

# Transportation Funding – ODOT System Investments and Outcomes

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Joint Committee on Transportation



# Governor’s 2025-27 Budget Investment

Service Area	GB investment amount	Service Outcomes
DMV	\$100M	Increase field office and call center capacity, transaction processing improvements, restore previous reductions, customer service accessibility improvements (website, mobile service).
Commerce & Compliance	\$50M	Invest in roadside enforcement and customer service infrastructure, IT investments
Agency Operations	\$433M	Facility, IT, and back-office investments to restore previous service reductions, improve customer service experience, address significant deferred maintenance and replace priority sites.
Maintenance and Operations	\$410M	Increase incident responders to address roadway emergencies including crashes, restore previous service reductions, increase graffiti and litter cleanup, improve operational support and road, bridge, and traffic maintenance.
Preservation	\$677M	Invest in bridge, pavement, culvert, and system preservation, address seismic vulnerabilities.
Safety	\$80M	Increase investment in proven safety countermeasures, rumble strips, pedestrian crossings, and speed setting review and reduction.
Total	\$1,75B	

# Governor’s 2025-27 Budget

## Maintenance and Operations \$410 Million

Amount	Services
\$186 Million	Maintains <b>current service level</b> through retention/restoration of 414 maintenance employees statewide across 88 communities.
\$60 Million	Increases investment to proactively maintain <b>roads, bridges, and traffic</b> safety.
\$4 Million	Provides 11 additional <b>Incident Responders</b> in areas with frequent crashes to provide urgent an emergency response and reduce delays to the travelling public.
\$20 Million	Increases <b>graffiti and litter clean up</b> service and frequency along highways and ODOT-owned property.
\$30 Million	Invests in <b>fleet</b> replacement to ensure safe, reliable roadway and system maintenance and response.
\$25 Million	Increases <b>operational support</b> , including statewide multi-jurisdiction wireless radio communication systems, utility costs, and acquisition of a Maintenance Management System to provide better expenditure tracking, reporting tools, and increased transparency and accountability.
\$8 Million	Funding for Oregon Travel Information Council to address needs at <b>rest areas</b> .
\$77 Million	<b>Ending balance</b> for cash reserves.



# Maintain Service Through Retention/Restoration

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\$186 Million

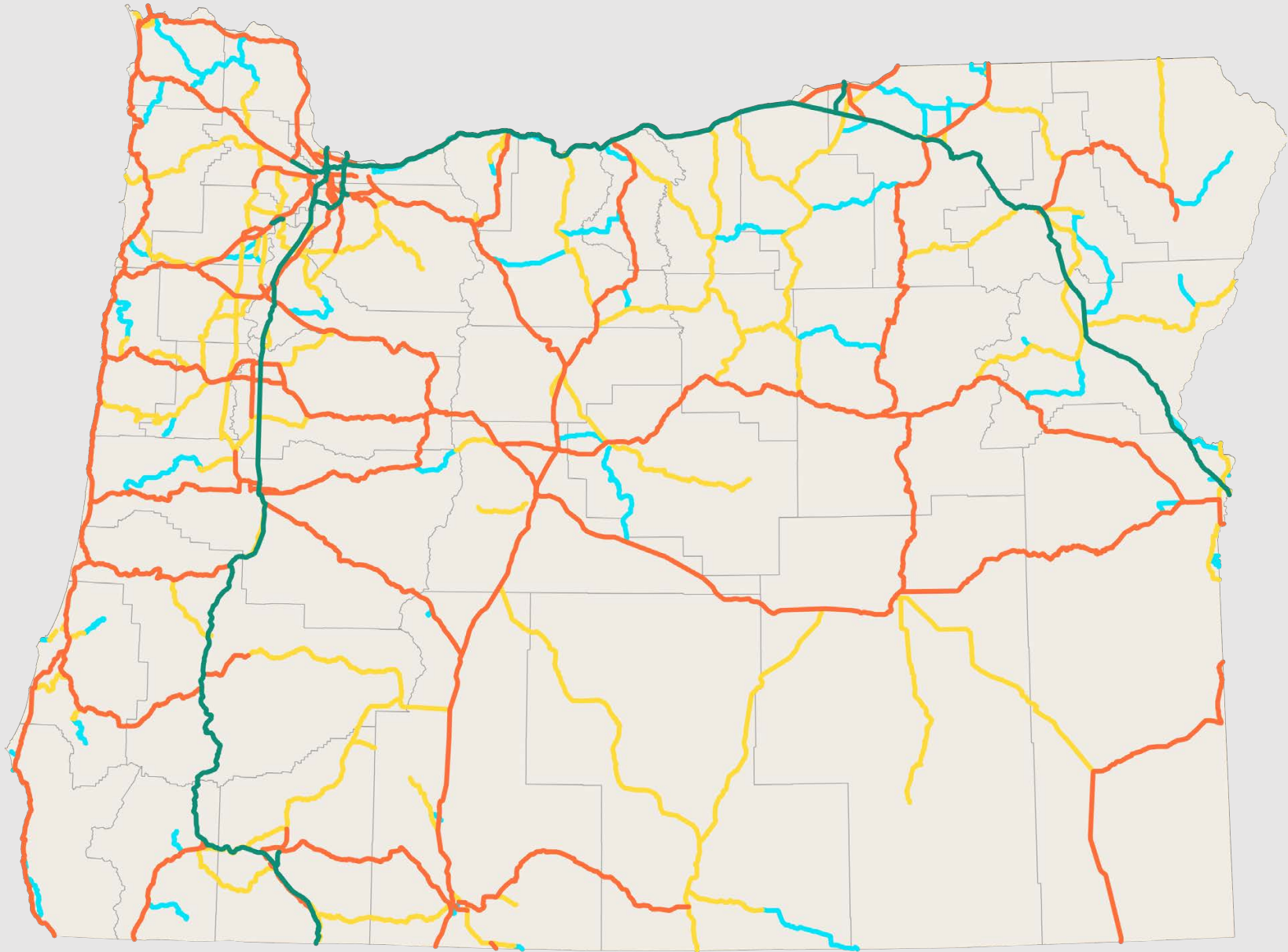


# Maintenance: How we prioritize our work

- Statewide prioritization of routes (traffic volume/demand, freight needs, safety)
- Roads maintained at “Levels of Service” A through D, based on route priority
- System safety is top priority
- Planned maintenance and reactive response

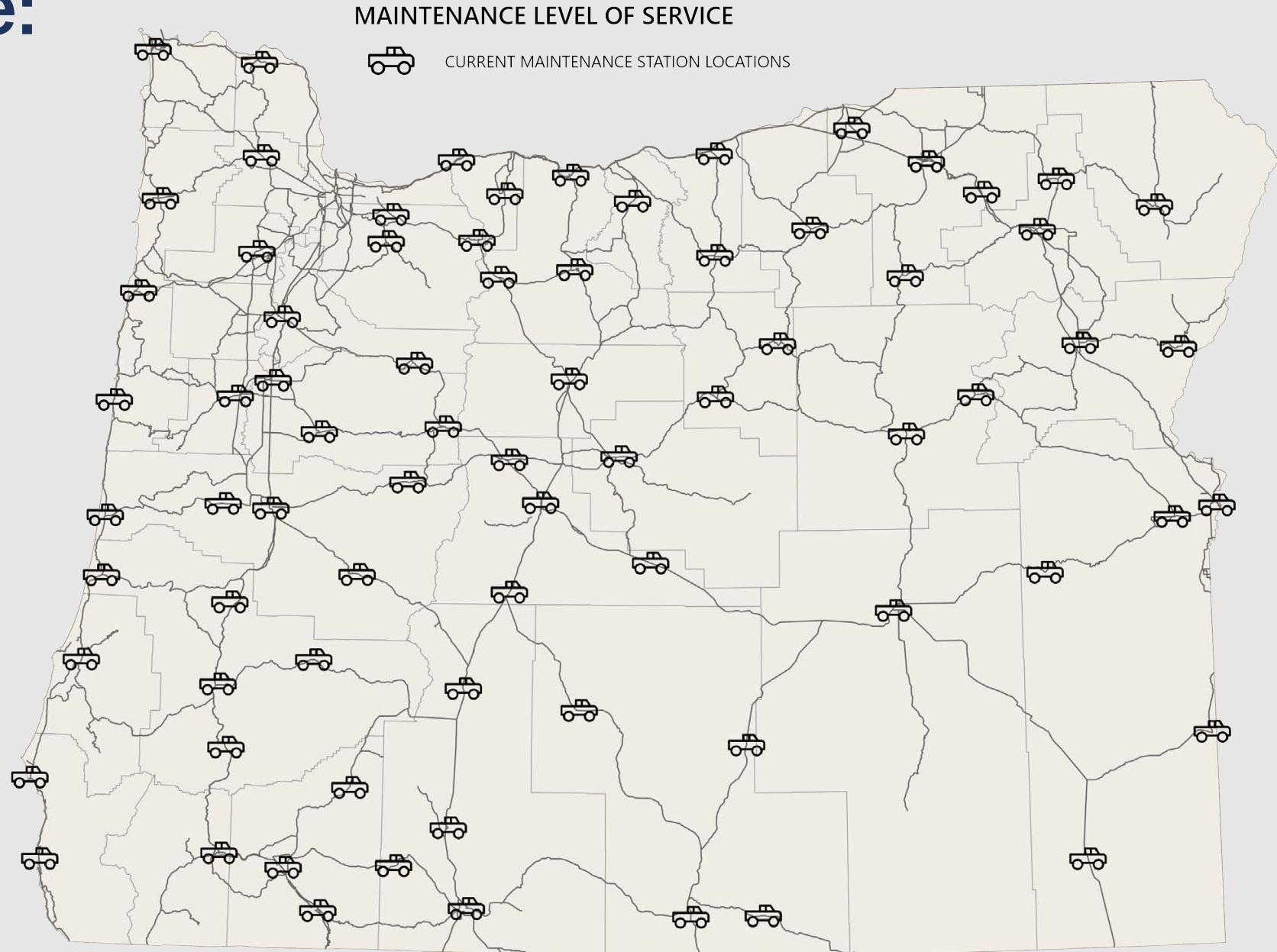
## MAINTENANCE LEVELS OF SERVICE

- LOS A – INTERSTATES AND EXPRESSWAYS
- LOS B – STATE HIGHWAYS, 10,000 ADT+
- LOS C – REGION HIGHWAYS, 1,500-10,000 ADT
- LOS D – LOCAL HIGHWAYS, UP TO 1,500 ADT



# Maintain Service: Current Station Locations

- 88 communities across the state
- Located to ensure all state roads are accessible and operational within 90 minutes
- Governor's Budget funds all stations, ensuring year-round system response and maintenance



# Maintain Service: Station Locations Potentially Closed

- Governor's Budget investment avoids 17 maintenance station closures, reduced service, and delayed response times.
- Station closures would leave more communities un- or under-served.



