

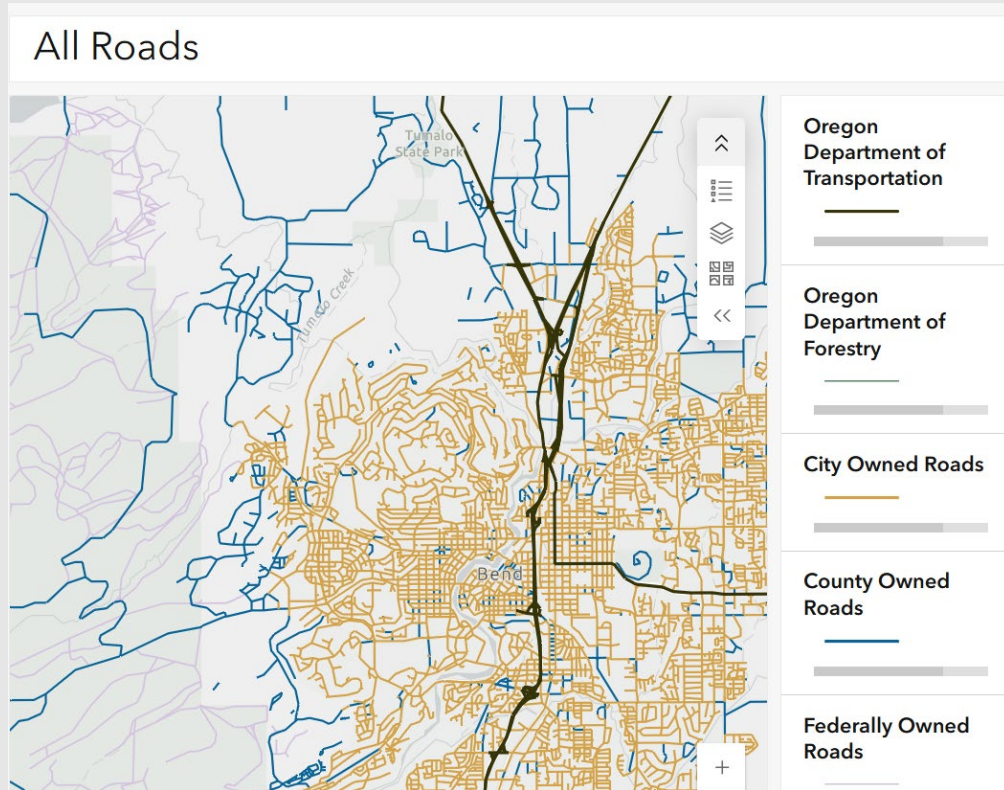


State of the Transportation System

Oregon Department of Transportation, Association of Oregon Counties, and League of Oregon Cities

May 1, 2026

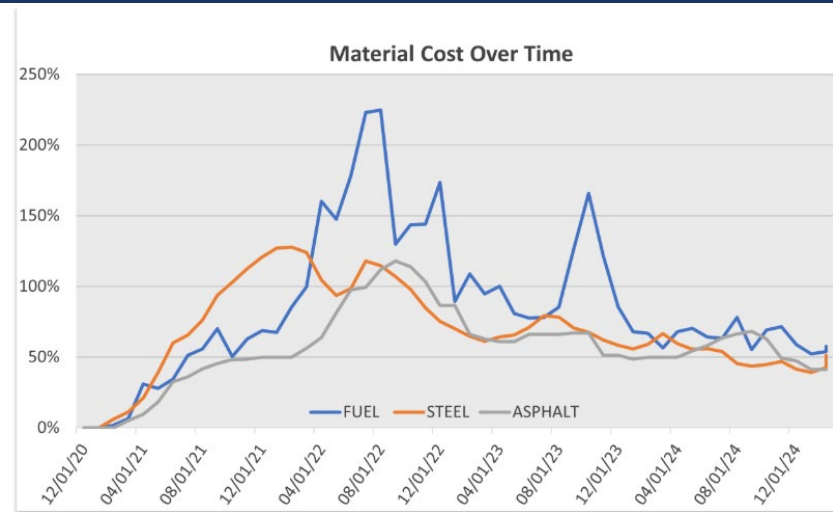
Oregon's Roadway Network



Ownership	Lane Miles	VMT
ODOT	18,500	22,400,000,000
County	65,600	5,700,000,000
City	23,700	6,300,000,000
Total	107,800	34,400,000,000
Other	54,500	3,000,000,000

