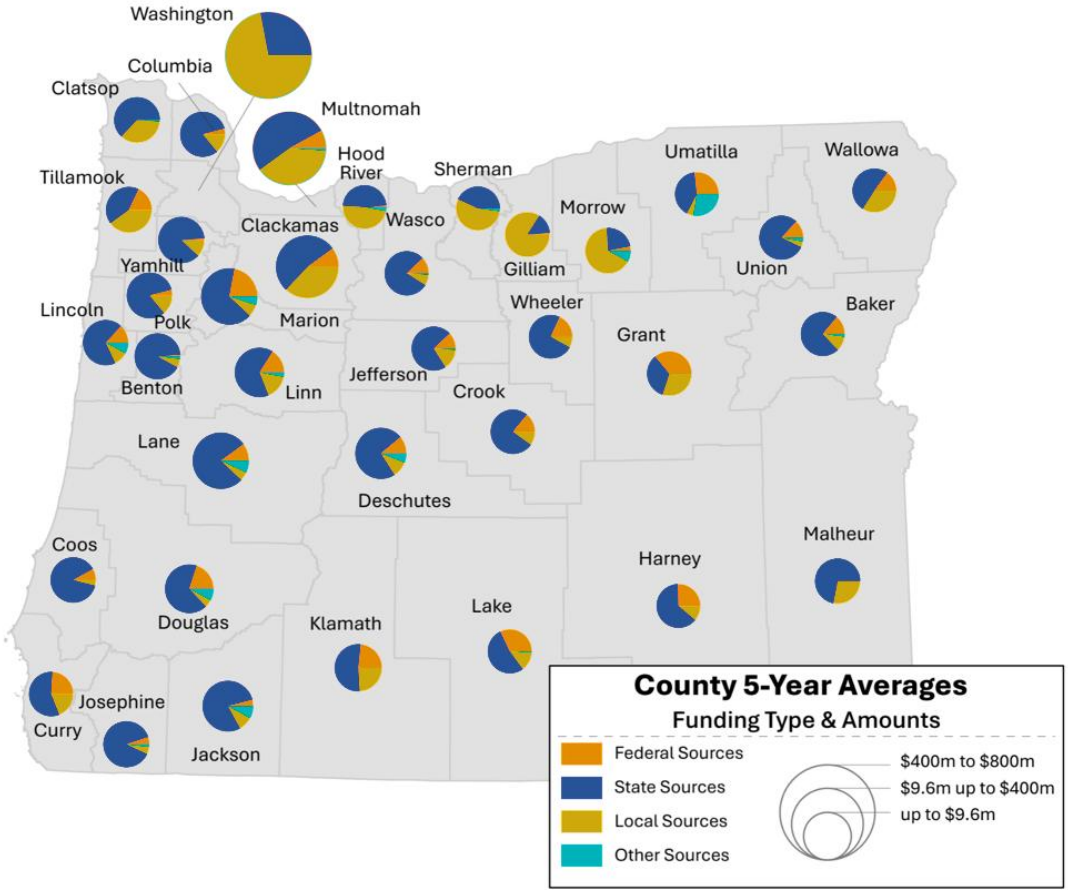
Inflation has dramatically eroded the value of transportation dollars; highway construction costs have nearly doubled since 2017. At the same time, SHF revenue has flattened and preventive maintenance needs have expanded as highway infrastructure has aged.

Table 4 – Revenue sources used at the state, county and city level.

	Revenue Sources
State	ODOT must pay for maintenance and operations exclusively with SHF revenue. The SHF also pays for emergency response, which the Federal Highway Administration (FHWA) or Federal Emergency Management Agency (FEMA) may reimburse. Federal reimbursement for qualifying emergencies can take years; meanwhile, existing budgets must cover the costs. A combination of federal funding and SHF revenue pays for capital projects that preserve asset conditions, including paving and bridge and culvert rehabilitation or replacement.
Counties and Cities	Cities and counties use SHF revenue for maintenance, operations and emergency response. Depending on the jurisdiction, local funding can include: • General fund or property tax revenue limited by Measures 5 and 50. • Local gas taxes, where adopted. • Transportation utility fees. • Franchise fees. • Local vehicle registration fees. • Federal grants and federal fund exchange. • U.S. Forest Service (USFS) forest timber receipts. Larger metropolitan cities and counties receive a greater share of revenue locally, while many rural counties and small cities rely almost exclusively on the SHF, often for 70% to 80% of their road budgets. • 47% of counties rely on the SHF for more than 80% of their operations and maintenance budgets. • Cities have additional revenue streams. For cities with populations over 5,000, local funding makes up nearly 66% of transportation budgets, SHF revenue makes up less than 25% and competitive federal and state funding makes up the remainder. Although some larger cities have raised local revenue more effectively, until recently they dedicated almost all of it to transportation system development projects. Cities have struggled to raise local revenue for maintenance projects and services.
Small Cities	With populations under 5,000. Some have no public works staff and in cities that do, those employees also manage streets. Receive limited SHF revenue under a population-based formula, ranging from less than $250 to just over $369,000 this fiscal year. With little other revenue and difficult budget conditions across city responsibilities, these cities invest little beyond operations and emergency response.

