

Rebuilding Our Transportation Vision Workgroup

Meeting 1 Summary

The meeting was held in-person on Friday, May 1, 2026, from 9 a.m. to 12:30 p.m. in Salem, as well as being streamed live on [YouTube](#). The meeting recording, materials, and transcript are available at [Rebuilding Our Transportation Vision Workgroup](#).

The Rebuilding our Transportation Vision Workgroup met for the first time to review the Governor's charge for the Workgroup, understand the final report delivery, review existing conditions to ensure the entire group has a shared understanding of the current situation and problems to solve, and to confirm the Workgroup's charter.

Attendees

Members

Grace Crunican – Co-Chair, former Director of Oregon Department of Transportation and former General Manager of San Francisco Bay Area Rapid Transit District

Bruce Hanna – Co-Chair, former Oregon State Representative, House District 7 and CEO of Coca-Cola Bottling Company

Ted Aadland, member of ODOT Continuous Improvement Advisory Committee, former president of Associated General Contractors

Julie Brown, Chair of Oregon Transportation Commission and General Manager of Rogue Valley Transportation District

Gale Castillo, Co-owner of Brown Castillo, LLC

Dan Dorrان, Umatilla County Commissioner, Chair of North East Area Commission on Transportation, Co-chair of Association of Oregon Counties Transportation and Community Development Subcommittee

Tyler Frisbee, Director of Institute of Metropolitan Studies at Portland State University and District 4 TriMet Board member

Jeff Gritz, Business Manager of Laborers' International Union of North America (LIUNA) Oregon and Southern Idaho

Patrick Nofield, Chair and co-founder of Escape Lodging Company

Lisa Sumption, Interim Director of Oregon Department of Transportation (*non-voting*)

Absent

Jim Trett, former Mayor of Detroit and former President of Oregon Mayors Association

Chris Hagerbaumer, Executive Director of OpenAQ

Staff

Governor Tina Kotek

Kelly Brooks, Office of the Governor

Susan Peithman, Amanda Pietz, Tova Peltz and Travis Brouwer, ODOT

Nicole Stingham, League of Oregon Cities

Mallorie Roberts, Association of Oregon Counties

Brandy Steffen, JLA Public Involvement

Public

Approximately 122 people watched the meeting via [livestream](#) during the start of the meeting.

KATU 2, Oregon Capital Chronicle, and the Statesman Journal were in attendance

Summary

Welcome and Charge

The co-chairs welcomed the Workgroup to the first meeting. The Workgroup members provided brief introductions. The co-chairs reminded the group that the presentation and other materials will be provided for them following the meeting.

Work Done to Date

Kelly Brooks reminded the group that they are involved today because they are slightly removed from the process and their high-level view of transportation is valuable to the process.

Members raised the following questions and comments:

- What else was proposed in House Bill 2025 beyond funding?
 - The focus was on getting back to basics with a focus on maintenance projects and finishing the 2017 transportation projects (including I-205, Rose Quarter, and OR 217). Additionally, the leveling of heavy and light vehicle fees and funding transit.
- In the future, we need to be honest and transparent with everyone about the gains from funding increases. When we have a plan, we need to be able to explain it very clearly.
 - Yes, that story is important, particularly since we have different pressures now than in 2017 and 2025.
- For the 2026 budget adjustment, if the weight mile goes into effect, you're still going to be short funding?
 - The existing issue with cost responsibility still applies, but that won't become an issue until the weight mile fees come into effect in a few years.
 - We were able to move around some funds to ensure that we have a funded budget for ODOT until January 2028. While the cliff is there, we do have funds for operations for the next two winters. The way that we reallocated the budget for ODOT took away programs that people care about but did provide some stability which is why we are not seeing immediate layoffs or immediate closures.
- Does ODOT budget for capital reserves for maintenance projects typically?
 - So much of the federal money that comes into ODOT is restricted to capital funds and projects.
- When you get federal funds for specific purposes, does that require matching funds?
 - Absolutely, you must keep those matches to keep the federal dollars.
- It's important that we make clear that the Highway Trust Fund is split 50/30/20, but the division of the funds that you just described didn't get split that way for cities and counties. We are more restricted than the state, since most cannot use general funds for roads. It's important to say that

the Trust Fund is a partnership between the state, local, and county systems and has been very successful.