ODOT Bridges	County Bridges	City Bridges
2,786	3,452	679

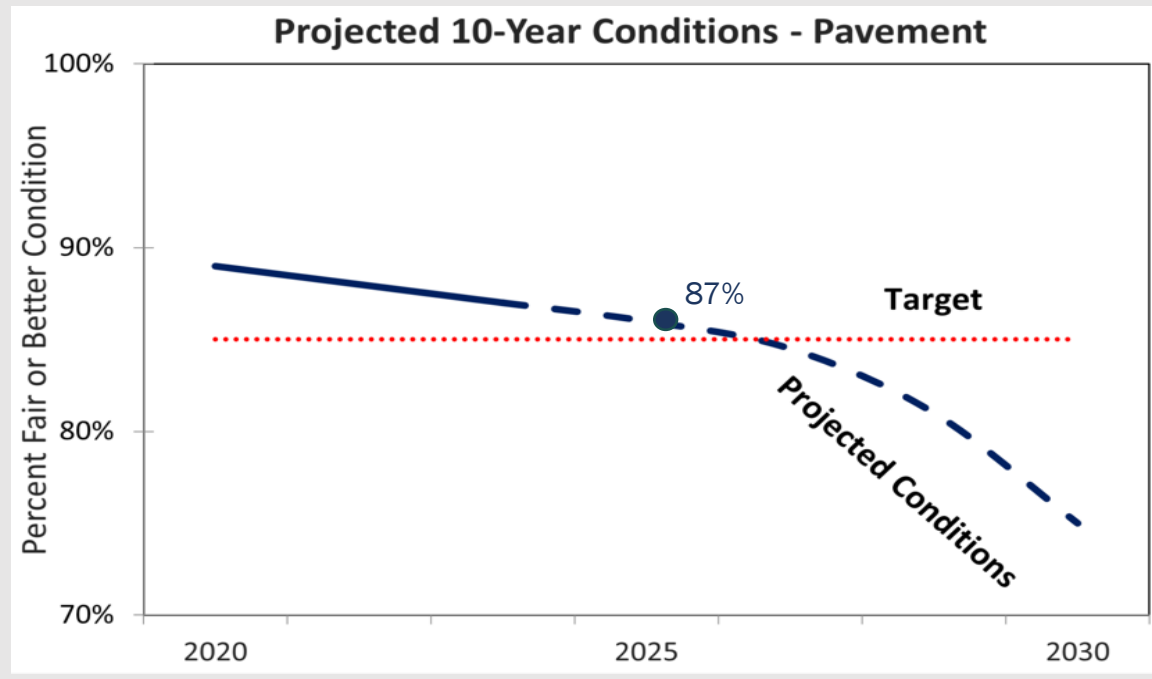
Pavement Condition



Source: ODOT Project Controls Office, Updated 08/2025

Material and fuel costs fluctuate

Costs are 50-70% higher today, as compared to 5 years ago.



ODOT:

- Only paving interstates in 2027 and beyond

Counties:

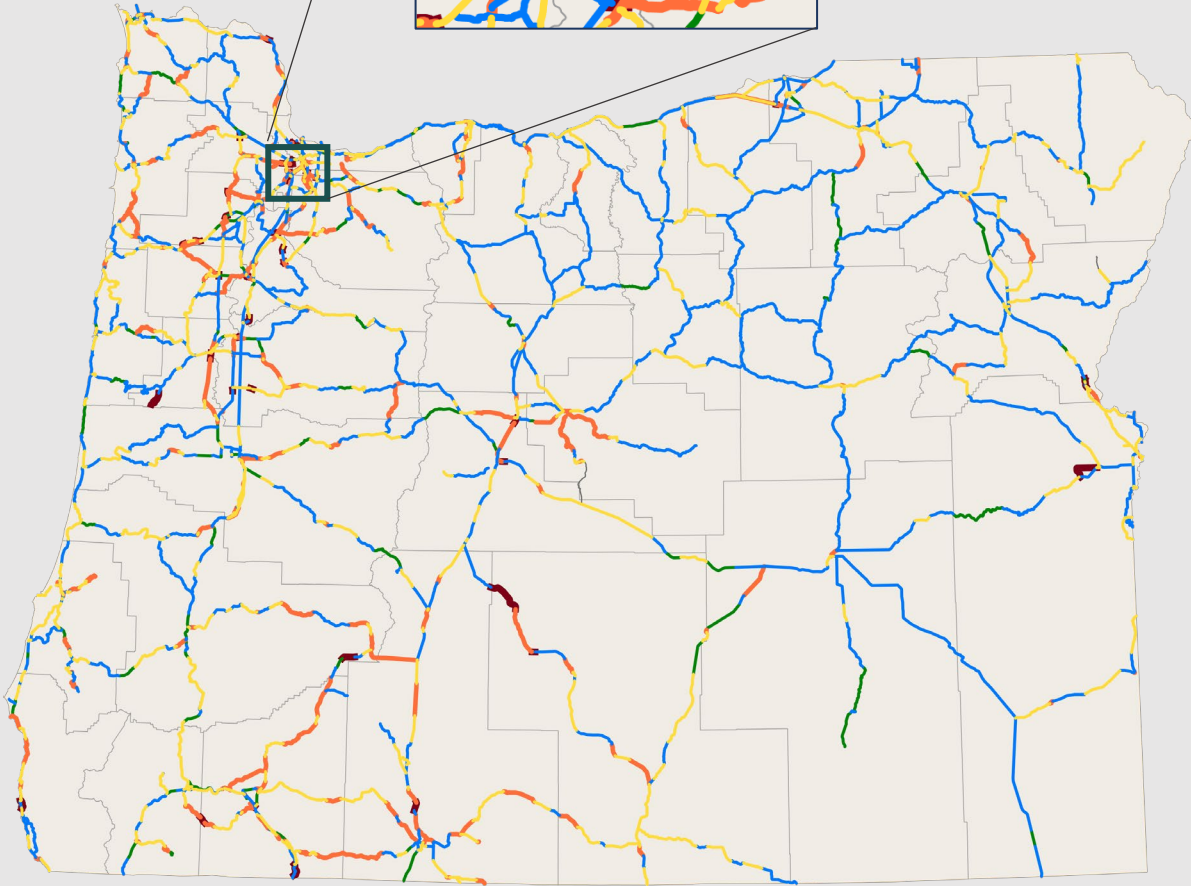
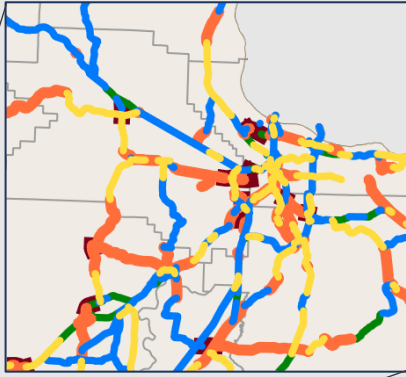
- Nearly all funds go to preservation, and many of these projects are on hold. Very few paving projects are planned. Deferred maintenance is growing.