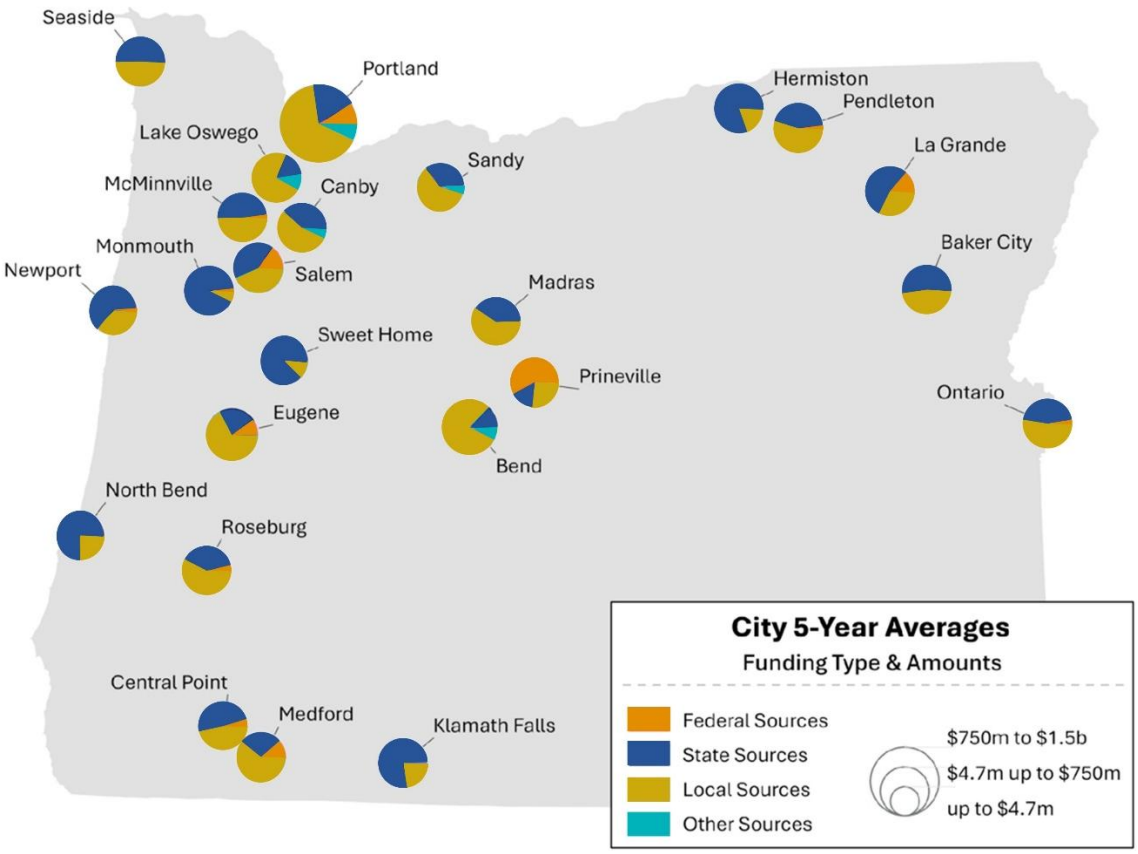
Medium Cities	With populations of 5,000 to 27,000, these cities are more likely to have dedicated street staff and many deliver projects with their own employees. SHF revenue ranges from $370,000 to $2.1 million. These cities are more likely to have tax bases that can support local revenue. The largest city in this category manages almost 70 street miles and state funds make up a smaller share of its budget than they do in smaller cities in this category.
Large Cities	As the top 10% by population in the state, tend to have their own transportation departments and more local funding, much like larger medium-sized cities. SHF revenue ranges from about $2.1 to $51 million. For the largest city, state funds make up about 17% of its transportation budget.

Figure 9 – Five-year average of all county transportation funding (not just maintenance and operations).



Other funding sources include private contributions, such as cash donations, transfers of real property, construction of facilities and donated professional services and receipts for non-jurisdictional road or street work completed for other jurisdictions. Data source: Local Road and Street Finance Questionnaire Report FY 2021-2025.

Figure 10 – Five-year average of all City transportation funding (not just maintenance and operations).



Other funding sources include private contributions, such as cash donations, transfers of real property, construction of facilities and donated professional services and receipts for non-jurisdictional road or street work completed for other jurisdictions. Data source: Local Road and Street Finance Questionnaire Report FY 2021-2025.

National Context

Because routine maintenance, like pothole repair and snow removal, is not eligible for federal-aid highway funding, ODOT, cities and counties must rely on state and local revenue sources to maintain existing roads. Successful state highway maintenance funding systems share many common characteristics:

- **Stable, predictable and sufficient revenue sources** - Successful states maintain consistent funding through indexed gas tax rates, vehicle fees and diversified transportation revenue streams that grow with costs and system needs.
- **Dedicated and protected maintenance funding** - Earmarked revenues ensure maintenance dollars cannot be diverted to other purposes, reducing political competition and supporting steady, long-term investment.

- **Distinct funding streams for maintenance, preservation and modernization needs** - Highway only trust funds and distinct revenue streams for capital versus maintenance help states avoid resource competition between modes or between preservation and expansion.
- **Prioritization of maintenance and preservation over expansion** - Successful states intentionally fund maintenance and rehabilitation first, limiting commitments to new capacity projects that can crowd out essential upkeep.
- **Realistic asset condition targets and investment strategies** - Transportation Asset Management Plans in high performing states align targets with available funding, network size and lifecycle realities to avoid setting goals that cannot be met with existing resources.
- **Strict limits on revenue diversion** - States that prohibit or tightly restrict transfers of transportation revenues to general funds maintain more stable and predictable maintenance budgets.
- **Efficient lifecycle and asset management practices** - Preventive maintenance, early intervention and lifecycle cost management reduce long term needs and slow system deterioration—key characteristics of states with low funding gaps.
- **Maintenance budgets scaled appropriately to network size and complexity** - High performing states consistently allocate planned expenditures at levels proportional to the size, age and demands of their roadway systems.[iii] [iv]

Although Oregon restricts highway trust fund spending on roads and related transportation uses, its financial performance indicates extremely high maintenance risk. Oregon ranks among the five most underfunded states, with insufficient dedicated revenue and maintenance budgets that do not scale with the network's age or complexity.[v]



Figure 11 – Crews install a new guard rail to keep drivers safe. *Photo by Oregon Department of Transportation*

Maintenance, Operations, Preservation and Emergency Response in Oregon Tomorrow

Scenario 1: No Additional Funding

Under Scenario 1, Oregon's transportation system enters a period of accelerating decline that communities, businesses and travelers will feel every day, in every part of the state.