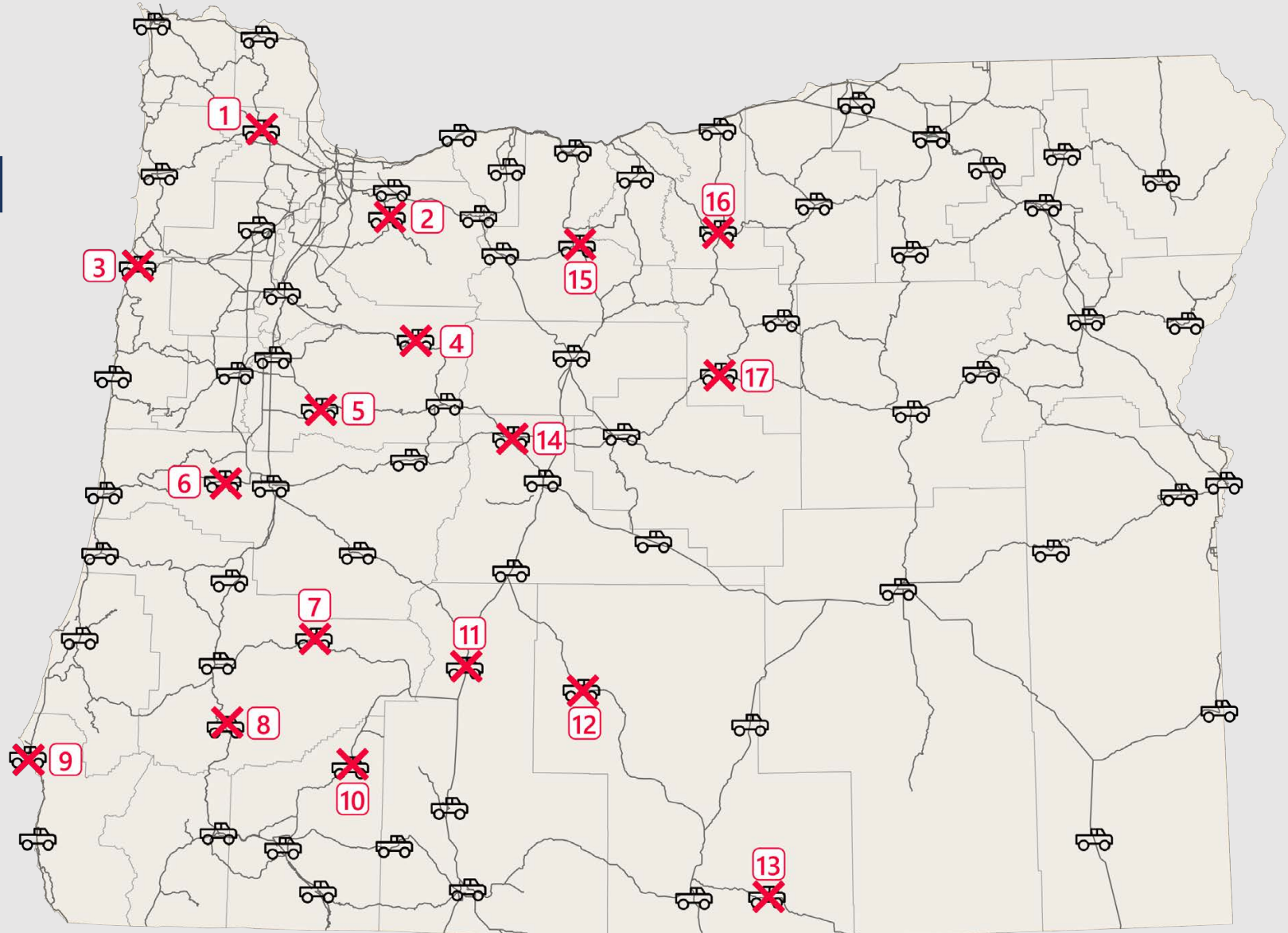
CURRENT MAINTENANCE STATION LOCATIONS



POTENTIAL PERMANENT MAINTENANCE STATION CLOSURE

## KEY

1. MANNING	6. VENETA	11. CHEMULT	16. CONDON
2. ESTACADA	7. STEAMBOAT	12. SILVER LAKE	17. MITCHELL
3. ROSE LODGE	8. CANYONVILLE	13. ADEL	
4. DETROIT	9. PORT ORFORD	14. SISTERS	
5. SWEET HOME	10. PROSPECT	15. MAUPIN	



# Road, Bridge, and Traffic Maintenance

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\$60 Million



# Governor’s 2025-27 Budget

## Road, Bridge, and Traffic Maintenance Investments: \$60 Million

Amount	Services
\$16 Million	Provides funds to purchase pre-treatments, deicers, abrasives and overtime funding related to minimize the number of extended road closures during a winter storm.
\$10 Million	Provides funds for our maintenance teams to restore pavement patching, chip seals and our low volume highway pavement program.
\$8 Million	Provides funds for our maintenance teams to patch bridge decks and proactively clean culvert and storm water drainage facilities.
\$6 Million	Provides funding for our maintenance crews to pave centerline and edge of pavement in areas that are not addressed by our capital program.
\$7.5 Million	Provides funds for 8 additional Electricians and 5 Traffic System Technicians to respond to signal outages, repair rapid flashing beacons, multimodal feature growth and other electronic devices on the highway.
\$11.5 Million	Provides funds for our maintenance crews to respond to emergencies and incidents such as landslides, rockfall, downed trees and infrastructure damage. This provides funding for emergencies that do not meet the federal threshold for reimbursement.
\$1 Million	Provides funds to purchase and operate innovative work zone safety features such as portable rumble strips and automatic flagging devices to keep our workers safe.

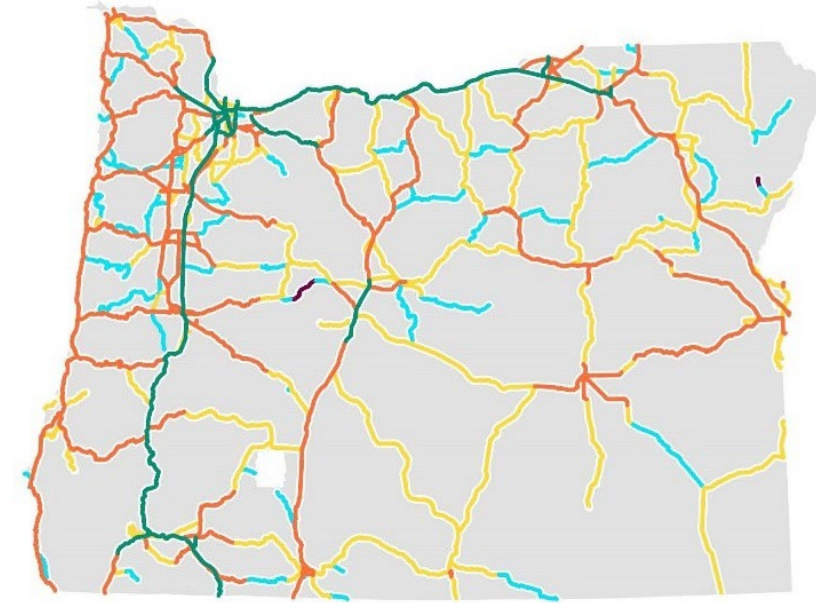




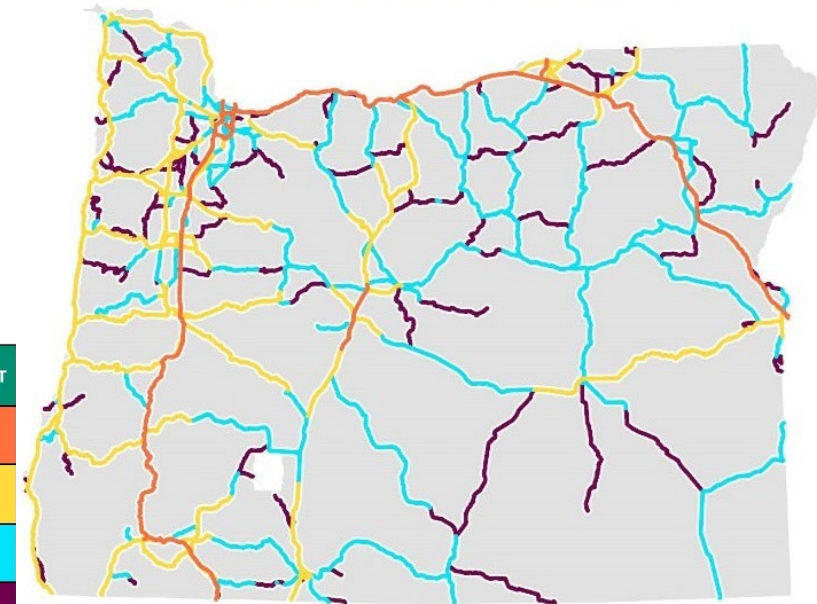
# Road, Bridge, and Traffic: Winter Maintenance

- Statewide prioritization of routes (traffic volume/demand, freight needs, safety)
- Roads maintained at “Levels of Service” A through E, based on route priority
- Governor’s Budget restores winter maintenance service levels to level prior to service cuts (CY 2017)
- Governor’s Budget avoids 17 maintenance station closures, enabling winter plow/treatment crews to maintain safe, reliable winter roads

2022-2023 WINTER LEVELS OF SERVICE



FORECASTED 2025-2027 WINTER LEVELS OF SERVICE  
(30% REDUCTION BUDGET SCENARIO)



# Winter Maintenance: Level of Service Definitions

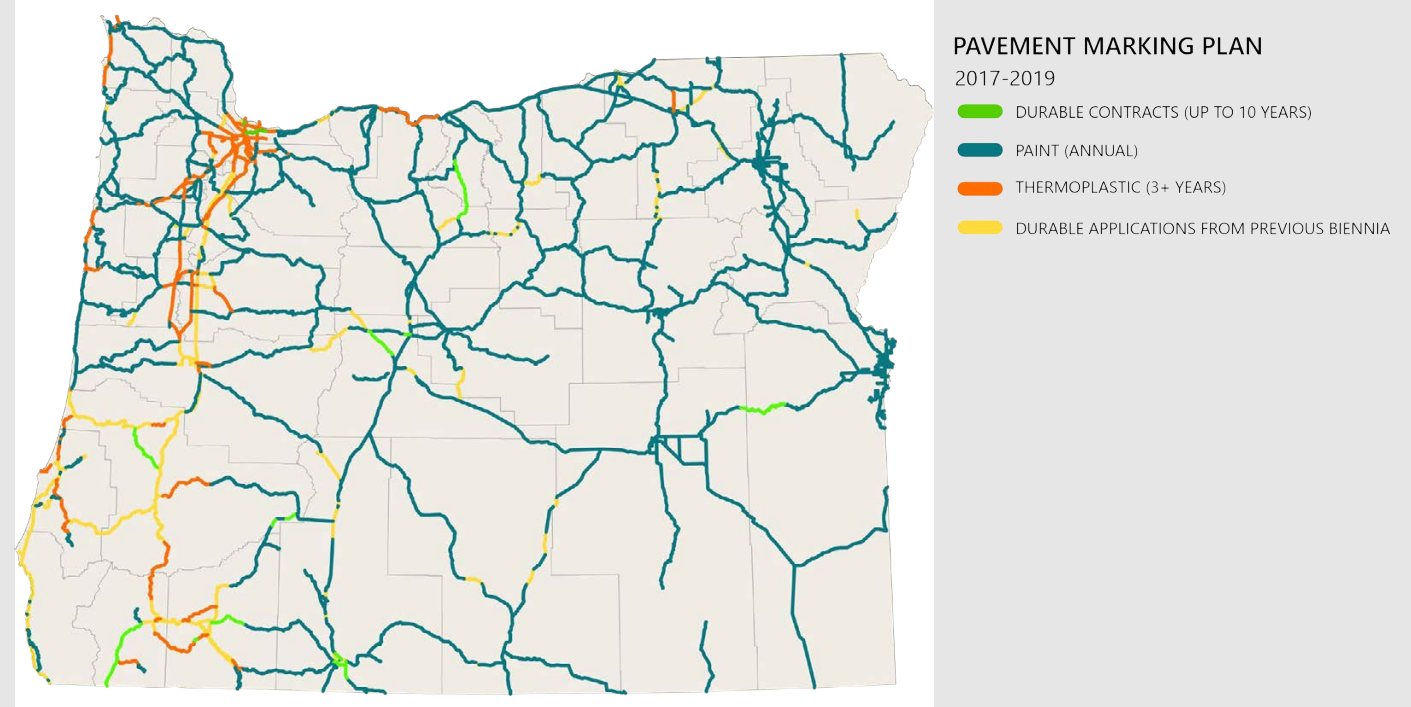
## Reference: Winter Levels of Service Definition Table