Cities:

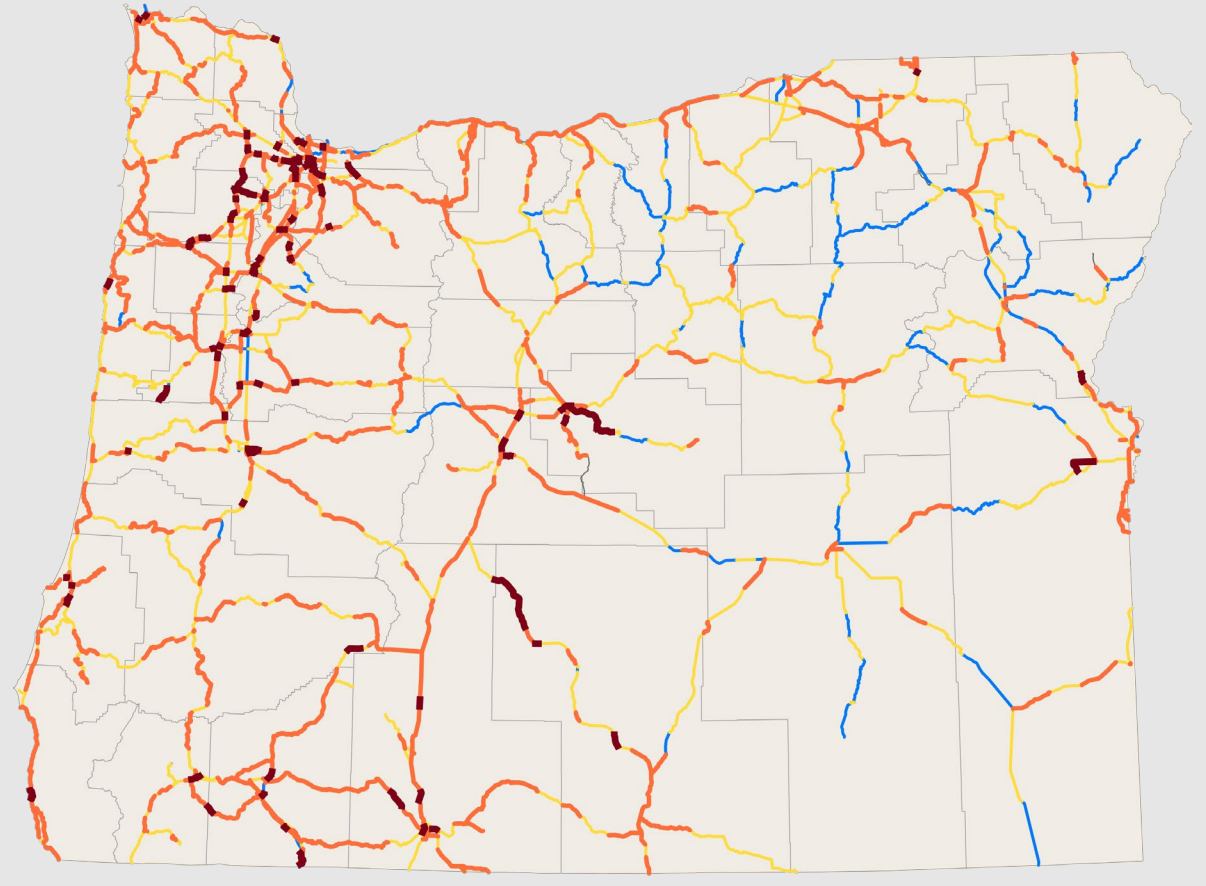
- Despite increased revenue from HB 2017, city streets saw a decrease in condition from 2016 to 2024

PAVEMENT CONDITIONS on State Highways

- VERY GOOD
- GOOD
- FAIR
- POOR
- VERY POOR



Today

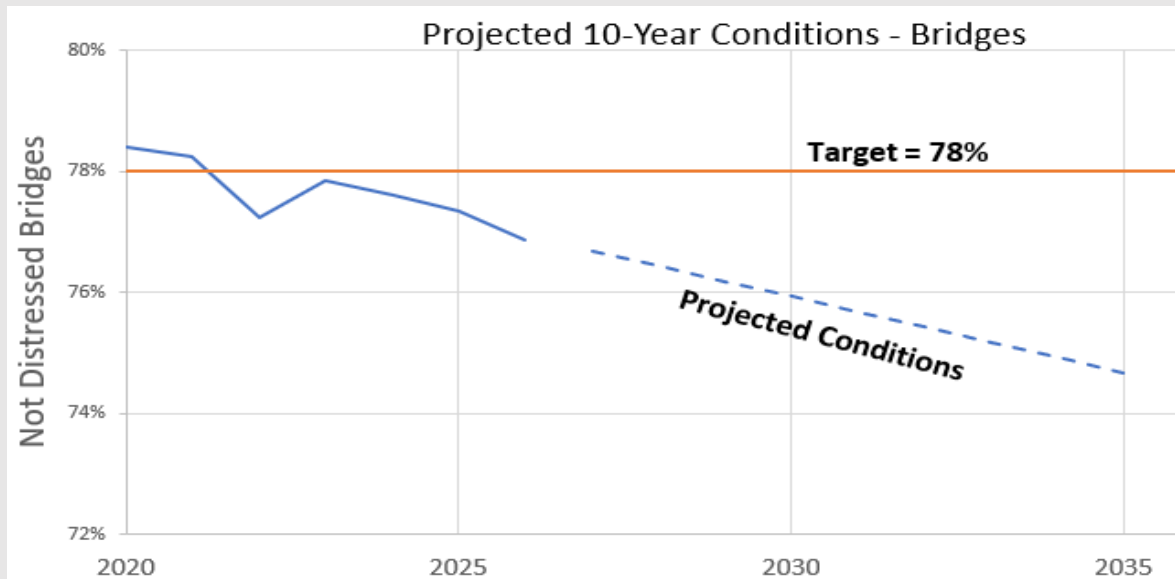


2036

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.