Without significant new investment, Oregon's transportation system will experience accelerating deterioration with increasingly visible and harmful public impacts. Travelers will face:

- Rougher roads and increased wear and tear on their vehicles as a result.
- More frequent delays and detours as pavement conditions decline and unplanned closures rise, disrupting daily travel, emergency response and freight movement.
- Vegetation overgrowth will become more common, reducing sight distances, blocking critical signage and increasing wildfire risk along highway corridors.
- More litter and graffiti will accumulate due to reduced maintenance capacity, degrading the appearance of the system and contributing to public perceptions of neglect and disorder.
- Increased homeless encampments on ODOT right-of-way as maintenance and compliance resources become more strained, creating additional safety hazards for travelers and unhoused individuals while reducing the overall reliability and usability of the system.

Collectively, these impacts will make Oregon's transportation network less safe, less dependable and less visually appealing, challenging community expectations and undermining the economic and social vitality that a well-functioning transportation system supports. Household vehicle costs will rise by about $70/year by 2036; truck costs rise substantially. According to ODOT's recent Rough Roads Report update, by 2045, Oregon could lose roughly 5% of jobs and GDP due to declining system performance.

Oregon's aging bridges are deteriorating fast, driving more unplanned closures and load restrictions that block emergency vehicles and force freight onto costly detours. Without timely investment, these impacts will escalate, weakening community connections, slowing commerce and increasing long-term costs as the system grows more vulnerable to failure.

Bridges and pavement are designed and constructed for different life cycles. Pavement typically requires replacement more often than bridges – generally every 20 years. Without additional funding, maintenance crews will no longer have the resources to proactively care for the existing pavement to repair cracking, manage drainage to prevent deterioration and prolong its life.

All Maintenance & Operations Activities Will be Reduced

Under Scenario 1, current inflation, staffing reductions and aging infrastructure would accelerate the deterioration of pavement and other assets. Aging vehicles and equipment, reduced material supplies and fewer employees would sharply reduce the maintenance, incident-response and emergency-response services that state, county and city crews can provide. These constraints also would increase risks for workers who must respond with fewer resources.

- **Maintenance services will be severely cut back**. As a result, communities and travelers will experience less incident response, frequent and longer road closures, longer periods of time to recover, delays completing repairs and reopening roads especially from wildfire and severe storm impacts and further decline in road conditions.
- **ODOT will reduce maintenance and project delivery services** by $108M in the 2027-29 biennium. This reduction will result in eliminating over 300 maintenance and engineering positions including about 175 maintenance layoffs, as well as over $30 million cut to supplies, materials and contract services (the other 125 positions are currently vacant).
- **State, county and city transportation agencies will shift heavily toward reactive maintenance, addressing only the most urgent failures as they occur.** The most severe outcome of this reduction will be an inability to provide routine, proactive maintenance – particularly on smaller volume, rural highways and local streets.
- **All roads will see a reduction in maintenance level of service.** The lowest tier routes will see a precipitous drop in winter levels of service – which means less frequent plowing – and will result in communities potentially being isolated during the worst storms.



Figure 12 – The view from a snowplow driver's window. Winter Tier 1 Priority Routes will be prioritized under Scenario 1. *Photo by Oregon Department of Transportation*

In this scenario, the following will continue:

- Emergency response but closures may be extended.

- Incident management but closures may be extended.
- Winter operations on primary corridors only.
- ODOT maintenance and preservation of Tier 1 Fix-It Corridors (I-5, I-84, I-205, US 97, OR 58) and counties and cities, preserving and maintaining arterials/collector streets and roads.
- Safety-critical repairs (i.e. stop signs, signals, existing guardrail and pavement marking; vegetation management / control).
- Meeting essential regulatory commitments.



LEVEL OF SERVICE	RESOURCE ALLOCATIONS					ROAD CONDITION	
	Overtime	Service Hours	Pretreat/Anti-Ice	De-Ice	Abrasives	Accumulation	Closure
Level of Service A	expected during storm may be used after storm	continuous during storm	where appropriate	where appropriate	where appropriate	bare pavement as soon as practical	open as soon as practical
Level of Service B	may be used	continuous during storm; may be gaps between shifts	trouble spots	limited treatment of roadway	where appropriate	patches of ice, slush, packed snow; bare pavement as soon as practical	open as soon as practical
Level of Service C	minimized	regular shifts; only daylight shifts if resources are limited	trouble spots	limited treatment of trouble spots	trouble spots	snow and ice accumulate regularly during storm	limited duration
Level of Service D	generally not used	regular shifts; only daylight shifts if resources are limited	generally not	generally not	trouble spots when resources become available	snow and ice accumulate regularly	frequently and/or for extended periods
Level of Service E	not used	daylight shifts if resources are available	generally not	generally not	generally not	generally plowed once when resources available	routinely for extended periods or seasonally

Figure 12 – ODOT's levels of service for highways throughout Oregon during the winter (2026).

Continuing to Prioritize Safety on Tier 1 Priority Routes

ODOT will concentrate on preserving and maintaining Tier 1 priority routes and key interstate corridors, including I-5, I-84, I-205, U.S. 97 and Oregon 58. Maintenance will be limited to work needed to keep these corridors safe and operational. ODOT will focus emergency response and incident management on life-safety situations and major events affecting Tier 1 corridors. Limited response capacity may delay or prevent support for lower-priority routes.

Safety critical repairs will be performed as needed to maintain fundamental transportation system functionality. This includes:

- Addressing issues affecting stop signs, traffic signals, existing guardrail and pavement markings to ensure basic operational safety.
- Managing vegetation only as necessary to preserve sight distance, maintain roadside safety and prevent hazards, with noncritical vegetation control deferred until adequate funding is restored.
- Restricting winter operations to primary corridors where continuity of travel is essential for the movement of people, goods and emergency services. Snow and ice control on secondary routes will be significantly reduced or discontinued. ODOT's Levels of Service for winter operations will drop across the state and no routes will receive Service Level A.