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



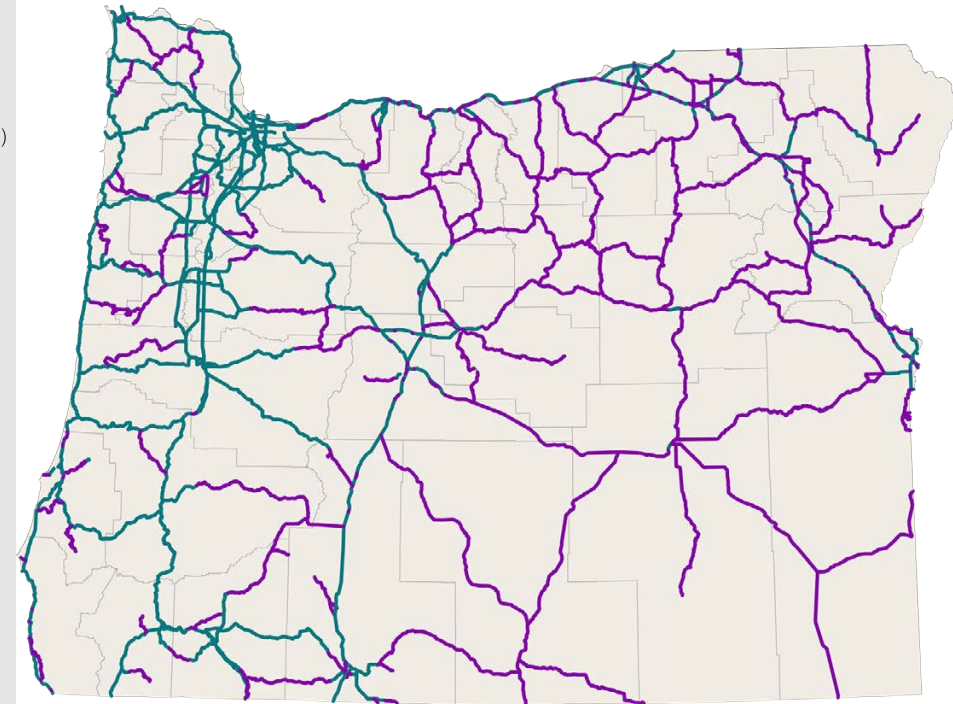
# Road, Bridge, and Traffic: Pavement Striping

- 8,000 miles of striping on state roadways (edge line, lane markings, and centerline)
- Striping material and frequency determined based on:
  - Weather (material durability)
  - Traffic volumes and demand
  - Use of road (type of traffic, roadway material, speeds)
- Governor's Budget restores pavement striping maintenance levels to level prior to service cuts (CY 2017)
- Governor's Budget avoids cuts resulting in poorly maintained striping, no edge line restriping on low-priority roads, and less safe roadways



## EDGE LINE RETRACEMENT PLAN

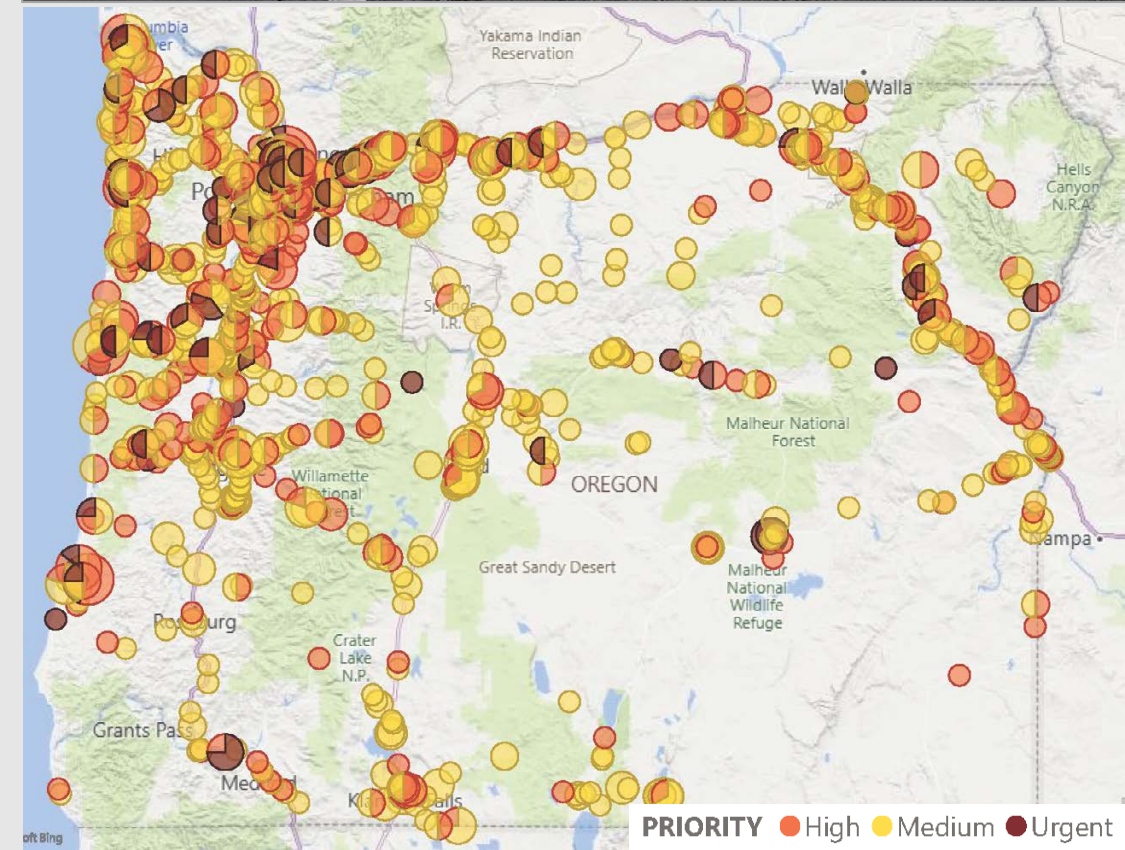
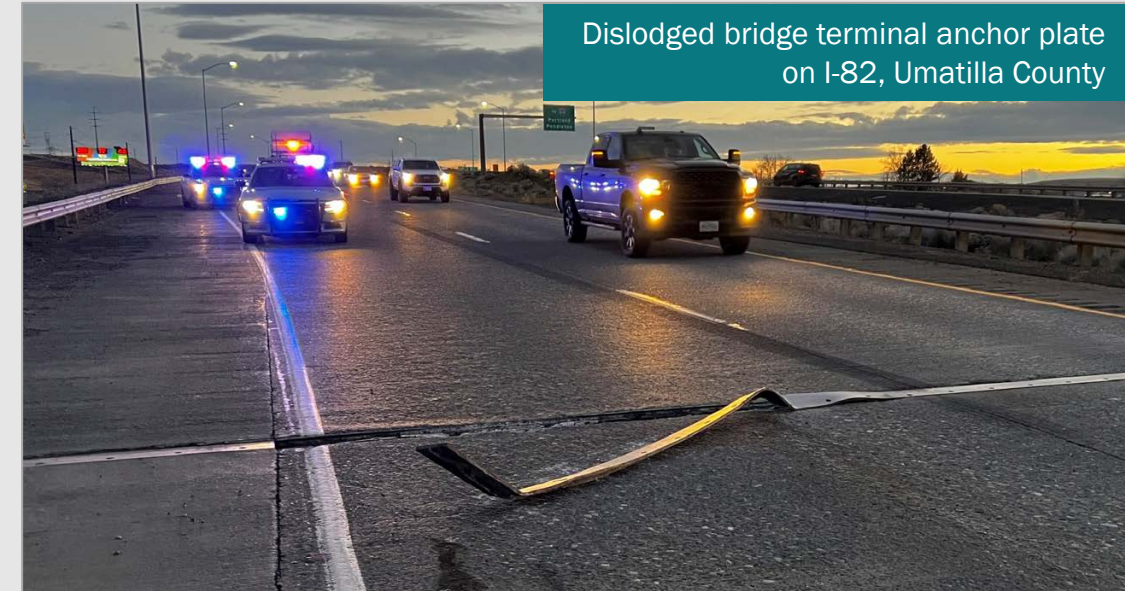
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- Legend:
- EDGE LINE MAINTAINED WITH PAINT (~56%)
  - EDGE LINE NOT MAINTAINED (~44%)





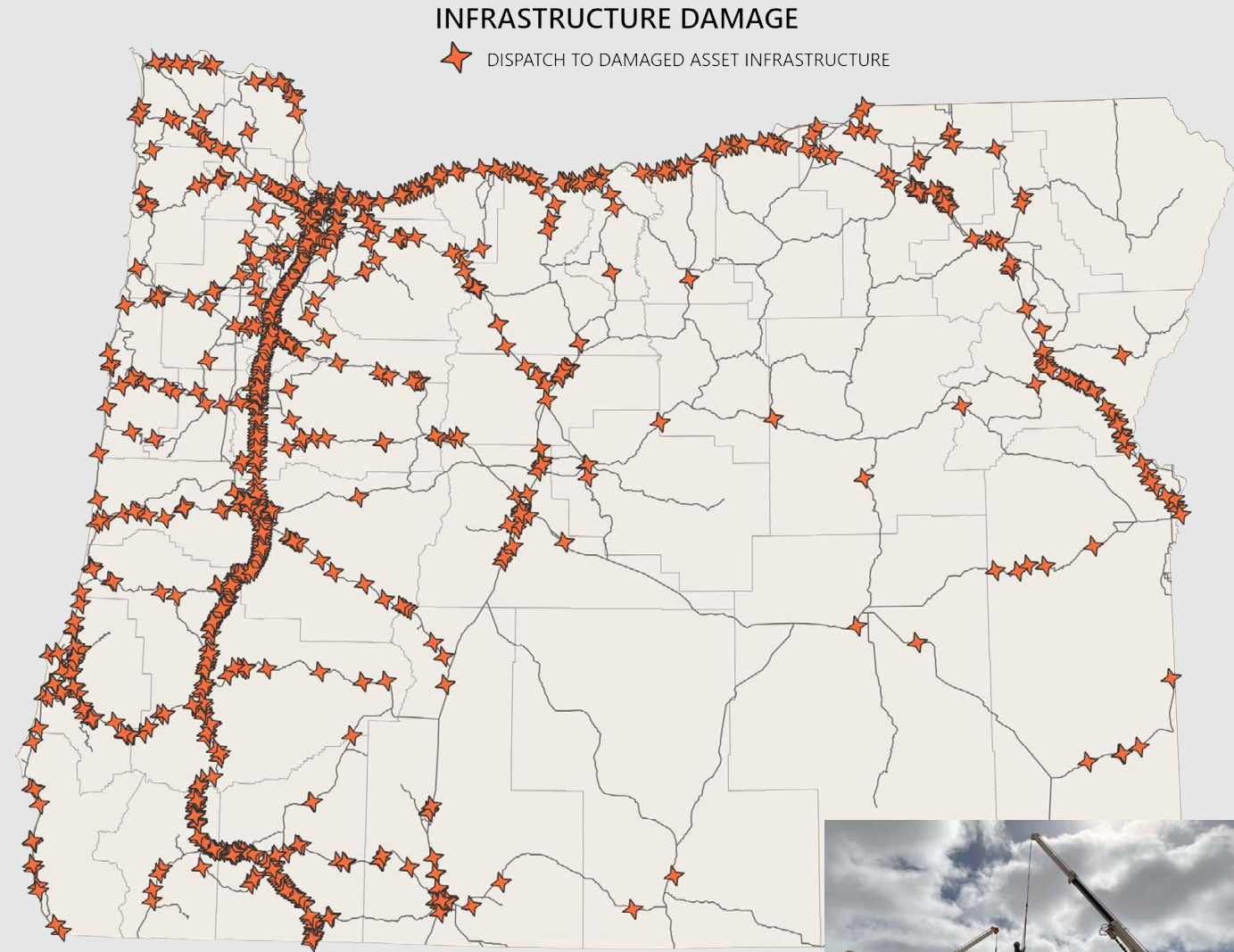
# Road, Bridge, and Traffic: Bridge Maintenance

- 2,700 bridges on state system
- Inspection and routine repairs to ensure integrity and safe use of bridges
- Bridge maintenance prioritized based on risk, traffic volume/demand, use, condition
- Deferring bridge maintenance has long-term impacts
  - Increased costs to repair
  - Use restrictions (load rating)
  - Shorter overall lifespan



# Road, Bridge, and Traffic: Repairing Damaged Infrastructure

- System components and features make the system work safely (roads and bridges, signals and signs, guardrails and cables)
- As components and features are damaged, repair or replacement is prioritized based on:
  - Type of feature and its criticality
  - Roadway or bridge use and traffic volume
  - Return on investment
- Governor's Budget invests in maintenance crews to quickly repair damage and adds capacity to recover costs for repair
- Governor's Budget avoids cuts, resulting in longer down-time of critical safety features, greater disruption to traffic, and less safe system