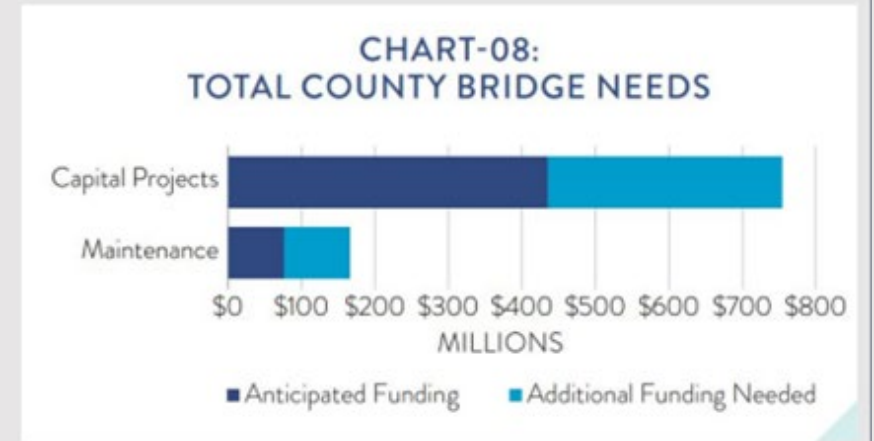


Bridge Funding Challenges – County Perspectives

- Funding for local bridge inspection, rehabilitation, and replacement is almost entirely from competitive federal grants. This creates significant uncertainty and instability to address the massive need.
- Counties alone project 5-year funding gaps of \$319M in capital projects and \$91M for maintenance