- What was the mechanism of moving funds from certain programs to the operating budget?
 - That change of funds needed to be legislated because legally ODOT could not move the money without changes to the law.
- My understanding of our charge is to build a vision for the state. I want to clarify that this is for the whole state, not just ODOT.
 - Yes, it's important that we consider the transportation system overall, not just the state portion.
- We really miss the opportunity to educate Oregonians on how the transportation system is funded. I'm thinking about how many people really understand these complex funding issues. How are we going to communicate it to the public? I think that is a core piece of making this work.

Governor's Opening Remarks and Framing

Governor Tina Kotek joined the meeting to thank everyone for being part of this important conversation. She acknowledged that this effort will require a lot of work, but she has confidence in this process, this Workgroup and the subgroups. The Governor acknowledged that the current situation is unsustainable for Oregonians and that the Workgroup needs to develop a shared set of priorities then outline practical, affordable solutions to solve the current problems facing the transportation system. She added that it's essential to challenge



ourselves and assumptions to think about how to build the system that is needed for the future. She clarified that a successful package will have clear, bipartisan priorities and outcomes. She told the people watching today who care about transportation that she believes in this group and that we can stay focused on producing a package for next year that creates a unified solution to the problems we face in our state.

Members raised the following questions and comments:

- What are you prepared to compromise on?
 - I want you to consider if we need everything that we have today. Things have changed since 2017. We need to fund the basics and meet our commitments before we move on to new projects.
- We need to be able to go back to people and say what we did. Right now, it doesn't feel that we've been accountable in finishing the projects outlined in the 2017 bill.

- We had a series of audits and reports which we are following up on. ODOT has morale issues and we need expertise. While we started well in 2017, I wish we were further along. I am interested to hear how other states manage their transportation systems. Oregon should be a leader in transportation delivery.

Oregon Transportation Plan Vision

Amanda Pietz reviewed the Oregon Transportation Plan (OTP), which sets the vision and policy direction for the state, not just ODOT. She focused on the vision, policy goals, and investment framework, which will serve as the starting place for the Workgroup. The foundational vision of the OTP is “connecting people and goods to places.”

Members raised the following questions and comments:

- For the OTP scenarios and investment mixes, what does “electrification” mean for ODOT?
 - Our transportation electrification efforts are mostly federally funded and includes programs like National Electric Vehicle Infrastructure (NEVI) Program. ODOT has spent \$100M in the last 5-7 years to add rapid charging stations on the major highway corridors, as well as very rural and low-income locations, such as apartment complexes.
- Do those electric charging stations provide revenue?
 - No. The stations are operated and maintained by the private sector.
- In the chart showing today's funding and needs, does the revenue include DMV permitting, licensing, etc. Is that something that we should consider?
 - The chart shown is inclusive of all fees and funding mechanisms, except local fees. But we do need diversification of funding.

State and Local System Conditions Discussion

Amanda Pietz, Tova Peltz, Nicole Stingh, and Mallorie Roberts introduced themselves. Amanda explained that most roadway users focus on getting to their destination without knowing if they are driving on a state highway, county road or city street – but it is a shared system. She provided an overview of the presentation and system showing how Oregon compares nationally, as well as the current conditions on system that all jurisdictions are managing. The panel presented the state, county and city pavement conditions, bridge infrastructure, safety for all users, and multimodal uses (biking, walking and transit riders), as well as the freight movement. There was also a brief discussion regarding DMV offices and the impacts of poor conditions to users, the economy, freight and tourism.

The key takeaways were:

- Oregon's roads aren't in horrible shape today but increasing wear and tear is directly impacting travel time and safety – the trend will continue and accelerate without new funding across the system.
- Not keeping up our roads and assets will cost the public more in the long run, because we will have to pay for full rehabilitation vs upkeep.

- More people die on Oregon’s roads per mile traveled than most other parts of the country – focused attention on safety is needed across the system.
- While the predominate mode of travel is driving, some people can only get to their destination by transit, walking or biking – gaps to schools, jobs, and medical services still exist.
- Freight is impacted by weight restricted bridges and congestion, causing delays that increase costs for businesses and impact Oregon’s economy.
- Oregon’s transportation challenges are ubiquitous. ODOT, counties and cities are trying to minimize negative impacts for Oregonians as best we can, but more funding is needed to ensure people and goods can get to places.

Members raised the following questions and comments:

- I’m worried that people don’t understand the liability of this. We need to explain the problem a little bit more. We will become a population that can’t afford to repair things until it’s very unaffordable. You’re saying that we can only pave the interstate, which is scary.
- It would be great to overlay the pavement map with tourist and freight destinations/routes and key safety routes. That would help us understand the impacts for legislators.
- Which emergency vehicles are so heavy that they can’t cross a bridge?