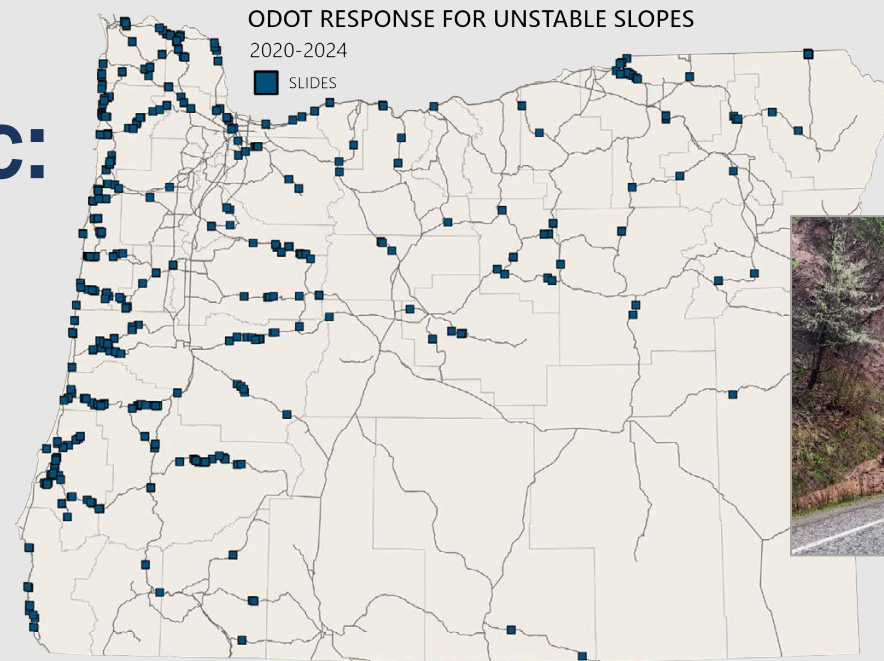
Crash Repair at the intersection of OR 140 & OR 66, Klamath County





# Road, Bridge, and Traffic: Unstable Slopes

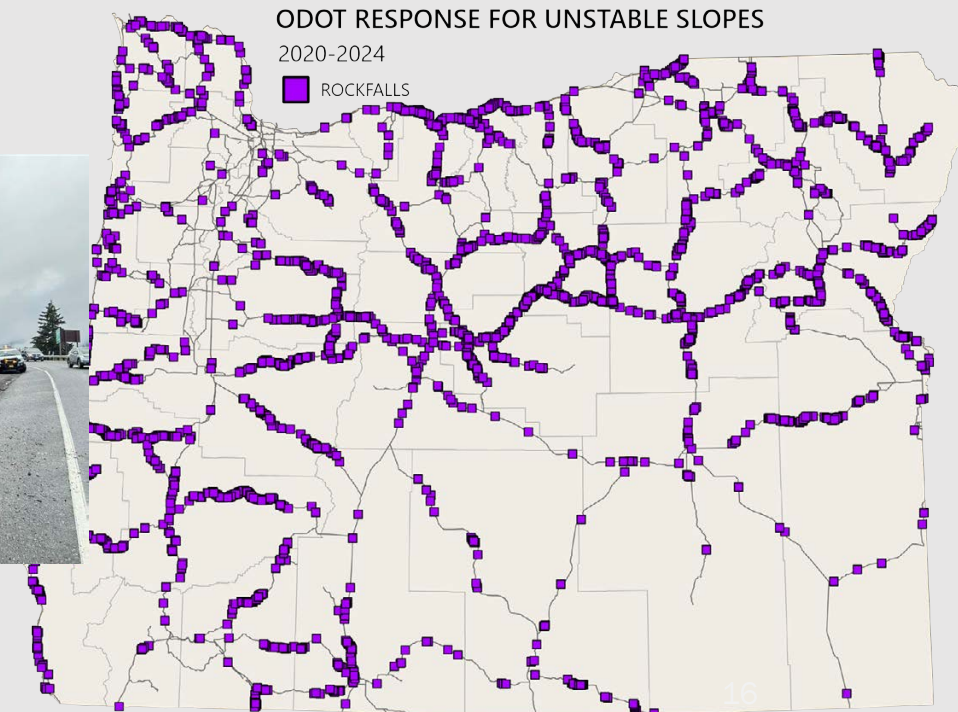
- Rockfalls and unstable slopes threaten drivers, disrupt traffic, and damage pavement and other infrastructure
- When not proactively mitigated, rockfalls require immediate response.
- Governor's Budget invests in maintenance response to ensure rockfalls, landslides, and other natural hazards receive immediate response to protect drivers, get traffic moving, and repair damaged roadway and infrastructure.



OR 138, Douglas County

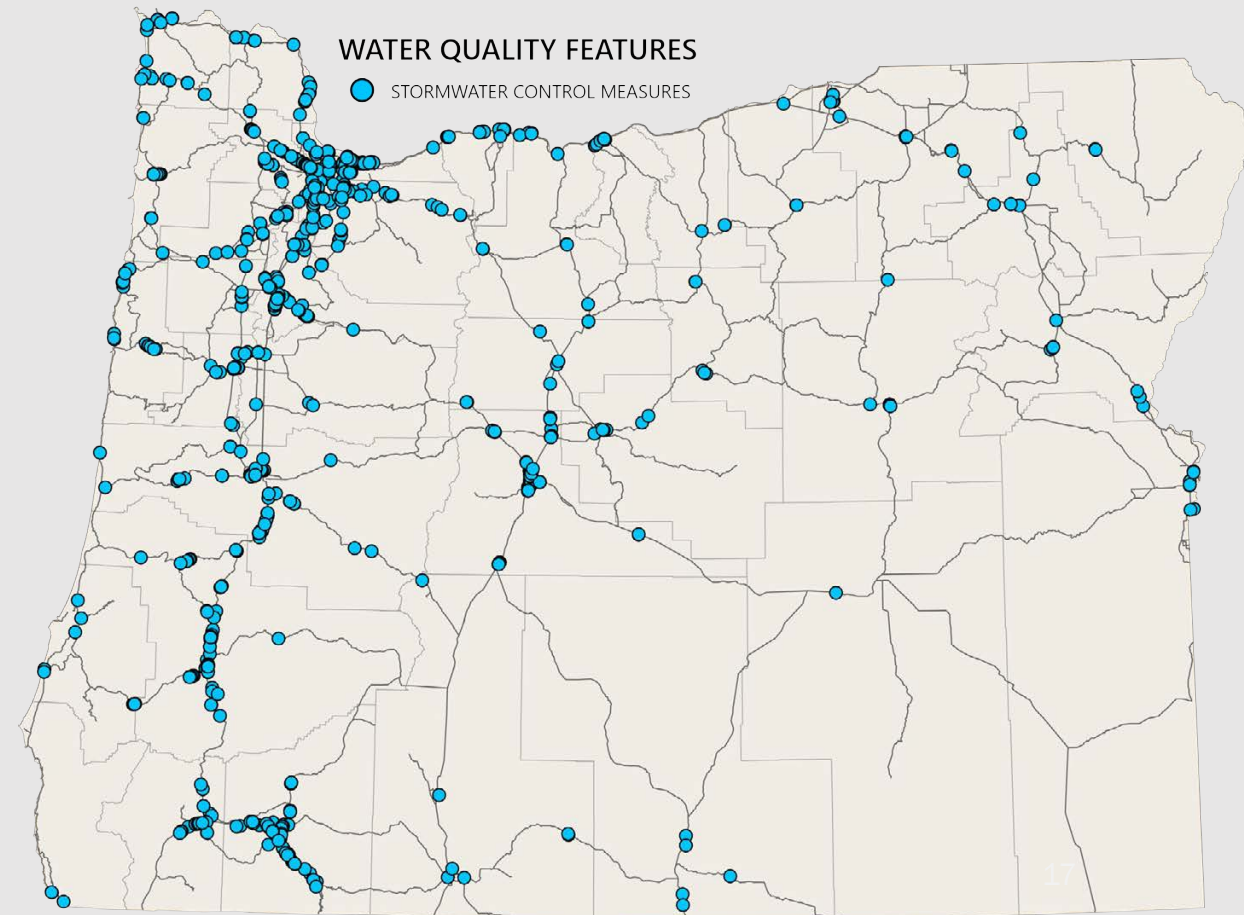


I-84, 2 miles West of Hood River



# Road, Bridge, and Traffic: Water Quality Inventory

- ODOT maintains over 1,500 water quality and drainage features across the state and the number is rapidly growing as we make improvements to the system.
- Additionally, we maintain over 8,000 miles of ditches.
- Routine maintenance is needed for system health and safety, and regulatory compliance.
- The Governor's Budget provides funding to establish a program that supports proactive maintenance of these features.





# Additional Incident Responders

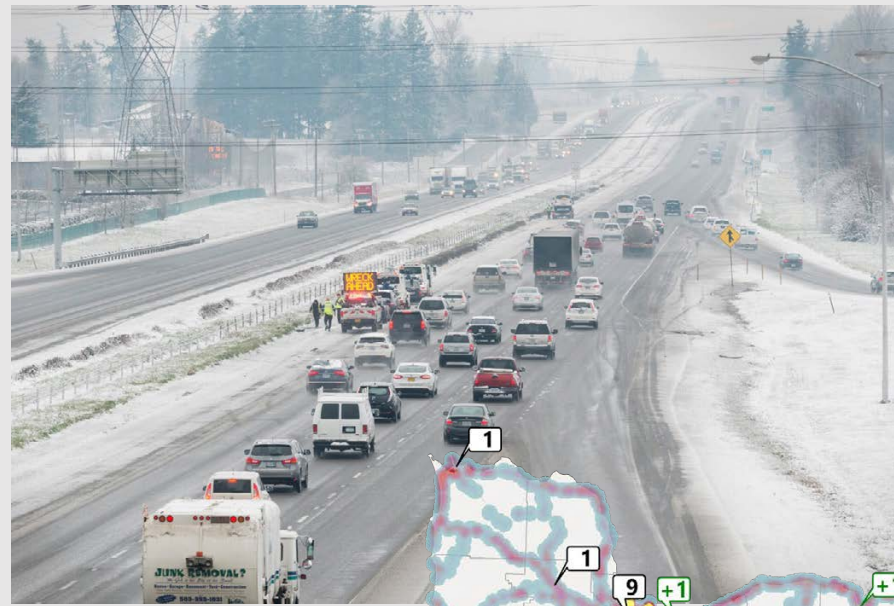
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\$4 Million

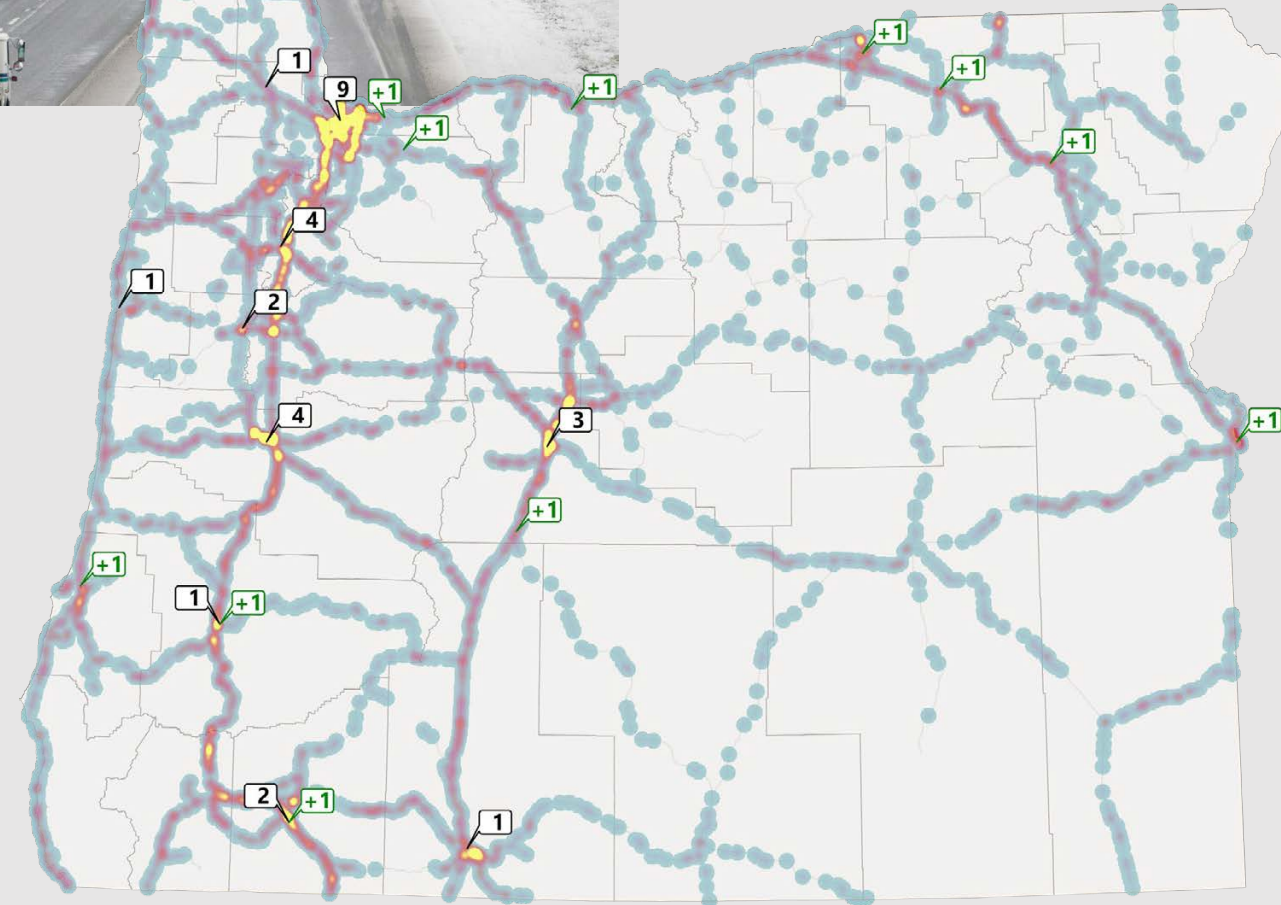
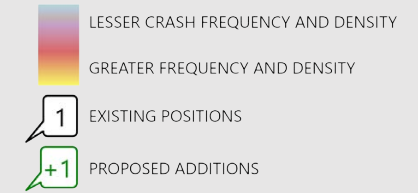
# Additional Incident Responders