Bridge Needs in Millions

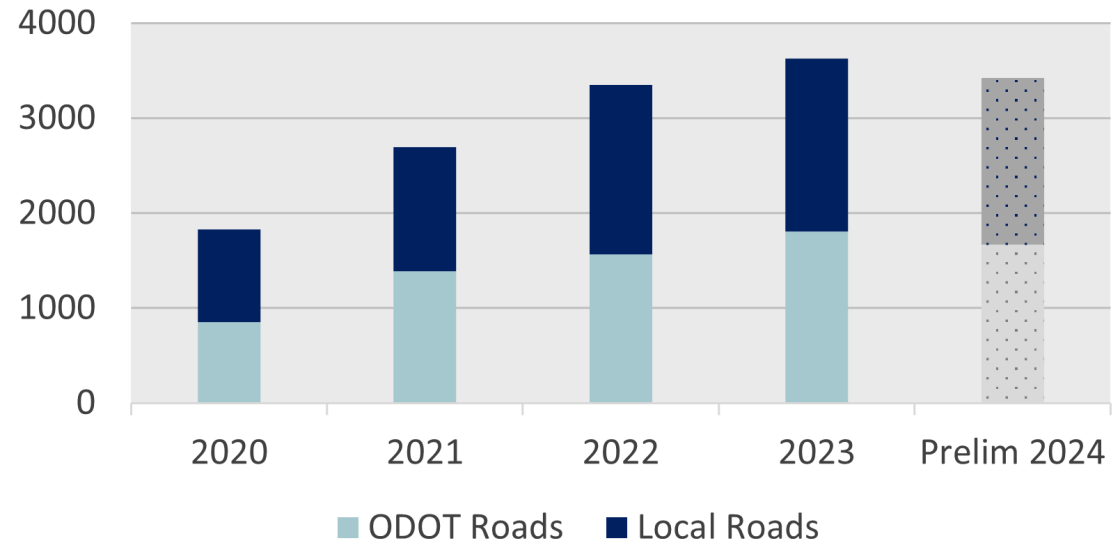
Capital:
\$319
Maintenance:
\$91



Safety

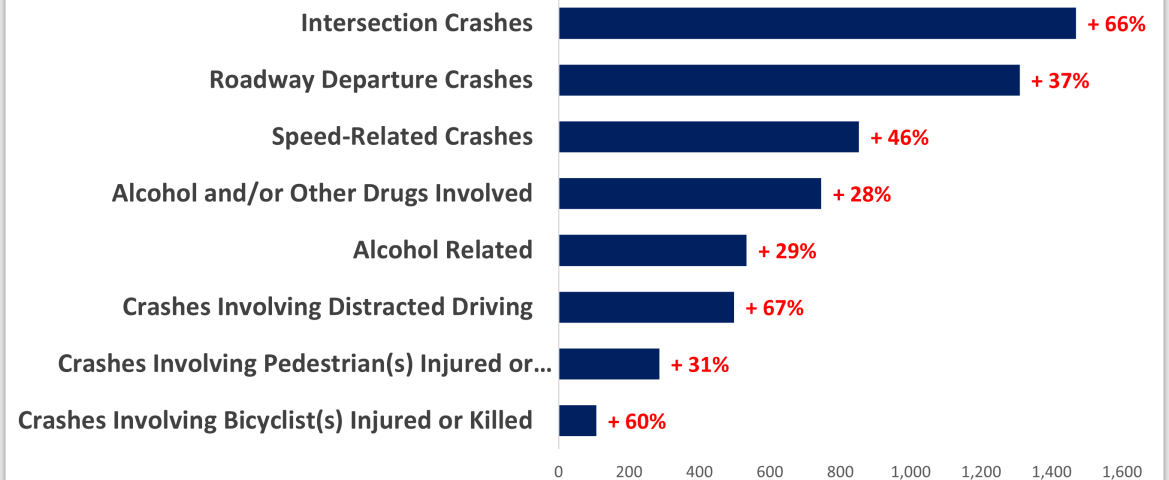


Fatal & Serious Injury Crashes



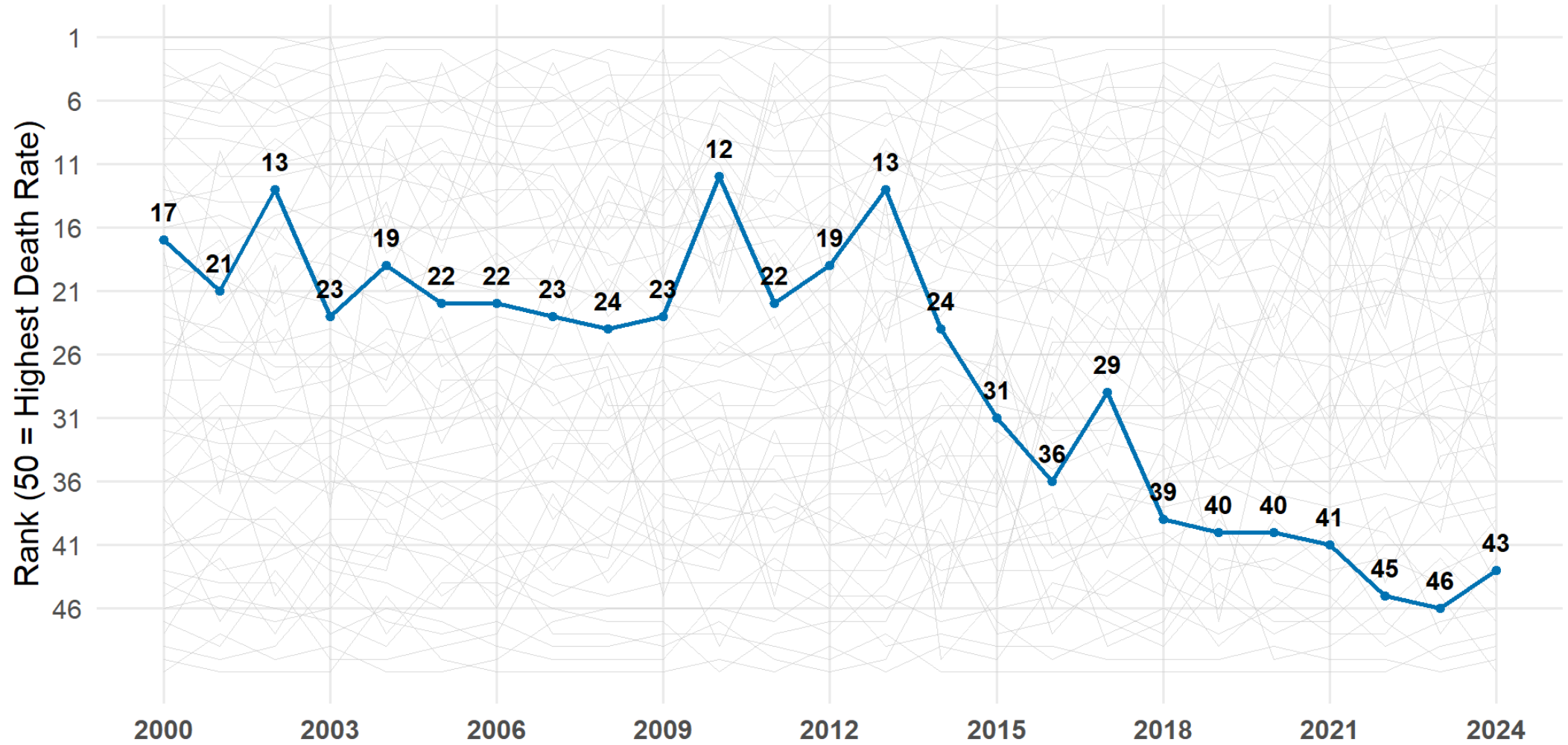
2023 Fatal and Serious Injury Crashes

Notable Categories



Oregon's Ranking in Traffic Death Rate Over Time

Oregon moved from 17th to 46th place



Source: NHTSA FARS & FHWA HPMS

Safety Conditions and Countermeasures

Example: Addressing **Roadway Departure** on ODOT Roads

Counter measure	Condition	Impact (crash reduction)
Striping	Today, ODOT adds durable striping to around 250 miles of highway, which will drop to around 25 miles in 2027 and beyond.	18%
Median Barrier	18% of high-speed rural highways have a barrier on one side or the other, leaving significant gaps statewide.	30%
Rumble Strips	Adding rumble strips limited to when paving and to roads that are in fair or better condition only	23%

Counties

Most county roads are rural, and rural roads are 75% more deadly than urban.





Biking and Walking

Missing sidewalks, bikeways and crossings pose a safety risk

- ODOT gap: 2,000+ miles in urban areas on highways
 - Will take 150-200 years to fill with today's funding
- Many users prefer to walk or bike along city streets or off-roads
 - Gaps in Portland: Around 40% of sidewalks and 72% of crossings within Pedestrian Priority Network

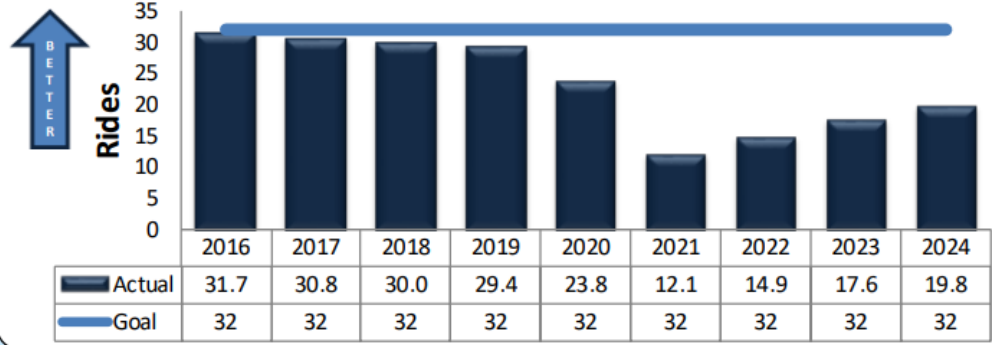
Connections to schools, transit, and jobs are key

"I'm so happy that we have a safe place for folks who choose to get around in a way other than their vehicle or use walking and biking as their way of getting around." - Dani Schulte, Confederated Tribes of the Umatilla Indian Reservation (Safe Routes to School (SRTS) fund recipient)

"Families and students are using the new walkway and are absolutely loving it!"
- Dann Cutter, Waldport City Manager (SRTS fund recipient)

Transit

Transit Rides - Average number of transit rides each year per Oregonian



20% of Oregon households use transit at least 1 x week

Oregon ranks 9th in the nation for revenue miles per person (over 6 million miles)

Statewide Transportation Improvement Fund (STIF)

- Source: 0.1% Oregon employee payroll tax
- Amount: \$307M in revenue (2023-2025)
- Issues: outpaced fuel costs, personnel, materials, etc. are leading to cuts in service despite STIF dollars