ODOT will continue to meet essential federal regulatory commitments, including required work related to Americans with Disabilities Act (ADA) accessibility and environmental regulations to remain compliant with federal and state mandates.

Impacts on People Traveling off Tier 1 Priority Routes

People traveling on roads outside major corridors will encounter more emergency closures and longer detours, especially in rural areas where roads wash out or fail. More bridges will require weight restrictions, forcing people to haul freight and agricultural products onto longer, slower routes.

Winter travel will become more hazardous. Interstates will no longer receive Level A service, plowing and treatment will decline and lower-volume routes will receive little or no winter maintenance. Faded or missing striping also will reduce visibility, especially at night and in poor weather.

- **Counties** estimate $834 million in annual unmet needs based on the county roads needs study. Under baseline funding, they expect to lose chip-seal and overlay work on thousands of road miles.
- **Cities—large, medium and small**—estimate over $600M annually in unmet needs resulting in significantly degraded conditions. Large- and medium-sized cities, who are more likely to have dedicated street employees, will likely see skilled workforce reductions in the next few years if no additional investments are made (pending city council budget decisions).

- **Residential neighborhoods** see almost no pavement maintenance, leading to rough roads, plugged storm drains and slower emergency response times. Signals and streetlights remain functional only at the most basic level. Improvements to pedestrian crossings, ADA ramps, or safety-focused capital projects—would nearly all be canceled or indefinitely deferred.

Pavement Conditions Will Degrade More Rapidly

Similarly with reduced proactive maintenance on bridges, pavement conditions will deteriorate faster and the risk of load ratings, failures and closures will rise.

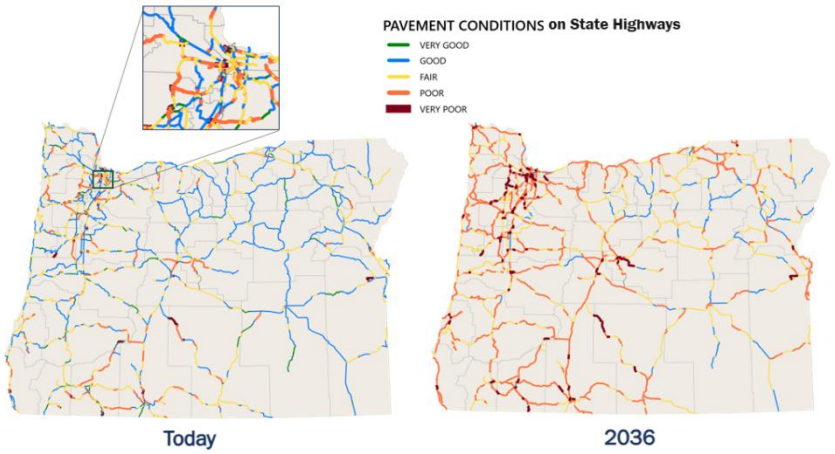


Figure 13 – The decline of pavement conditions on state highways will be more rapid under Scenario 1; resulting in more roads moving from good or very good (blue) to poor or very poor (red).

- **Pavement will degrade more rapidly without ongoing, proactive maintenance and investment** – more ruts, potholes and gravel, fading pavement markings and signage, less frequent replacement of guardrail. Edge line striping on the lowest volume highways will no longer be maintained.
- **ODOT will close the eight ODOT-managed and maintained rest areas across Oregon.** These closures will further reduce an already insufficient amount of available truck parking and will not only make travel less reliable but will also reduce safety across Oregon.
- **Cities** will also face maintenance backlogs with worsening pavement, signals, bridges and streetlighting. The incidents of harm to workers and commuters will substantially increase. Smaller cities will continue to lose ground on their ability to save for basic signs and stripping. Additional staffing reductions are likely unavoidable.
- **Residential (local streets)** will largely go unmaintained.

Emergency Response

In the absence of regular maintenance of ditches, culverts, stormwater systems, the frequency of culvert and embankment failures will increase.

With less frequent removal of hazardous trees, vegetation management and rock slopes there will be more frequent closures due to debris and downed power lines during storms and longer duration closures to recover from events. This will lead to coast range and coastal communities becoming more frequently isolated during and following severe winter storms.

Additional Funding Needs

The following section describes two future funding scenarios for Oregon's maintenance, preservation, operations and emergency response budgets.

Local government transportation department budgeting decisions are the responsibility of local elected officials. These scenarios were created by staff based on statewide data, assumptions and high-level reflections – actual impacts and outcomes across scenarios will vary by jurisdiction.

Scenario 2: Sustain Services

Scenario 2 would increase funding by 5.3% annually to keep pace with average annual inflation. Applying that increase to existing SHF revenue allocated to maintenance and preservation would provide an average annual increase in funding of $236 million each year for ODOT and a proportional amount for cities and counties. *(Note: Due to annual inflationary pressures, more funding will be needed in 2037 than in 2028, but this figure is the average amount needed over the 10-year period.)*

At this funding level Oregonians will see a continuation of existing conditions and declining performance. This scenario allows ODOT, cities and counties to continue the current level of maintenance services while asset conditions continue to decline. Adjusting funding to keep up with inflation will not address decades of deferred needs, or rising fleet, materials and labor costs. The result is a system that still declines, just more slowly. This scenario also does not address the backlog of repairs to fleet, equipment and facilities across the state, counties and cities.

Objective

- Sustain current maintenance service levels while the aging system, its pavement and bridges continue to deteriorate slowly since additional resources would not be provided to reverse declining pavement and bridge conditions.