The slide titled "Bridge Condition" features a table of 2025 Bridge Condition Data, a line graph of projected 10-year conditions, and text boxes for ODOT, Counties, and Cities. To the right is a photograph of a "WEIGHT LIMIT" sign with icons for a car (10T), a truck (17T), and a heavy truck (40T). The sign is on a wooden post with a "zoom" watermark at the bottom.

Bridge Condition

2025 Bridge Condition Data

Owner	Good	Fair	Poor	Total
ODOT	698	2,040	48	2,786
County	1,014	2,162	276	3,452
City	230	412	37	679

ODOT:

- 435 of ODOTs bridges have at least one weight restriction – impacting freight.

Counties:

- Counties own 76% of the structurally deficient/poor bridges in the state.

Cities:

- Weight restricted bridges limit emergency services ability to keep our communities safe.

Projected 10-Year Conditions - Bridges

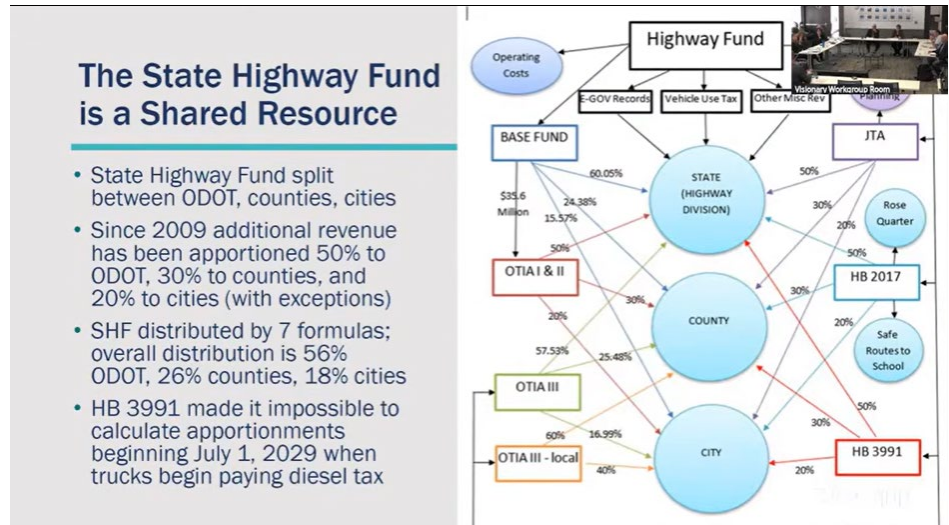
The graph shows the percentage of "Not Distressed Bridges" from 2020 to 2035. A horizontal orange line indicates a "Target = 78%". A solid blue line shows current conditions, and a dashed blue line shows "Projected Conditions" which declines from approximately 78% in 2020 to about 74% by 2035.

- It is primarily firetrucks with a wider spread of axels. There is also a big issue with wildland fire vehicles too. New electric vehicles are very heavy with the batteries and cause a lot of damage to the roads and bridges.
- Many of the detours are very long distances and often the community and schools are on different sides of the bridges. And many of the detours also have weight restricted bridges.
- Why did Oregon decrease our safety rate from 17-43? What happened?
 - We’re seeing higher levels of speeding (exceeding the posted speed limit) and increased polysubstance use, and distracted driving. Oregon’s rate of serious injuries is much higher than the rest of the nation and we’re digging into that data to understand why.
- Is there any data of the year of the vehicle that is in the crash? Since older cars have fewer safety mechanisms.

- Yes, the average age of vehicles in Oregon is older than other states. We can investigate that.
- Have other states lobbied the Federal government to allow Federal funds to be used for maintenance and operations?
 - It is much easier to pay and issue debt for capital projects, compared to paying for services.
 - It was part of the commitment when the interstate system was built that states would maintain the facilities.

10-year Fiscal Outlook

Travis Brouwer reviewed the structural funding gap, cost pressures, fuel tax erosion and what will happen if no action is taken in 2027. He explained the state highway revenue portfolio. Travis reminded the group that Oregon is going to be first state to charge a fee for fuel efficient vehicles and while most other states can adjust the fuel tax, Oregon does not. Since 1998, funding revenue has declined 27% after adjusting for costs by inflation. He also reviewed the constitutional requirements for the different funds and how they can be spent.