STIF Formula Fund Impact from Inception 2019-2025



119 MILLION MILES*
of transit service



79 MILLION RIDES
provided to passengers



426 NEW VEHICLES**
of which 42 were electric and
41 were hybrid electric



\$189 MILLION
in federal and local funds
leveraged

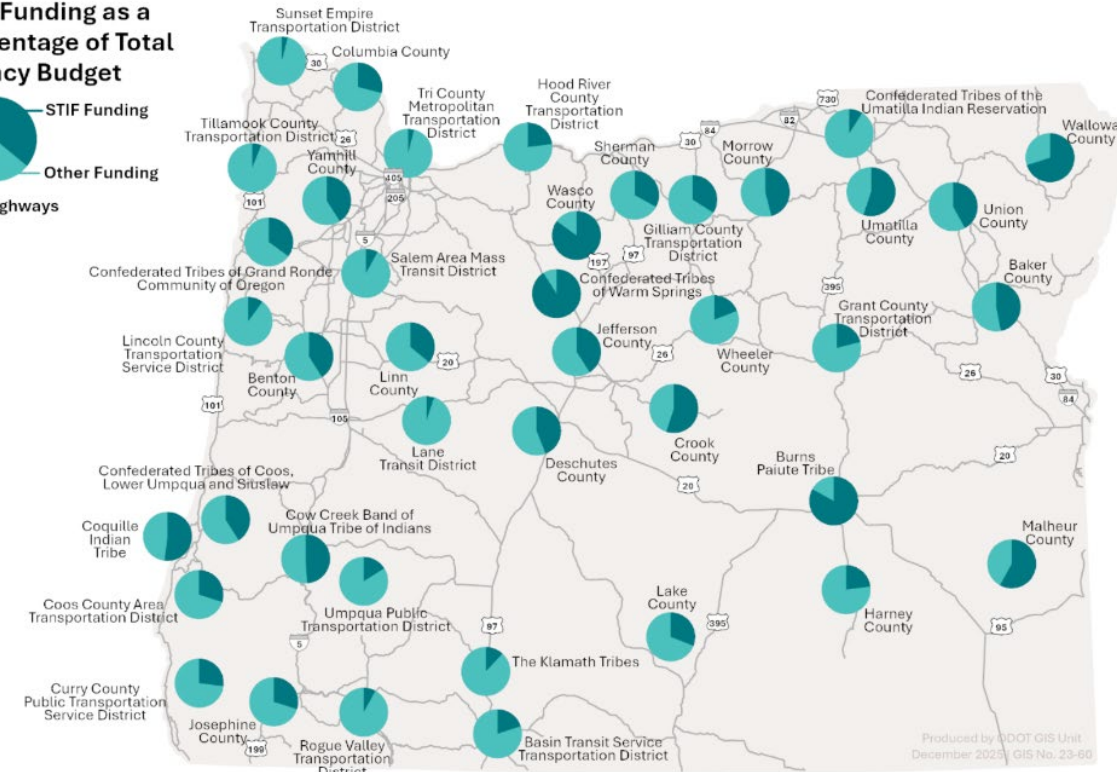


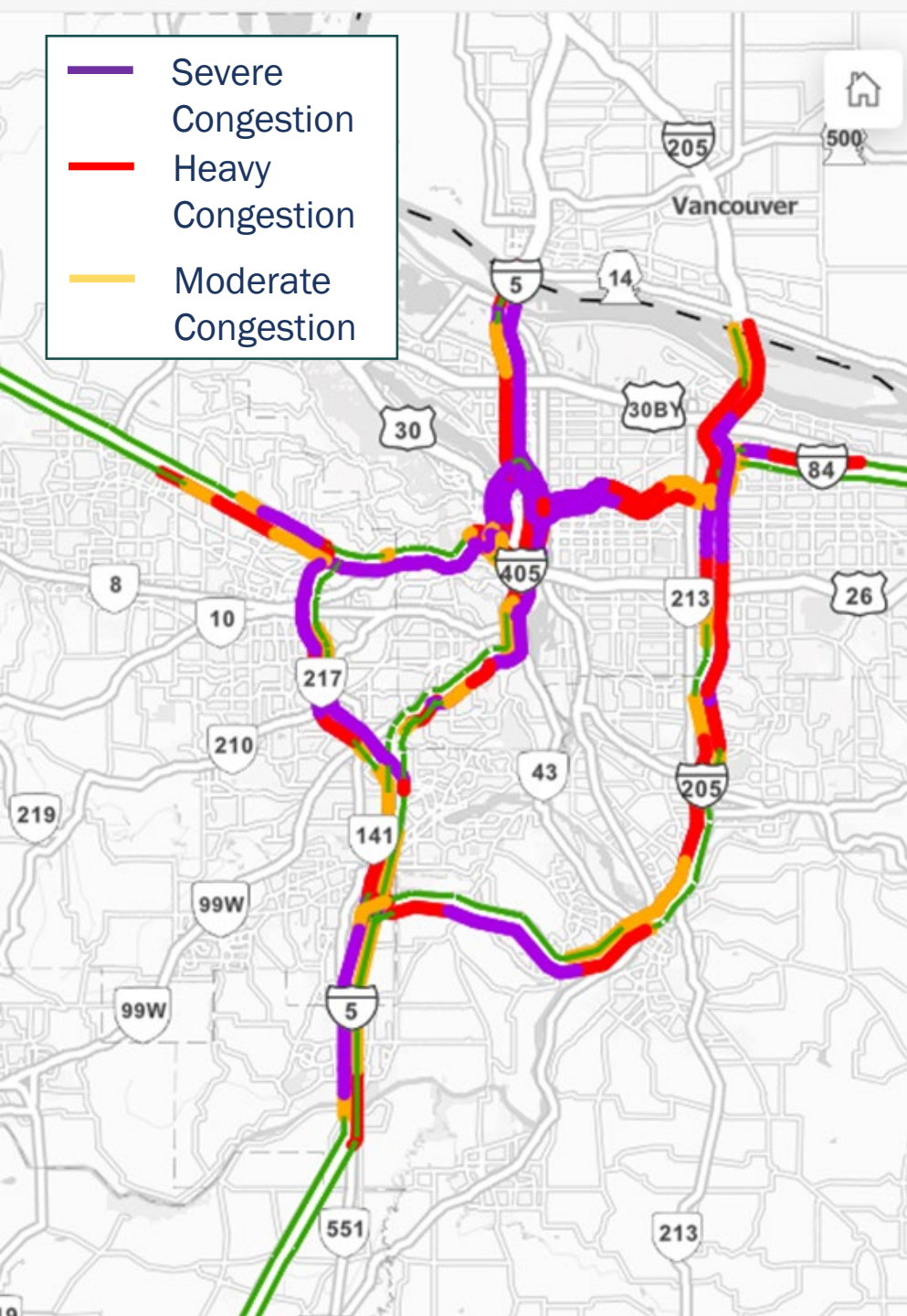
17 MILLION
rides to elderly and disabled
individuals