Outcome

- Scenario 2 slows the rate of decline but does not stop it. Compared with Scenario 1, travelers would notice incremental improvements, but the changes would not transform the system.
- **ODOT can maintain Tier 1 and Tier 2 routes more reliably, reducing the worst deterioration** on major corridors such as I-5, I-205, US 97 and I-84. Roads in these areas remain passable and generally safe.
    - However, rough pavement persists, especially across Tier 3 and 4 corridors, which represent most of the system.
    - Freight haulers still face weight-restricted bridges and degraded county roads.

- **ODOT will meet essential regulatory responsibilities**, but non-essential modernization continues to stall. Travelers should not expect smoother roads on lower-tier highways or improved travel times.
    - Preventative work will resume in some locations, but the backlog remains overwhelming. The system will feel increasingly worn: more potholes, fewer modern signals, slower storm cleanup and continued localized flooding. Travel will become rougher, less reliable and more costly for vehicle owners due to wear and tear.
- **Large and medium population cities and counties regain some ability to perform limited preventative maintenance** compared to Scenario 1; particularly on busy collector and arterial streets, slowing pavement decline and preventing complete collapse of the most important routes. Some streetlights, signals and bridge repairs occur.
    - But cities and counties cannot reverse decline: assets already in poor condition remain poor, residential streets receive minimal attention and most capital improvements are still postponed or canceled.
    - Workforce reductions are pushed out a few years.
    - More than 3,600 miles of county roads deteriorate beyond repair even under this scenario.
- **Small counties and cities see almost no meaningful improvement**—maybe a small amount of added patching or striping—but overall conditions remain unsafe for walking, biking and driving.
- **Emergency event response and recovery** – such as severe storms and wildfires – continues at today's levels and draws resources away from preventative measures and proactive work.



Figure 13 – Recovering from landslides or storm events will continue at today's levels under Scenario 2. *Photo by Oregon Department of Transportation*

Scenario 3: Critical Investments

Scenario 3 would increase existing SHF revenue allocated to maintenance and preservation by 20%, then increase that funding by 5.3% annually to keep pace with average annual inflation. The scenario would provide an average annual increase in funding of $439 million for ODOT and for a proportional amount for cities and counties combined. *(Note: Due to annual inflationary pressures, more funding will be needed in 2037 than in 2028, but this figure is the average amount needed over the 10-year period.)*

Scenario 3 would not address the full scale of maintenance and preservation needs across the state or in cities and counties. Its funding levels would sustain existing service levels and support critical proactive maintenance across a larger share of the network. Asset conditions would continue to decline overall, but at a slower rate.

Objective

While still not meeting all needs statewide, this scenario does improve outcomes for travelers, safety and reliability.

The transportation system feels more stable, safer and more predictable. Roads are cleaner, striping is more visible and emergency closures drop. Investments in technology help agencies better manage incidents and communicate with travelers. While some problems persist, especially on the lowest-priority routes, the public experiences fewer disruptions, less vehicle damage and more trustworthy travel times.

Scenario 3 represents a meaningful shift to integrating more proactive maintenance on a much larger portion of the network. Scenario 3 invests in proactive maintenance including:

- Pavement patching.
- Pavement repairs on low volume roads.
- Maintenance and monitoring of unstable rock slopes and landslides.
- Maintenance and operations of stormwater and drainage facilities.
- Culvert cleaning and repair.
- Graffiti, litter, camps and vandalism.



Figure 14 – Scenario 3 would allow for investments to work zone safety, since crashes can injure or kill workers and the traveling public. Thankfully, this ODOT vehicle had no one inside when it was struck in a work zone. *Photo by Oregon Department of Transportation*

Outcome

Scenario 3 would allow ODOT to expand investment in pavement, bridge, culvert and signal preservation. However, there are limited to no opportunities for modernization projects.

- **ODOT would extend pavement preservation beyond Tier 1 routes to cover more Tier 2 routes** and some Tier 3 routes, producing smoother pavement, fewer potholes, clearer striping and fewer closures through preventive work.
- **Bridge investment would remain limited**, but annual funding would increase by 30%, restoring the pace of bridge replacement to three per year and providing more funding for rehabilitation and

major maintenance. The additional funding would advance replacement of aging, at-risk and often load-restricted timber bridges.

- **Culvert funding will increase by 30%**, supporting roughly one additional rehabilitation or replacement project every other year.
- **ODOT could replace a limited number of aging signals,** improving traveler information, incident detection and corridor flow.
- **Counties and cities** can address roughly 1/3 of the annual backlog.
- **Counties see gains, but the needs still exceed resources** and some degraded miles will see no safety treatments, e.g. painting / striping. There will be over 2,400 miles of chip seals and more than 650 miles of overlays.
- **Small cities see limited buying power with state investments.** They will gain enough funding to complete modest but meaningful improvements, such as paving a block, replacing faded stop bars or completing minor safety upgrades.
- **Large and medium-sized cities see improvements:**
  - More overlays on busy streets.
  - Increased preventative maintenance on arterials and some residential streets.
  - Better signal operations and streetlighting.
  - Faster response to community safety concerns.
  - Cleaner storm systems and fewer plugged drains.
- **Travelers will experience smoother routes, better visibility, fewer unexpected closures and more reliable emergency response.** Some areas still could not restore service levels that existed before prior cuts, but decline would slow significantly and stop in some corridors. These changes would measurably improve everyday travel for residents and visitors.
- **The Oregon Travel Information Council-managed rest areas** will see facilities and infrastructure to provide increased functionality for users, meeting ADA requirements, replacing outdated utilities and replacing pavement.
- **ODOT's Incident Response capabilities will be expanded** to provide more resources on I-84 including in central and eastern Oregon and in communities beyond the interstate system.
- **Investment in innovative work zone safety equipment, tools and training** to improve work zone safety for travelers and maintenance crews.

Meeting Full Need

While the Scenario 3 funding-levels reflect an additional $439 million annually for ODOT – and an equal amount for cities and counties combined - this increase does not address the full need to bring existing transportation infrastructure to a state of good repair.