\$4 Million

- Dedicated Incident Responders provide immediate or emergency response, assisting drivers, removing roadway hazards, maintaining safety, and reopening traffic quickly.
- Some parts of the state have insufficient incident responders; maintenance crews and local law enforcement are responsible instead.
- Governor's Budget invests in additional dedicated Incident Responders, based on:
  - Frequency and density of historical crash and response data
  - Proximity to existing Incident Responder locations



CRASHES & RESPONSE, 2023



# Graffiti and Litter Cleanup

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\$20 Million

# Graffiti and Litter Cleanup

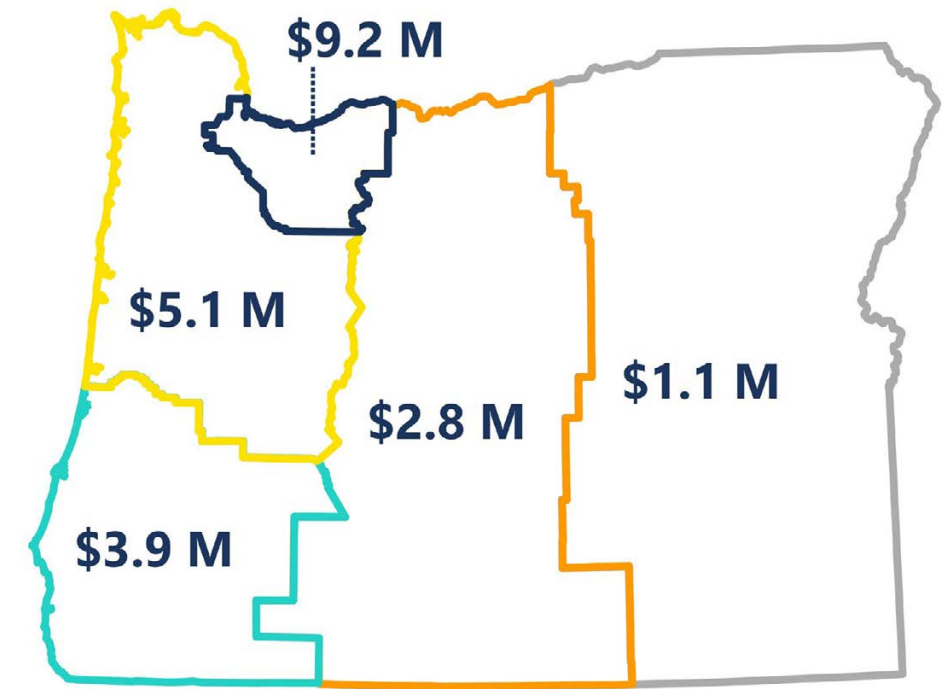
\$20 Million

- Cleaning graffiti, removing litter, and repairing vandalism reduces safety risks and improves livability for communities across the state.
- Governor’s Budget increases frequency of graffiti and litter cleanup across the state, based on historical volume of graffiti and litter cleanup needs
- Governor’s Budget invests in repair of vandalism that reduces safety and threatens infrastructure.

Amount	Regional Distribution
\$8 Million	Region 1
\$5 Million	Region 2
\$3.5 Million	Region 3
\$2.5 Million	Region 4
\$1 Million	Region 5
\$20 Million	Total



Graffiti and Litter Spending by ODOT Region (2021-23)





# Fleet Investments

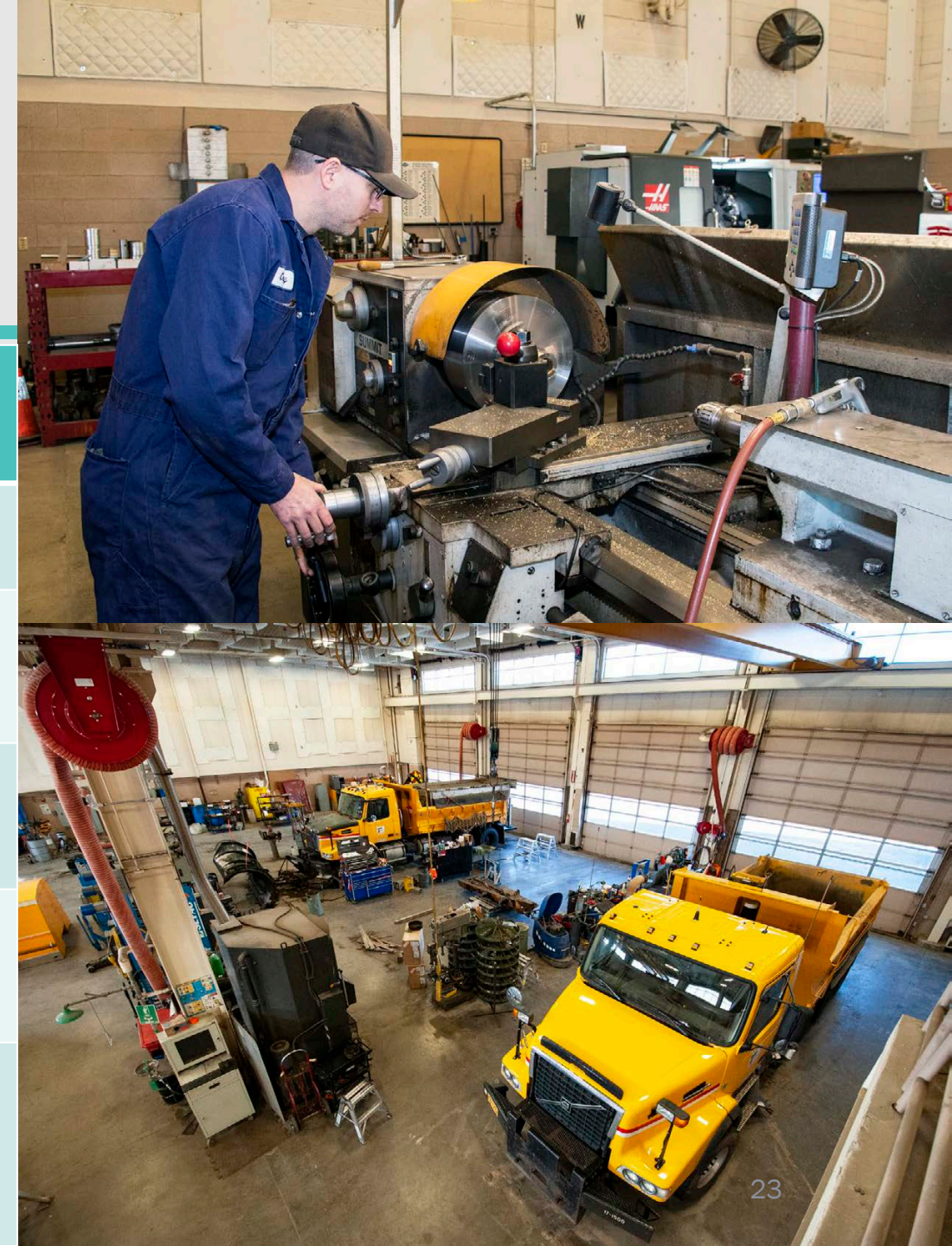
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\$30 Million

# Fleet Investments

## \$30 Million

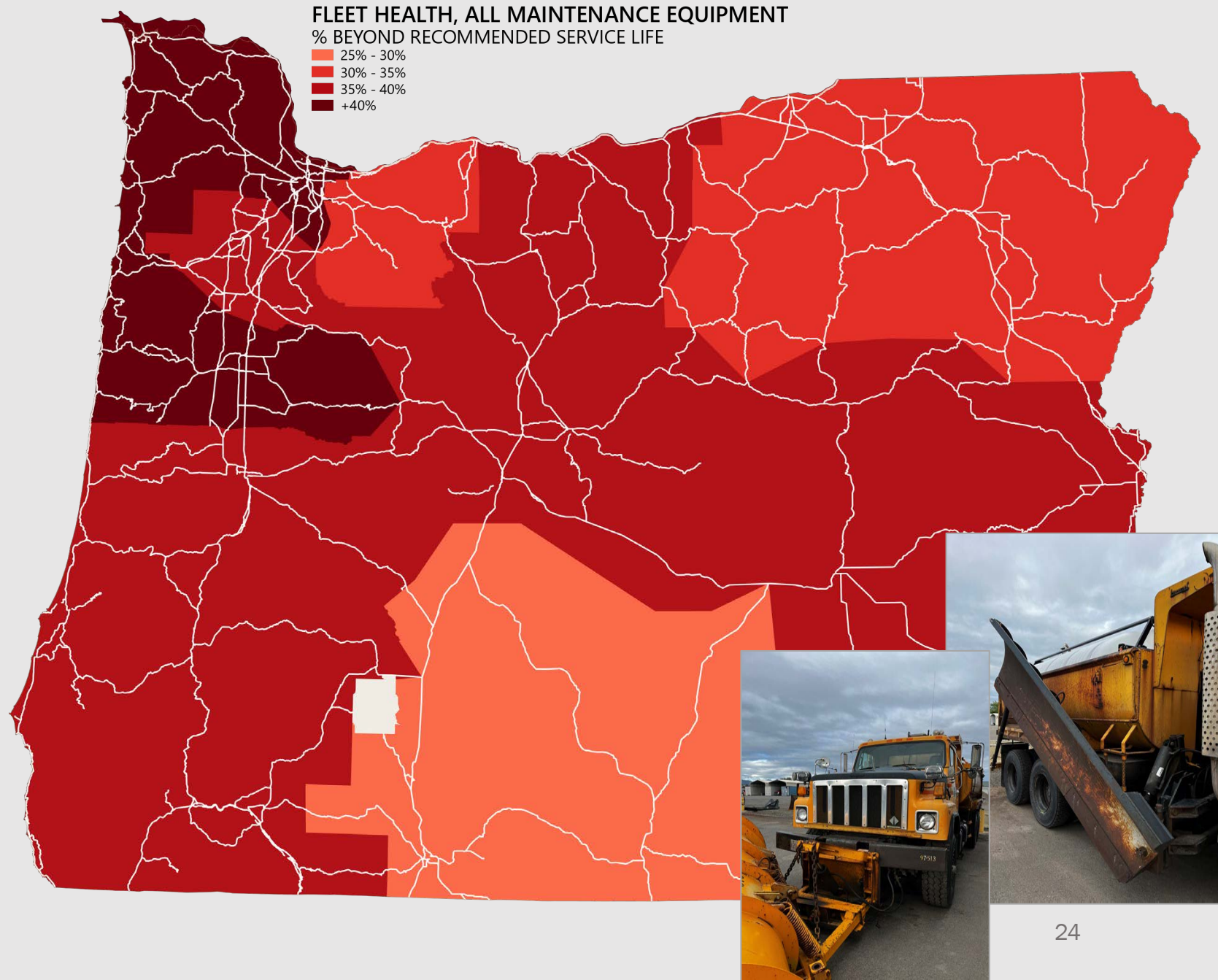
Fleet Type	% of Total ODOT Fleet	% of \$30M
Light Duty (under 8,000 lbs)	13	11
Medium Duty (8,001- 26,000)	8	17
Heavy Duty (26,001 and up)	9	33
Off Road & Construction Vehi cles	11	27
Non-self propelled Equipment (trailers and other attachments)	59	13





# Maintenance Fleet Health

- ODOT owns and maintains over 7,000 pieces of equipment, with a replacement value of \$728 million
- Roughly 38% of our equipment in use is beyond the recommended service life. The industry target is to operate less than 10% of fleet beyond useful service life.
- Our 10-yard trucks are the backbone of ODOT's maintenance and operations work.
- Governor's Budget invests funds to begin to close the gap between our current state and industry standards.