9 MILLION HOURS
of transit service

STIF Funding as a Percentage of Total Agency Budget





Other Issues

- Freight Movement: Congestion

- Oregon ranks 28th and 30th on the nations top 100 freight bottlenecks
- The daily cost of delay on freeways and interstates in the Portland area ranges from \$1M to \$1.3M annually

- Customer Service: DMV

- Office Closures
 - Ad hoc closures happen today due to insufficient staff
 - Without funding, 15-20 offices may close permanently
 - Impacts: longer travel times, longer waits, prohibition on certain in-person transactions, overload and delay for services by mail, phone, and online

Impacts

Oregon's Economy



Nearly 1/3 of state highway bridges are forecast to be in poor condition by 2036, with about 370 bridges projected to be weight restricted, forcing heavy trucks to detour

Estimated Economic Impacts:

- Lost GDP: \$155 - \$605 Billion
- Forfeit Jobs: 75,000 – 120,000

Businesses



US 101 closure at Ariona Inn

- Closed for 5 days in 2023
- 290 mile detour, adding 6 hours to travel times
- Several businesses shut down during the time
- Cost travelers \$4M

People

Transit

“When the dialysis center left Tillamook one year ago, I didn’t know how I would receive my life sustaining services. The County’s Disabled American Veterans vehicle doesn’t take people in wheelchairs, so I had no way to get to any of the dialysis centers. Tillamook County Transportation District literally saved my life.”

- Michael

Key Takeaways

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 (2x-6x increase).

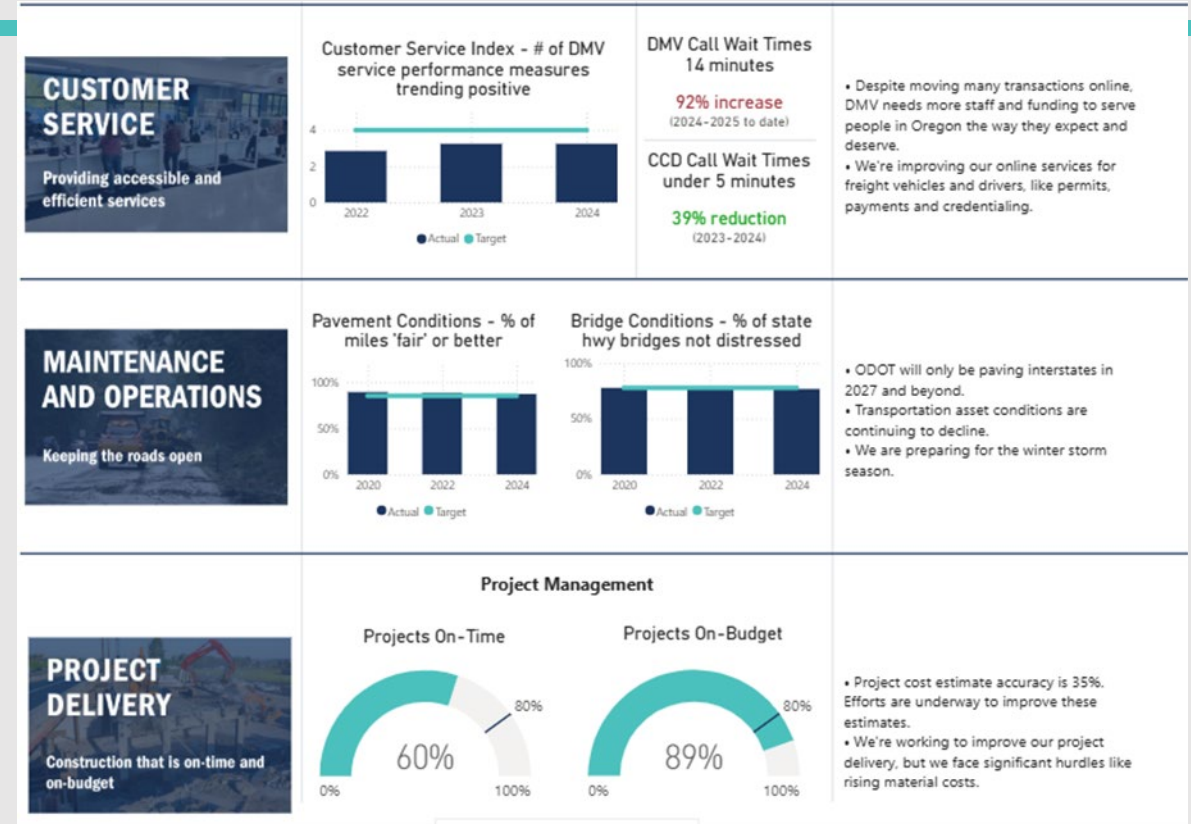
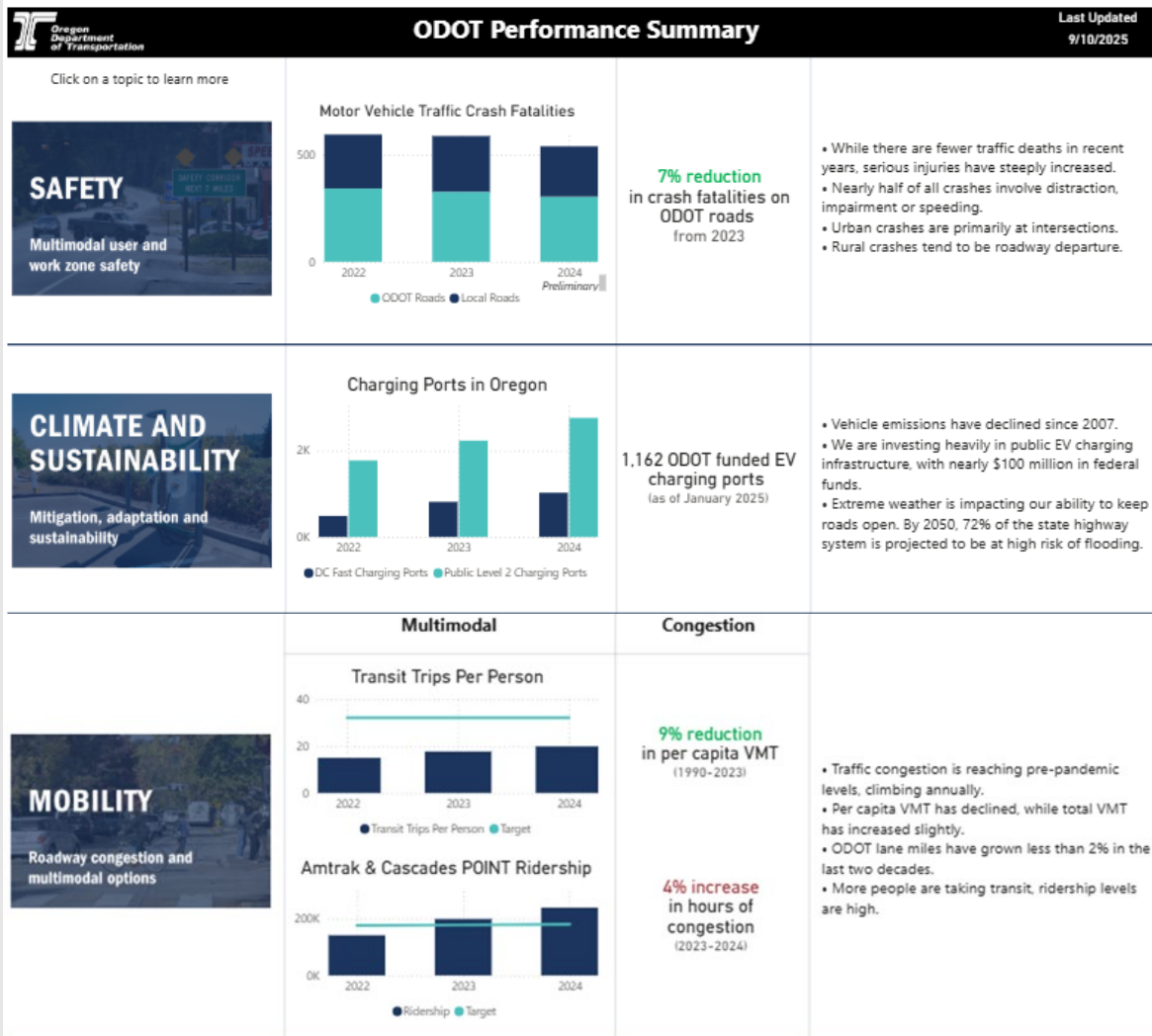
More people die on Oregon's roads per mile traveled than most other parts of the country - focused attention on safety is needed across the system.