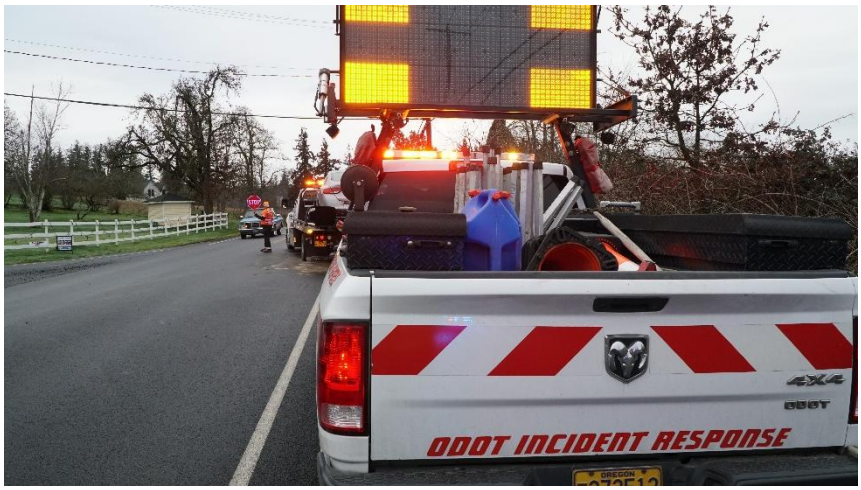


Figure 15 – ODOT's incident response team helps direct traffic and keep the roadway open. *Photo by Oregon Department of Transportation*

Based on analysis completed in 2024, ODOT estimates that the cost for state-owned infrastructure to be in a state of good repair is roughly $1.2 billion annually. The League of Oregon Cities estimates a $600 million annual need across Oregon cities. The Association of Counties estimates an $800 million annual need across Oregon counties.

All city and county transportation agencies consider safety and cost efficiencies in addressing transportation needs across their jurisdictions while weighing impact to residents. While the needs and scale range dramatically, no city or county in Oregon has sufficient revenue to build and sustain a multimodal system that meets the needs of all residents. Medium and large jurisdictions primarily focus on road usage and connections to the broader transportation system when prioritizing limited funding. For most small jurisdictions, meeting basic safety needs is a challenge (even with the proposed funding increases).

Assuming a 5.3% inflation rate between 2024 and 2027, Oregon's transportation funding needs grow substantially beyond the original 2024 estimates.

The statewide need identified in 2024—$1.2 billion annually for the state, plus $600 million for cities and $800 million for counties—would require roughly an additional 16–17% in funding by 2027 just to maintain the same buying power, widening the investment gap.

Policies, Regulations or Other Efficiencies

Since the condition of Oregon's roadway assets is critical for the function and operations of all modes across the transportation system, amplifying the existing "fix it first" policy to emphasize prioritizing investment in maintenance, operations and preservation of the existing state and local transportation systems is critically important.

Putting state-provided funding for maintenance of the existing transportation assets ahead of legislative action towards large scale modernization or system expansion provides a safe system for communities and the economic vitality of Oregon.

Efficiencies in the Transportation System

To improve the connection between maintenance work, asset condition management and priority investments, there is need to modernize both the maintenance management system and asset management software at ODOT.

Establishing tools for the state, counties and cities to work collaboratively to more efficiently deliver maintenance and preservation of the system is valuable to serve smaller communities and can mirror the cross-jurisdictional approach that is taken during emergency events. This could allow resources to be pooled to address critical maintenance and safety issues, utilizing state funding.

Additionally, the Governor's *2026 Plan for a Resilient Oregon* is advancing the following strategies that related to asset management and preventative maintenance:

- Develop data-sharing agreements among agencies and with the Association of Oregon Counties and Oregon Enterprise Information Systems that enable use of infrastructure asset data for resilience planning and emergency response.
- Adopt a computerized maintenance management system at ODOT to support preventative maintenance.
- Invest in the data, tools and capabilities needed to strengthen asset management for the state highway system, identify critical risks and inform investment priorities.

Creating Accountability in the Transportation System



Figure 16 – An ODOT employee helps direct a person cycling to another route after a roadway was closed due to downed trees. *Photo by Oregon Department of Transportation*

Accountability for maintenance, operations and preservation should focus on clear outcomes, transparent reporting and shared roles across the system. For maintenance and preservation, Oregon already tracks and reports on core asset conditions and is held accountable through the audit function of the Secretary of State's office and ODOT Internal audits division. Specific examples include, but are not limited to, the following:

- Legislatively directed cycle of audits by the Secretary of State.
- Annual audits by ODOT independent auditors.
- State and Federal bridge and pavement condition reporting requirements.
- State and Federal Performance Measures.
- Federally required Transportation Asset Management Plan.

Oregon law requires that local governments maintain separate funds to hold revenues dedicated to roads (ORS 368.705, 373.240). These funds are held to the same constitutional restrictions as the SHF (Oregon Constitution Article IX, Section 3a). Local governments are required to maintain complete cost accounting for all road work and are held to the least-cost policy for public improvements (ORS 279C.305). State law also requires the county road official to maintain complete and accurate cost accounting for all road department work (ORS 368.051) and directs cities to segregate and track their gas tax and road expenditures in a "state tax street fund" (ORS 366.815).

Importantly, each city and county must biannually report to ODOT the condition of their paved federal aid roads and bridges over 20 feet (ORS 184.657) to receive SHF resources. All 36 counties and any cities with a population greater than 5000 complete an annual comprehensive survey detailing every aspect of their road revenue and expenditures to meet both state and federal reporting requirements. State law (ORS 366.774, 366.790) specifically requires reporting on the use of local, state and federal funds for administration, bicycle paths, construction and expansion, operations and maintenance, payments to other governments, repair and preservation and all other payments. Reports are submitted to the legislature and the data is available on ODOT's Transparency, Accountability and Performance (TAP) website.

Proposed Accountability Measures

The proposed accountability measures would strengthen the existing framework by linking performance measures directly to public impacts.