Members raised the following questions and comments:

- A lot of people say we have enough money for transportation and we don't need more. The biggest pie from HB2017 was from transit and must be used on transit related projects.
 - That is right, state statute allocates those funds to public transportation only. However, in February, the legislature redirected \$28 million from other transportation funding sources on a one-time basis to operations and maintenance. Though they did not touch the transit funding sources.
- In its original form HB 3991, how does it change the allocation to ODOT maintenance? What would that funding percentage be?
 - The intent of HB 3991 was to use all funds for operations and maintenance. We haven't had that ability since 2001. I don't have the total number; it would be part of the total ODOT budget. Since those funds have been suspended and gone to referendum, we may not have that calculation.
- Is part of our shift as a state to move from building and expansion to preservation, maintenance, and infill? If so, it doesn't seem like our funding structure matches that shift.
 - Oregon has traditionally been a "fix-it first" state and has focused on preserving the system first, then look for efficiencies, and only then look for expansion.
- How much general fund is dedicated to bond guarantee and how much of the gas tax percentages?

- Almost all of the highway project debt is funded by the gas tax. About 25% of ODOT's total state highway fund goes to debt service.
- If you had a 10-cent raise, how much of that would go straight to operations, maintenance and preservation or straight to debt payment?
 - It is ultimately up to the legislature every time they raise funding. It is very complicated because each bill has different allocations and requirements that are statutorily dedicated.
- What is the cost to administer these various funding streams, particularly when it's raising less than a million dollars?
 - ODOT's Fuels Tax Group administers the gas tax and since there are a few payers it's a very low cost, about half a percent of total revenue.
- What about the cost of administering the Road Usage Charge (RUC)?
 - As a much more complex system, we expect it to be substantially higher to administer. There is direction in the statute that says we must get the administrative costs to 10% or less. It will be a public/private partnership.

Workgroup Charter

The co-chairs and Kelly Brooks reviewed the track-changed charter. Members raised the following questions and comments but unanimously approved the charter with these modifications.

- Why would we provide a tiered framework?
 - The idea would be to mimic the OTP tiers and provide options for the Governor and legislators to select from.
- The group unanimously approved to:
 - Split bullet three; creating a new bullet "compare Oregon to other states."
 - Remove "and burdens working class families as the cost of living rises across the country."
 - Change "measures of success" to "Guiding Principles" throughout the document (pages 2 and 5).
 - Add "and Safety" to the subgroup "Community Livability and Safety."
- Guiding Objective 3: there was a desire to recognize the unique issues faced in rural Oregon. However, the group was not clear where or how to note this issue, but most felt it was related to objective 3.
- For the membership expectations, which view should we represent? The organization we work for, the committees we represent, or our personal travel modes?
 - The members of the Workgroup were selected because we need to consider the needs of the whole system, not just our own viewpoints. We need all members to bring the range of views and talents that they each have to this discussion. We also need each member to bring what we discuss here back to your various organizations and networks.

The Workgroup raised several questions and concerns.

- There was common agreement that the outcome of the Workgroup must focus on educating Oregonians about the complexities of the current funding system and transportation interconnections. The benefits to people's everyday lives will need to be at the front of the

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conversation, particularly for rural communities who may feel left out of the benefits of many funding packages.

- There was a common concern that most Oregonians are unaware of the implications of the fiscal cliff that the state faces.
- A few people wanted to clarify their role on the Workgroup and how it relates to the subgroups, as well as the current funding referendum.

The Workgroup confirmed the charter, with modifications.

Upcoming Meetings and Next Steps

The co-chairs then reviewed the upcoming meeting dates and topics, specifically noting the major decision points. There was a request to meet in the same location for each meeting, but to make improvements to the audio for virtual attendees.

The next meeting will be on June 1, 2026 from 9 to noon in Salem. During the meeting, the Workgroup will discuss “Risk and Reward” and hear from local government, Transit, Multimodal, Trucking, Tourism and Economic Development to understand what’s at stake and what can be gained.

- Meeting 3: (July 7) What do legislative partners need from us? What can we learn from project successes?
- Meeting 4: (August 7) Subgroup report out and Learn from Others
- Meeting 5: (September 9) Subgroup report out and Synthesize
- Meeting 6: (October 9) Revenue & Implementation, including Subgroup funding and implementation input.
- Meeting 7: (November 10) Subgroup report out and components of a 2027 Transportation Package
- Additional meeting if needed on Agreement and Concurrence
- December: Final report published

The Workgroup welcomes feedback from the public as it builds recommendations to rebuild Oregon’s transportation system.

Feedback to the Workgroup can be sent to RebuildingTransportation@odot.oregon.gov.