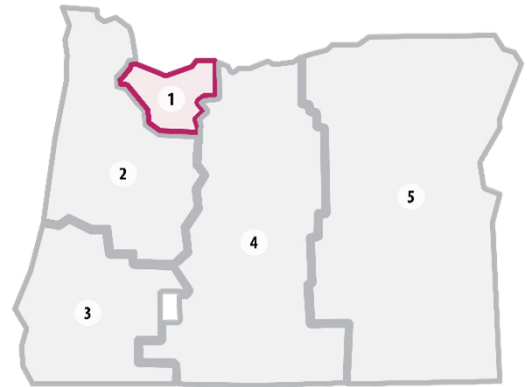


Level of Service Reduction: Region 1

We have long relied on gas tax revenue to maintain the transportation system, but that revenue is forecast to decline. More Oregonians are buying fuel efficient, hybrid and electric vehicles and using less gas. Meanwhile, the cost of doing business is increasing. ODOT can no longer maintain the system at the level Oregonians need and expect.

In response to this structural funding issue, we are reducing our expenses and services. We must prioritize our efforts and focus on safety. Drivers, cyclists, freight haulers, pedestrians – everyone who relies on our system – will experience a reduction in the service ODOT provides and a decline in the condition of the transportation system.



Region 1 serves Oregon's urban hub and includes sections of I-5, I-84, and U.S. 26, along with I-205, I-405, and OR 217. Our crews operate out of 14 communities, maintaining 703 road miles, and 522 bridges.

Implementing our 2023-2025 budget

For our next budget, we implemented a 5% cut across all programs funded with state dollars. Within maintenance, we cut our services and materials an additional 15% to account for inflation and our reduced buying power. We are reducing service in three primary areas:

- Low-volume road maintenance.
- Roadside maintenance.
- Winter maintenance.

Additionally, we are reducing our use of overtime, reserving it for emergency events and storms. As we reduce the amount of proactive maintenance work we fund, we expect an increase in potholes, pavement ruts, and plugged and failed culverts.

ROADSIDE MAINTENANCE

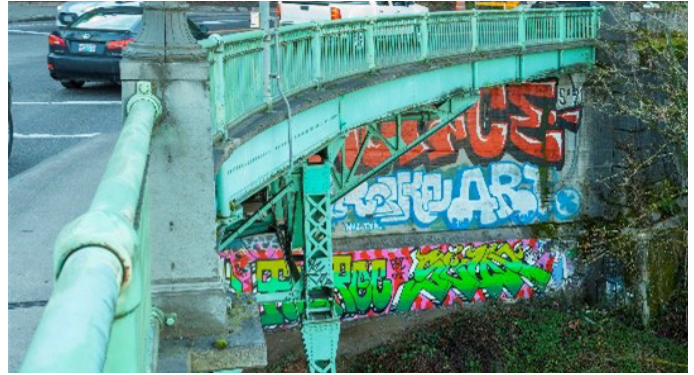
We will reduce the volume and frequency of clearing and cleaning work in these areas:

- Mowing grass, spraying weeds and trimming vegetation.
- Litter and debris pickup.
- Graffiti removal.

In Your Area

We've cut our graffiti removal budget significantly, which means you'll see more graffiti. We are removing explicit tags as quickly as possible but expect other tags to remain.

We're also removing litter less frequently so you can expect to see more debris along highways.



Reduced frequency of litter, graffiti, and campsite cleanup.

PAVEMENT MAINTENANCE

We are reducing pavement maintenance for low-volume roads – highways averaging less than 3,000 vehicles daily. We are deferring pothole and chip seal projects, and we are not repainting edge lines.

In Your Area

In Region 1, roughly 13% of the north valley's state highways are low-volume roads. System users can expect rougher roads, with more potholes and deeper ruts. If conditions deteriorate enough, we may reduce speeds to give people more time and opportunity to navigate rough stretches of highway.

Edge lines will fade over time, particularly around curves. Drivers will need to rely on the centerline for lane

locations. **We will not restripe faded edge lines** on the following highway segments:

- OR 173 from Government Camp to Timberline.
- OR 282 from Lenz to OR 281.
- OR 281 from OR 282 to OR 35 at Mount Hood.
- OR 211 from SW Sandy to Eagle Creek and Estacada to Union Mills RD.
- Hwy 224 from Estacada to Ripplebrook.
- Historic Columbia River Hwy from the Sandy River at Troutdale to Dodson.
- OR 219, south of OR 10 to OR 211.

Reducing pavement maintenance and eliminating edge line restriping on low-volume roads allows crews to address critical maintenance activities on primary routes.

WINTER MAINTENANCE

This winter, we are reducing the amount of sand and deicer we apply to state highways. We will focus our efforts on key highways, hills, curves and known trouble spots.

In Your Area

With fewer seasonal employees, our crews will prioritize key routes, including I-5, I-205, I-84, I-405, OR 217, and portions of U.S. 26. Our crews will plow and sand other highways, including OR 99E and U.S. 30; however, sanding and plowing will occur less often.

We encourage Portland area travelers to prepare for the possibility of extended delays and varying degrees of traction as they navigate roads. Extended closures and chain restrictions for areas outside the metro area are likely. With smaller budgets for staff and materials needed to plow, sand and deice, the potential for traffic jams and crashes increases. Incidents will take longer to clear.

We strongly recommend travelers carry a fully stocked emergency kit, including a phone charger, and refuel or recharge their tanks often.