- Measures could include the number and average duration of winter pass closures, incident-response times on priority corridors and the percentage of lane-miles that meet service targets. Agencies would publish the results on public dashboards.
- While ODOT conducts consistent cycles of inspection, analysis and reporting on pavement and bridge conditions, there is an absence of consistent tracking and reporting on asset conditions across cities and counties. Additionally, there is no standard of practice for tracking and reporting on conditions of other assets statewide.
- ODOT, counties and cities would benefit from a consistent schedule and method for assessing and reporting asset conditions. To measure and report those conditions consistently, agencies also would need funding for appropriate asset-management tools.

Accountability is also anchored to the Oregon Transportation Commission's oversight and the proximity of city councils' and county commissions' to constituents, while the Legislature's funding decisions set feasible service level targets.

- Together these roles should align with the existing Oregon Transportation Plan "fix-it first" policy that can be implemented through ODOT's new Capital Investment Plan (CIP). The 2027-2037 CIP emphasizes selection of projects to prioritize asset conditions on priority Fix-It Corridor tiers and achieving asset condition and safety outcomes.
- This 10-year portfolio development and management practice is first being implemented in 2026 so establishing reporting practices, measurement of outcomes and other accountability tools is progressing and will be realized with time.
- Other state legislatures are more prescriptive than Oregon in designating state highway funds for specific maintenance and preservation uses for the state, counties and cities. Prescribing how SHF dollars are spent on maintenance and preservation would force more disciplined tracking and reporting on outcomes. There are tradeoffs in that prescriptive practice.
- Identify an alternative, dedicated funding source for homeless camp, graffiti and litter related clean-up to address these needs outside of existing SHF maintenance budgets. This funding can be used by ODOT and local jurisdictions to provide contracting services for clean-up and safety on public infrastructure.

Overall Recommendations

The condition of ODOT, county and city roads directly impact statewide and local economies, as well as community health and welfare.

Scenario 3 Represents the Minimum Investment to Sustain Oregon's Transportation System

Scenario 3 funding levels will help stabilize conditions, restore some proactive maintenance and preservation, reduce long-term costs and prevent catastrophic failures.

Scenario 3 represents the minimum investment described in this memo for sustaining the statewide transportation system Oregonians expect, but it would provide very limited opportunities for modernization and would not eliminate the maintenance and preservation backlog.

Continuing to underfund and defer roadway maintenance increases risks to travelers and communities across the state. Establishing a long-term, diverse and durable funding strategy to ensure continued maintenance and operations, road conditions that are fair or better and resources for timely response and recovery in emergencies are critical to the safety and health of Oregon communities and businesses.

Economic Vitality

Reductions in levels of service – from incident response to debris removal to winter maintenance like snowplowing – reduces safety for travelers, freight operations, emergency response and travel time reliability. These things all contribute to the financial vitality of Oregon.

Freight, transit and other transportation modes rely on a comprehensive transportation system that is in fair or better condition and unconstrained by load restrictions or unexpected closures. If we cannot afford to maintain, operate and preserve the roadways across the state, investments in other aspects of transportation are at best well-intentioned but ill-advised.

Subgroup Members

ODOT and the Governor's Office would like to thank the Maintenance, Operations, Preservation and Emergency Response Subgroup for dedicating their time and expertise to this memo.

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Appendix: Fix-It Corridors

Tier	Route	Section Description	Hwy No.	BMP	EMP
1	I-5	I-5 from WA to OR58	1	188	308.38
1	I-84	I-84 from Portland to US730	2	0	168
1	I-5	I-5 from OR58 to CA	1	0	188
1	I-84	I-84 from US730 to ID	6	167.58	378.01
1	US97	US97 from Madras to CA	4	92	291.73
1	US97	US 97 from WA to US197	42	-0.43	68.66
1	US97	US97 from Madras to US197	4	67.17	92
1	I-82	All of I-82	70	0	11.21
1	I-205	All of I-205	64	0	26.2
1	OR58	All of OR58	18	0	86.45
2	US26	US26 from Portland to OR35	26	14.22	57.2
2	US26	US26 from OR35 to Madras	53	57.45	117.71
2	US20	US20 from Bend to ID	7	0.51	258.17
2	OR201	OR201 US20 to I-84	455	25.17	31.79
2	US20	US20 in Bend	17	19.82	20.99
2	US30	US30 from Portland to Astoria	92	0.95	99.34
2	99W	99W from I-5 to Newberg	91	7	22.05
2	OR18	OR18 Newberg Bypass	39	55.48	60.88
2	99W	99W Bypass to OR18	91	26.62	29.8
2	OR18	OR18 from 99W to US101	39	-0.22	52.71
2	OR38	OR38 from I-5 to Reedsport	45	0	57.13
2	US101	US101 from Astoria to Seaside	9	0	25
2	US101	US101 from Lincoln City to Newport	9	105	141
2	US101	US101 from Reedsport to Coos Bay	9	211	239
2	US101	US101 from Lincoln City to Tillamook	9	64	105
2	US101	US101 from Reedsport to Florance	9	187	211
2	US26	US26 Portland to Seaside	47	-0.1	73.97
2	US20	US20 Corvallis to US101	33	0	56.8
2	OR34	OR34 Corvallis to I-5	210	-0.1	10.04
2	OR34	OR34 Corvallis Harrison Bridge	210	0.03	0.32
2	US101	US101 Coos Bay to OR42	9	239	245
2	US101	US101 OR42 to CA	9	245	363.11
2	I-405	All of I-405	61	-0.04	4.21
2	I-105	I-105 and OR126 Eugene Springfield	227	0	9.97
2	OR217	OR217	144	0	7.52
2	OR126	OR126 /OR 596 Eugene	69	0	13
3	OR22	OR22 Salem to Santiam Junction	162	1.17	81.81

