

How transportation funding gap impacts Oregonians

What will this mean for Oregonians? They'll see fewer services from ODOT like plowing snow, clearing landslides, repairing bridges, providing emergency response, serving people at the DMV, and much more.

Why now?

Since 2019, ODOT has reduced spending by about \$450 million. These cuts have helped manage costs and prioritize critical services in the short term. But ODOT's ability to serve Oregonians and keep roads safe and open to traffic continues to deteriorate as funding is stretched farther.

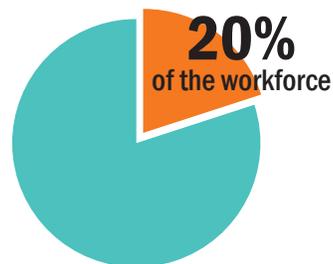
In 2025, the Oregon Legislature passed House Bill 3991 to stabilize transportation funding and avoid layoffs. The funding was meant to fill ODOT's current funding gap, prevent hundreds of layoffs, and preserve services to Oregonians like road maintenance and DMV.

Petition signatures have since referred key parts of the bill to voters. As a result, most of the bill's new revenue is delayed and may not ever be realized. This creates a \$242 million gap for the remainder of the budget cycle. Due to continued uncertainty, more than 360 ODOT employees have left the agency since July 2025.



Reductions and layoffs

If ODOT must reduce spending to address the current \$242 million gap, this would require cutting more than 1,000 positions at the agency—more than 20% of the workforce. Of those positions, about 470 people would lose their jobs around the state. The additional positions are vacant and would be eliminated, further impacting current workloads and capacity to deliver core services.





What does this mean for Oregonians?

When ODOT has adequate funding, we are able to provide a safe, accessible and reliable transportation system.

If ODOT has to reduce spending to address the current \$242 million gap, Oregonians would see:

- Closure of about 15 DMV field offices.
- Longer wait times and fewer appointments at DMV.
- Eight ODOT-owned rest areas closed.
- More road closures and delays after traffic or weather incidents.
- Less snow plowing and winter road maintenance, even on major highways.
- More graffiti and litter along state highways and interstates.

Many maintenance stations would have small crews, limiting their ability to do day-to-day road maintenance, incident response and overnight work like snow plowing.

Further impacts to the system

The above impacts are easier for people traveling around Oregon to see. But this magnitude of reductions would impact all parts of ODOT, creating long-term challenges for essential work, including:

- Providing oversight and accountability that's expected by the legislature and public.
- Contracting for transportation projects, which would affect Oregon businesses.
- Complying with civil rights and accessibility laws and regulations.
- Keeping cybersecurity and technology up to date, leading to more system downtime which could affect DMV customers and freight companies.

Long-term impacts of underfunding transportation

- The condition of the state highway system is declining.
- At current funding levels, pavement, bridges, culverts and traffic signals are deteriorating faster than they can be preserved or replaced.
- As conditions worsen, the cost to maintain the system increases and the safety of the system decreases.