# Operational Support for Maintenance

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\$25 Million



# Operational Support for Maintenance

## \$25 Million

Amount	Services
\$16 Million	Provides funds to replace ODOT owned outdated/unsupported statewide radios.
\$5 Million	Provides funds for rising costs in risk management. Provides additional staff in the risk management and maintenance training programs.
\$2 Million	Provides funds to begin work on the acquisition of a maintenance management system to better track activities, expenditures and deferred maintenance.
\$2 Million	Provides funds to address increased costs in utility, contract labor, facilities maintenance (HVAC, roof, flooring, siding, etc.) and material costs.





# Wireless Communications

\$16 Million

- ODOT & OSP radios in service 13 years.
- Industry standard is 8 to 10 years.
  - Even if all radios are replaced, some radios will be operational for 16 to 20 years.
  - The average person keeps their software-based phone for 2.67 years.
- Without replacement:
  - Inability to coordinate with emergency service providers.
  - Poor support for emergency management.
  - Radios will become obsolete.



# Capital Preservation Program

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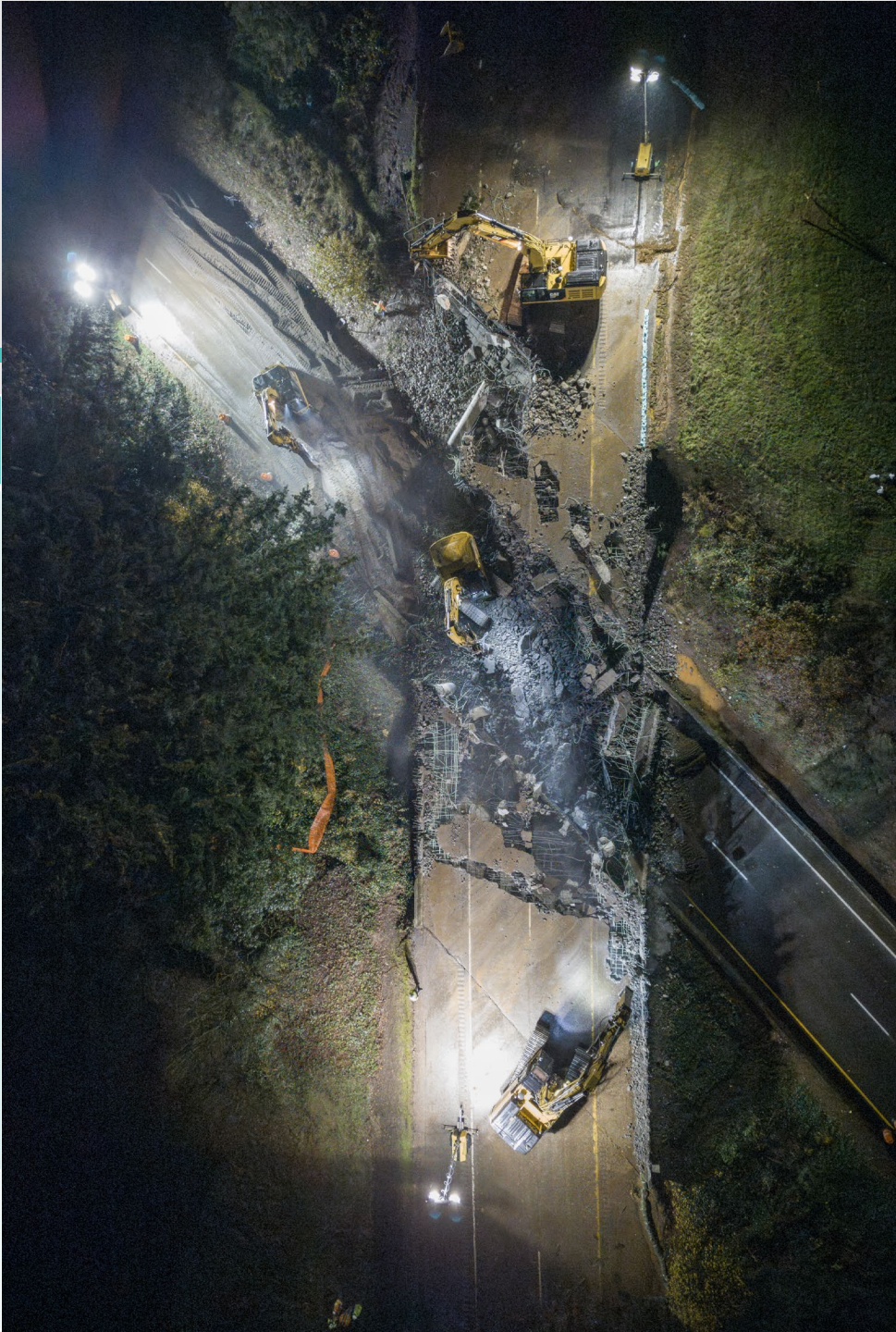
\$677 Million



# Governor’s 2025-27 Budget

Preservation: \$677 Million

Amount	Area of Investment
\$342 Million	Prioritizes investment in the replacement of timber <b>bridges</b> , preservation of coastal and border bridges, bridges on seismic lifelines and other major bridges.
\$275 Million	Prioritizes investment in <b>pavement</b> conditions on the interstates, expressways, and regional highways that have higher traffic volumes, heavier vehicles, and more wear and tear.
\$35 Million	Invests dedicated funding for <b>culvert</b> replacement and rehabilitation and <b>fish passage</b> .
\$25 Million	Replaces aging <b>signals</b> , <b>ITS</b> , and <b>electronic systems</b> , and installs <b>unstable slope</b> mitigation features.





# Preservation: Bridge Investment

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\$342 Million

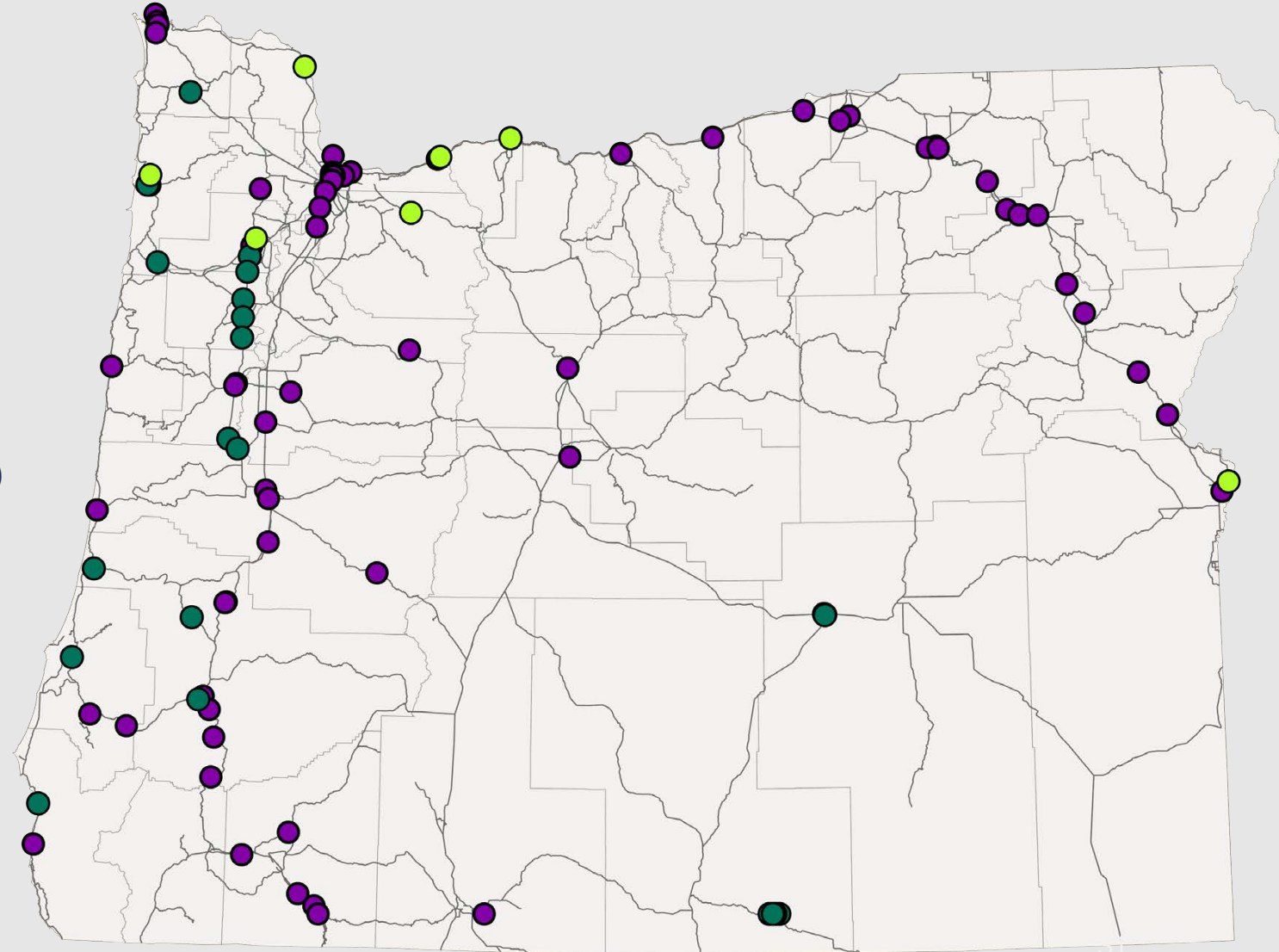
# Bridge Preservation

\$342 Million

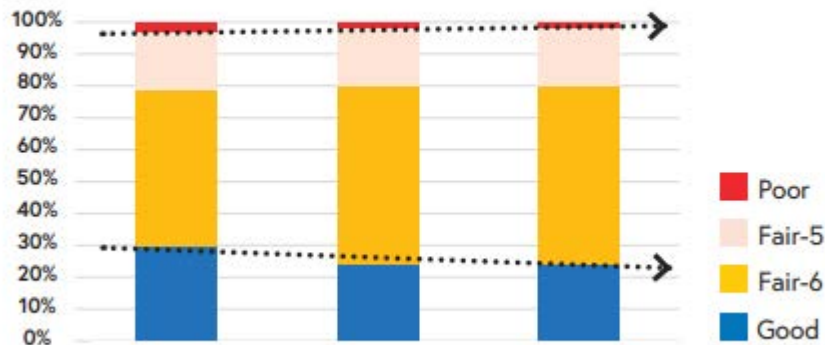
- 2,700 bridges on state system and we are currently at a 900-year replacement cycle
- Governor's Budget invests \$342M in bridge preservation, prioritizing:
  - Replacement of timber bridges (24 over next 10 years)
  - Preservation of coastal bridges, border bridges, bridges on seismic lifeline routes, major river crossings (80+ over next 10 years)