While the predominant 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.

For more information: ODOT State of the System Dashboard

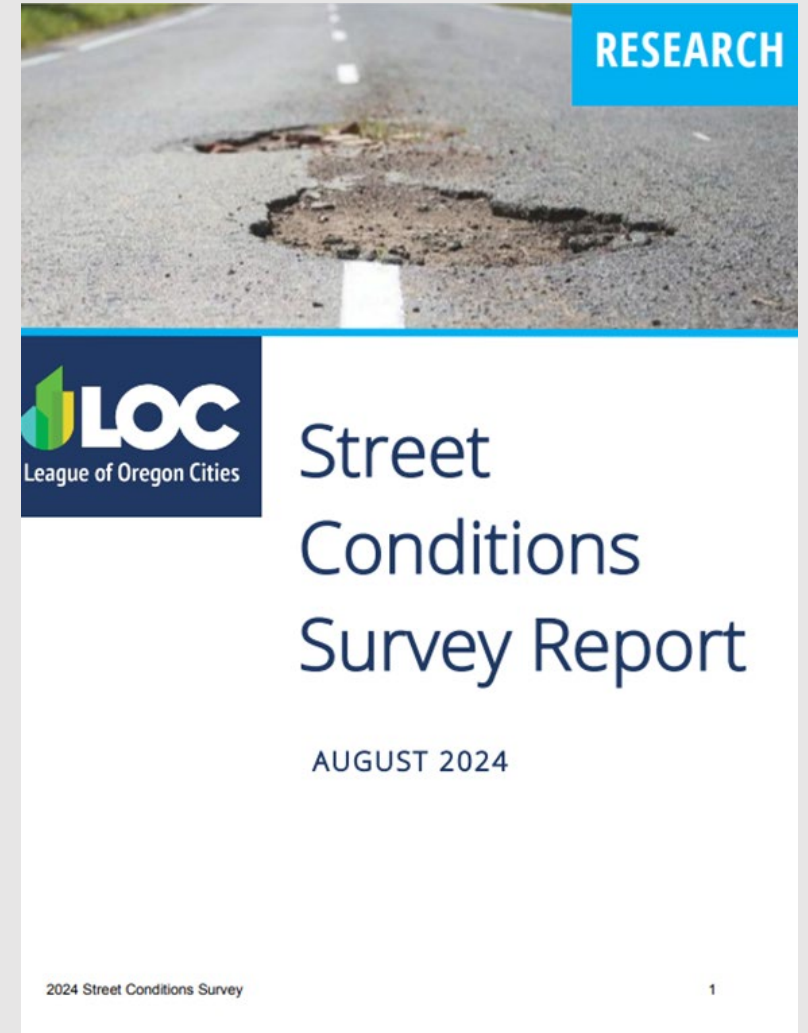


[Oregon Department of Transportation : State of the System](#)

For more information: City and County Publications



[AOC County Road Needs Study 2024print v10.pdf - Google Drive](#)



[2024 Street Conditions Survey Report](#)