3	US20	US20 Sisters to Santiam Junction	16	71.52	100.12
3	OR126	US20 Sisters	15	92.03	93.07
3	US20	US20 Bend to Sisters	17	0	19.82
3	US199	US199 Grants Pass to CA	25	-2.74	41.69
3	OR212	OR212 I205 to OR224	171	4.9	8.22
3	OR212	OR212 OR224 to US26	174	0.03	8.78
3	OR224	OR224 in Clackamas	75	4.11	6.26
3	OR224	OR224 in Milwaukie	171	0.1	4.36
3	OR99E	Portland to Oregon City	81	1.45	11.73
3	OR8	OR8 Beaverton to Forest Grove	29	0.05	20
3	US30BYP	US30BYP in Portland	123	0	5.33
3	OR22	OR22 in Salem	72	4.93	8.48
3	OR22	OR22 Salem to OR18	30	0	27
3	OR22	OR22 Salem Barion Street Bridge	30	26.07	26.18
3	US126	US126 Eugene to US101	62	0.02	52.69
3	OR42	OR42 I5 to US101	35	0	77.2
3	US101	US101 Seaside to Tillamook	9	25	64
3	US101	US101 Newport to Florance	9	141	187
3	US26	US26 Portland	26	1	9.96
3	OR43	Portland to I-205	3	0	11.17
3	OR99E	OR99E Salem Parkway	72	0	4.93
3	OR34	OR34 I-5 to Lebanon	210	10.04	18.13
3	US20	US20 Lebanon to Sweet Home	16	12.8	30
3	OR140	OR140 Klamath Falls to White City	270	-8.15	68.73
3	US395	US395 I84 to WA	54	0.04	12.9
3	US730	US730 WS to I82	2	185	203.28
3	US730	US730 from I-84 to I-82	2	167.87	185
3	OR35	OR35 Hood River to US26	26	57.2	101.82
3	OR62	OR62 in Medford	22	0.46	6.03
3	OR6	OR6 Tillamook to US26	37	0	51.62
3	OR126	OR126MainSt_Springfield	15	6.24	8.82
3	OR126	OR126 Springfield to OR242	15	8.82	54.97
3	OR99W	OR99W McMinnville to Corvallis	91	39.24	88
3	OR99W	OR99W Corvallis	91	82.64	82.83
3	OR99W	OR99W Corvallis to Eugene	91	88	118.57
3	US95	CA to ID	456	0	121.36
3	OR126	OR126 US20 to OR242	215	0	19.81
4	OR47	OR47 Banks to Forest Grove	102	80.83	90.64
4	Hwy127	Cornelius Pass	127	0	7.85
4	US97BUS	US97BUS in Klamath Falls	50	-6.87	-2.24
4	OR39	OR39 in Klamath Falls	20	3.28	5.53
4	OR140	OR140 in Klamath Falls Hwy424	424	0	5.97

4	OR11	I-84 to WA	8	-1.77	35.32
4	US30	US30 Pendleton Hwy67	67	-0.03	6.6
4	OR331	OR331 in Umatilla	331	0	4.84
4	OR82	Joseph to I-84	10	0.98	71.41
4	US126	US126 Redmond to Prineville	41	0.22	19
4	OR140	OR140 Klamath Falls to Lakeview	20	5.55	96.37
4	OR126	OR126 Sisters to Redmond	15	93.07	112.03
4	US26	US26 Madras to Prineville	360	0.09	26.28
4	OR99E	OR99E and US20 in Albany	58	0	2.43
4	US20	US20 Corvallis to Albany	31	0.1	11.28
4	OR132	OR132 Delta Hwy in Eugene	132	0	2.39
4	US395	US395 Pendleton to Mt. Vernon	28	0.08	120.51
4	Hwy28	Hwy28 Pendleton	28	0.05	1.59
4	US395	US395 Burns to John Day	48	0	67.61
4	US395	US395 US20 to OR31	49	0.01	90.02
4	US395	US395 CA to OR31	19	120.5	157.73
4	US26	US26 Prineville to Fossil Beds	41	18.15	98.36
4	US26	US26 JohnDay to ID	5	124	278.21
4	OR78	OR78 US95 to US20	442	0	91.6
4	OR39	OR39 Klamath Falls to Merrill	50	0	16.51
4	OR39	OR39 Merrill to CA	426	16.51	18.93

Additional Resources

Bridge and Pavement Condition Reporting for All Jurisdictions

State Bridge Conditions:
www.oregon.gov/odot/Bridge/Documents/W00084574_ODOT_Bridge%20Report_2026.pdf

State Pavement Conditions:
www.oregon.gov/odot/Construction/Documents/Pavement/2024_condition_report_maps.pdf

County and city pavement and bridge conditions — federal-aid facilities only: Oregon Department of Transportation : City and County Pavement and Bridge Condition : Transparency, Accountability and Performance : State of Oregon

Bridge-condition maps and data are available through ODOT's Bridge Conditions map and its City and County Pavement and Bridge Condition webpage.

Legislative Key Performance Measures

www.oregon.gov/odot/PerformMang/One%20pagers/Pavement%20Condition%20One%20pager.pdf

www.oregon.gov/odot/PerformMang/One%20pagers/Bridge%20Condition%20One%20pager.pdf

ODOT's Transparency, Accountability and Performance (TAP) website.

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[i] Oregon Climate Service – Stormwater Presentation (2026)

[ii] Climate Adaption & Resilience Roadmap

[iii] Emma Wei, Eli Gullett & David Draine, *How Large Are States' Budget Shortfalls for Roadway Maintenance?*, The Pew Charitable Trusts (July 28, 2026), https://www.pew.org/en/research-and-analysis/articles/2026/07/28/how-large-are-states-budget-shortfalls-for-roadway-maintenance.

[iv] Kim, J. (2025). Funding Mechanisms for State Road Maintenance. *Public Works Management & Policy*, *30*(1), 12-35. https://doi.org/10.1177/1087724X241287493

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