## POTENTIAL PRIORITY INVESTMENT LOCATIONS

- REPLACEMENT WITH STIP FUNDING
- REPLACEMENT WITH GRB FUNDING
- PRESERVATION & REHABILITATION WORK WITH GRB FUNDING



ODOT Bridge Conditions Over the Last 10 Years



# Preservation: Pavement Investment

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\$275 Million

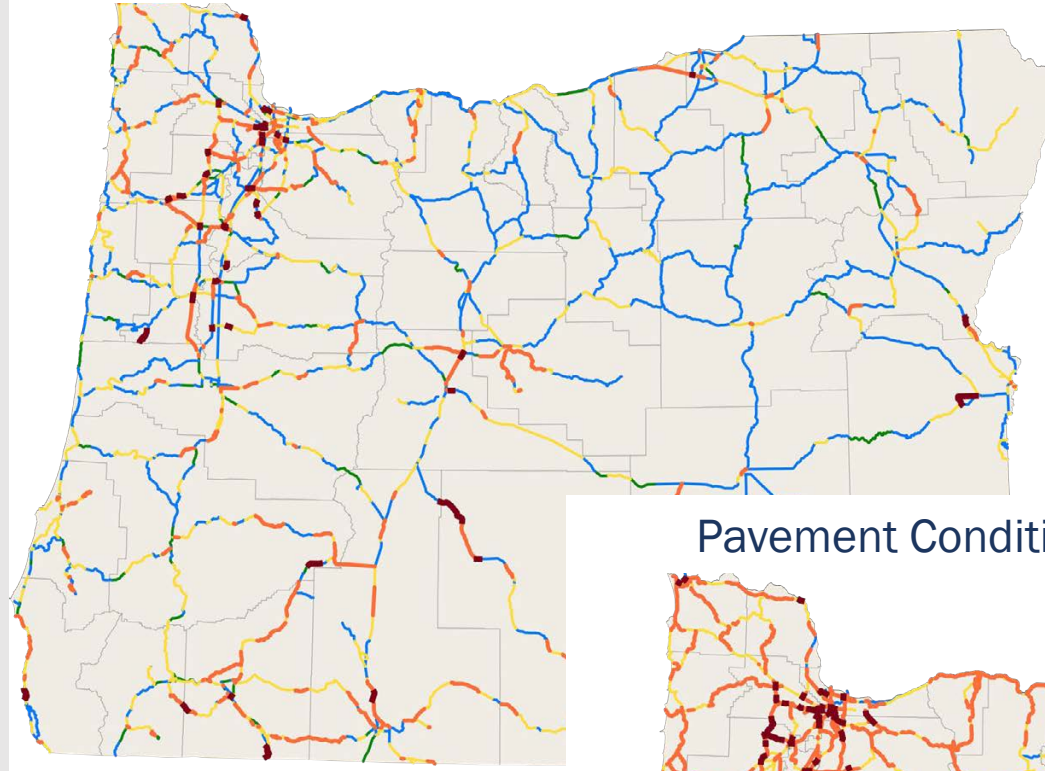


# Pavement Preservation

## Current and Future Conditions

- 8,000 miles of state highways preserved for safety and performance.
- Roadways prioritized based on:
  - Traffic volumes and demand
  - Use (freight corridor, critical connection, speeds)
- Preservation extends life of pavement, resulting in lower maintenance costs, safer traveling conditions
- Maintenance extends life of pavement, resulting in lower replacement costs, safer traveling conditions and maximizing the investment.

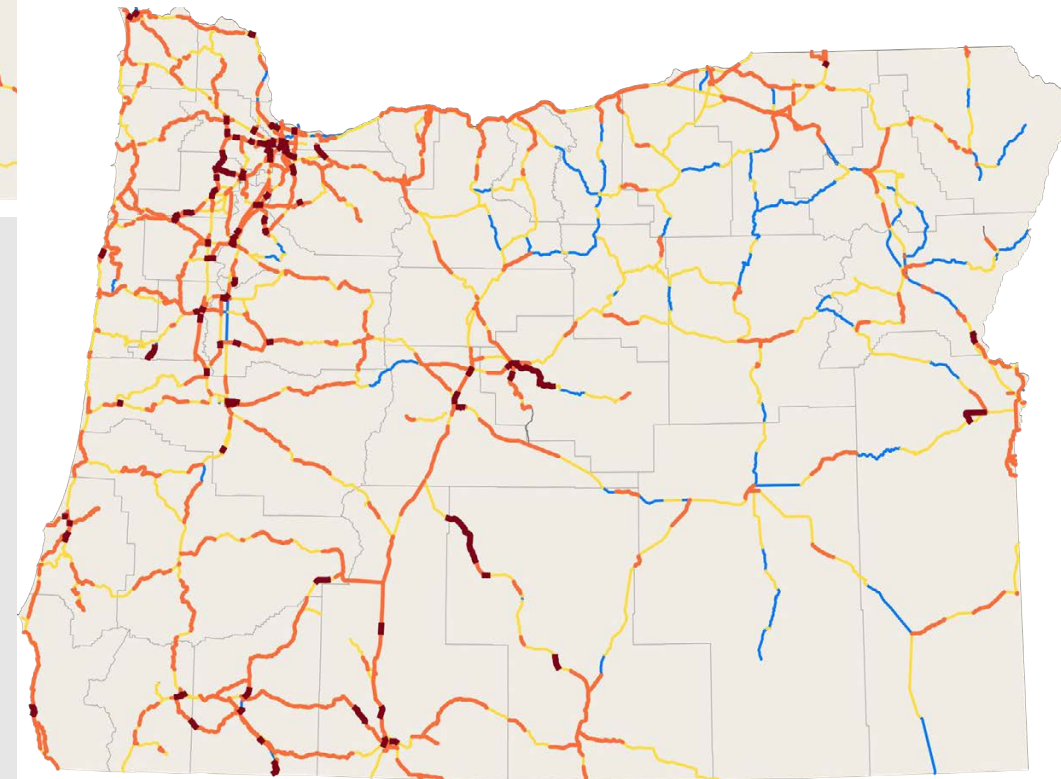
Pavement Conditions (Current, 2022)



PAVEMENT CONDITIONS, 2022



Pavement Conditions (Projected, 2036)



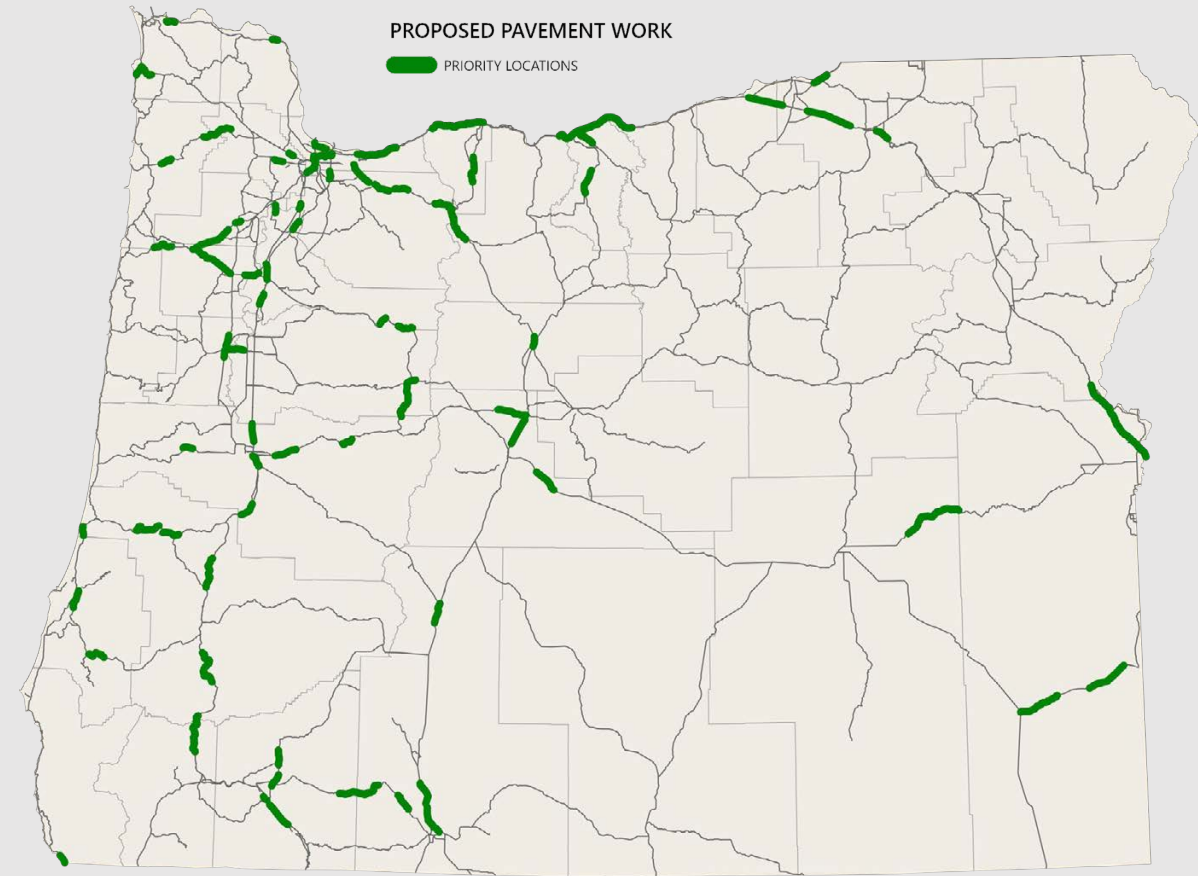
PAVEMENT CONDITIONS, 2036



# Pavement Preservation

## \$275 Million

- Governor's Budget invests \$275 Million to repave critical priority routes. We would also continue to work to maximize our paving miles.
- Governor's Budget avoids cuts resulting in only-interstate paving.
- The investment reduces the volume of declining pavement conditions.
- FHWA requires no more than 5% of our interstate pavement is in poor condition. As of 2023 approximately 2.5% was in poor condition.



# Preservation: Culverts and Fish Passage

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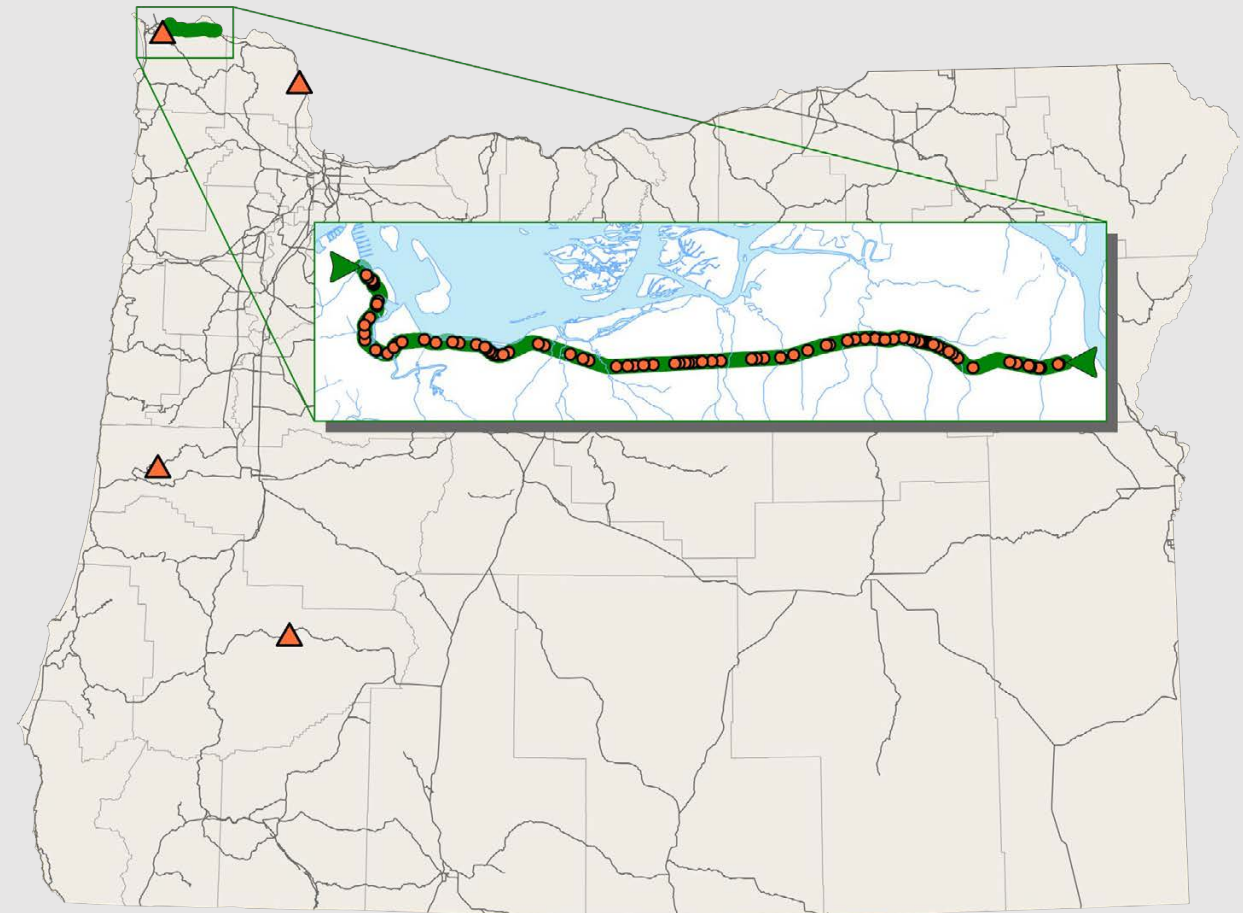
\$35 Million



# Preservation: Culverts and Fish Passage

\$55 Million

- 60,000+ culverts support Oregon's transportation system
- Governor's Budget invests \$55 million to inspect, repair, and replace culverts and provide fish passage for critical corridors.
- Investments prioritized:
  - U.S. 30
  - OR 202
  - OR 36
  - OR 138E



# Preservation: Signals, ITS, and Electronic System & Unstable Slopes

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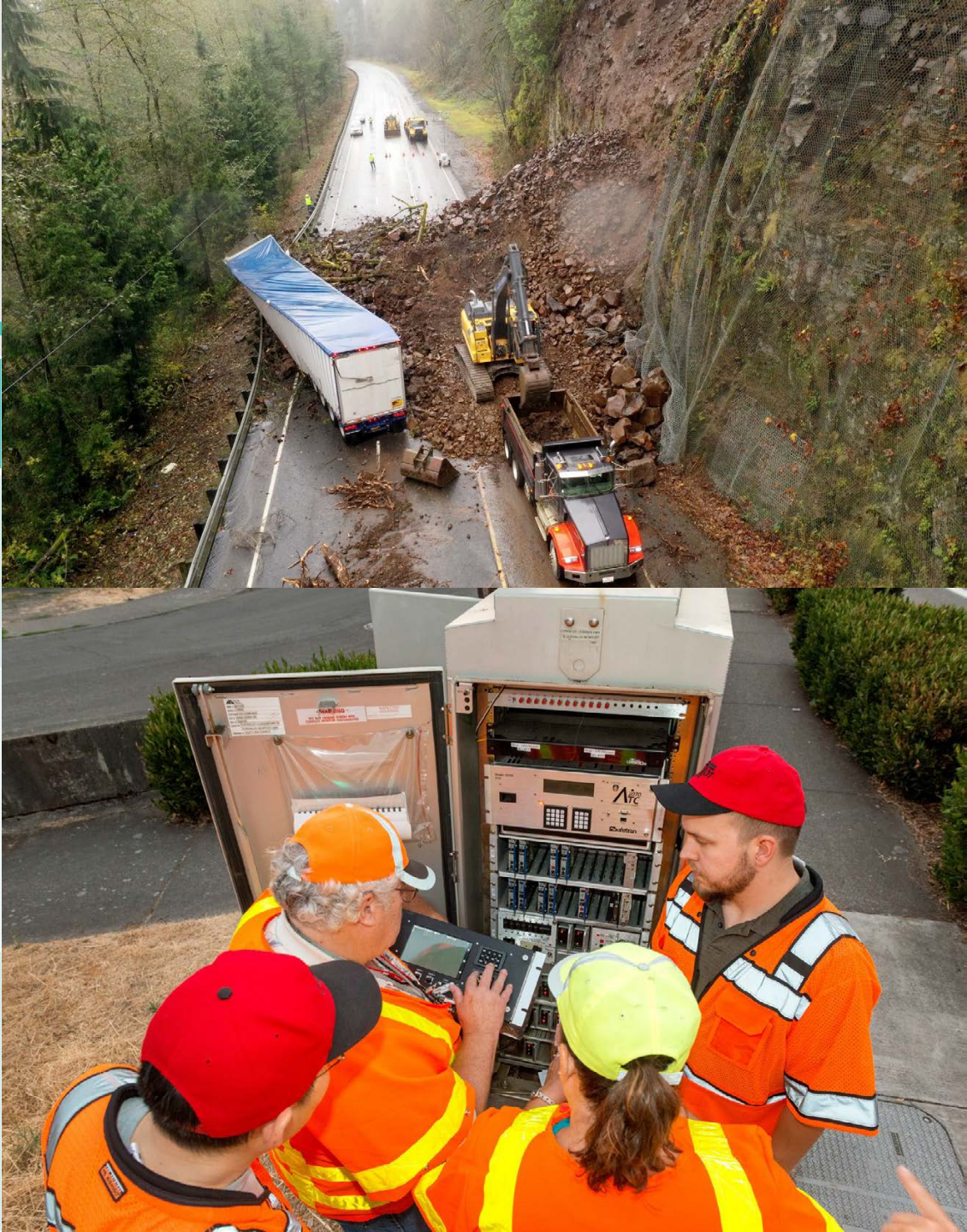
\$25 Million



# Preservation: Signals, ITS, and Unstable Slopes

\$25 Million

Amount	Area of Investment
\$14 Million	Prioritizes investment in the replacement of traffic signals and illumination.
\$4 Million	Prioritizes investment in “Intelligent Transportation System” features like variable message signs, TripCheck cameras and weather stations.
\$7 Million	Prioritizes investment to mitigate landslide and rockfall locations with the highest maintenance response demands on high volume routes.

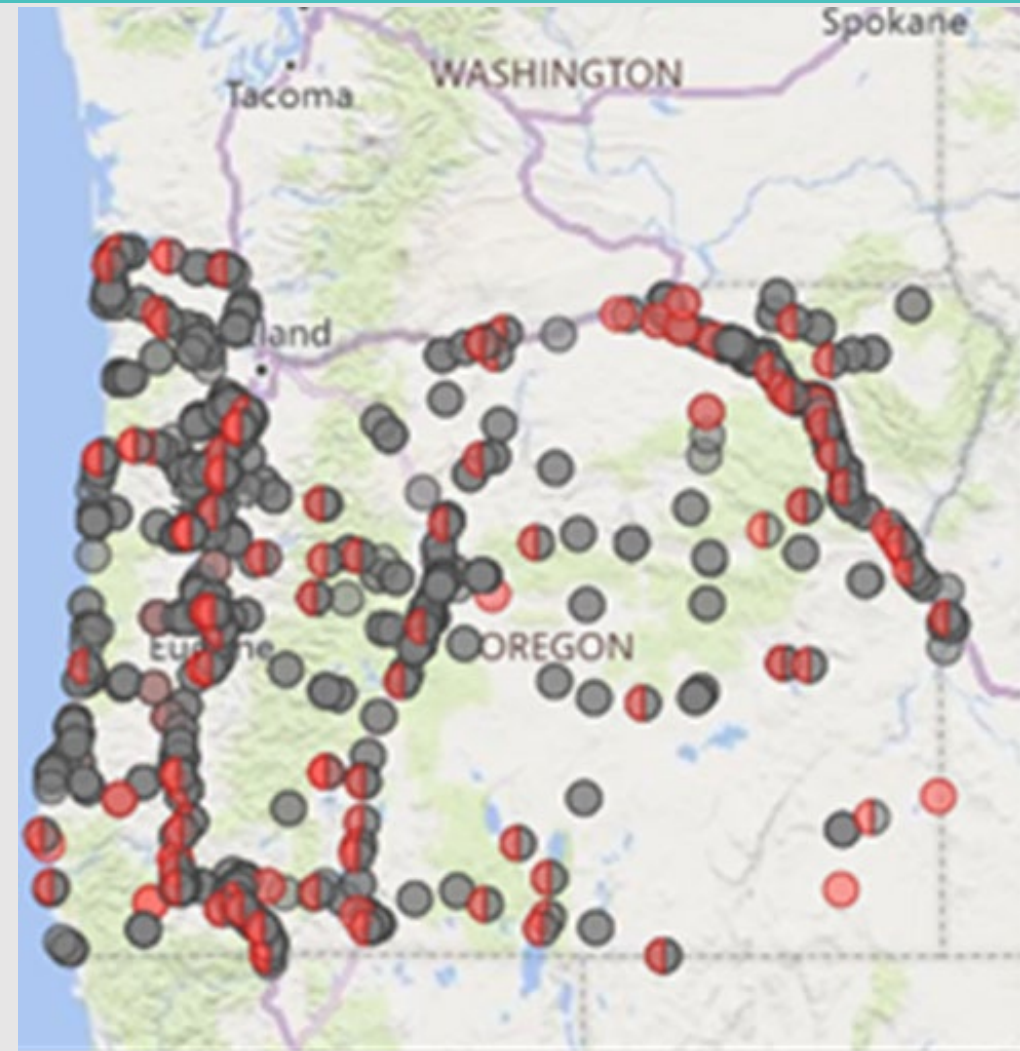
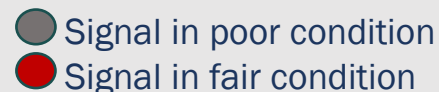




# Preservation: Traffic Signals and Illumination

\$14 Million

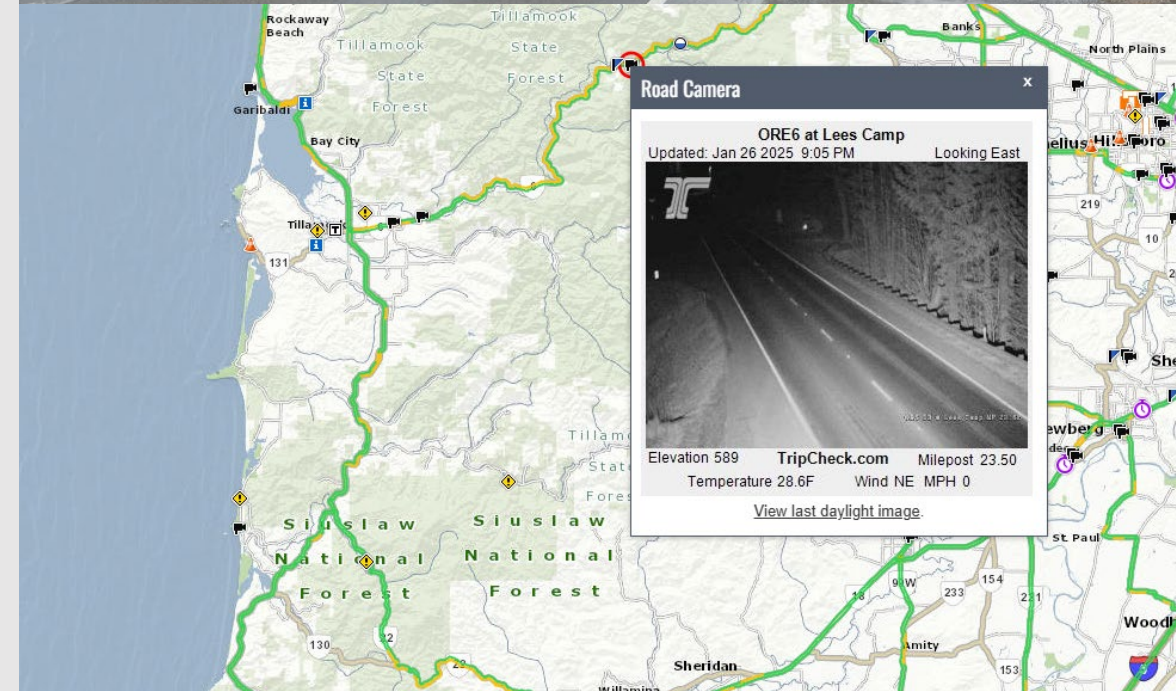
- 1,480 traffic signals across the state. 25% are in poor or very poor condition.
- Malfunctioning signals decrease safety and reliability for all system users. Deteriorating signals increase maintenance costs.
- The Governor's Budget provides \$14M to replace aging traffic signals and illumination.



# Preservation: Intelligent Transportation Systems (ITS)

\$4 Million

- ODOT maintains 1,000 ITS features such as variable message signs, ramp meters, TripCheck Cameras, and weather stations.
- These features provide valuable traveler information to help keep motorists safe.
- Governor's Budget invests \$4M to replace Intelligent Transportation Systems.





# Preservation: Landslide and Rockfall Mitigation

\$7 Million

- Landslides and rockfalls plague US101, the highways connecting the coast to the valley and the valley to central Oregon.
- Mitigation features like rock screening, rockfall catchment areas, and landslide stabilization features improve the safety and reliability of the system.
- The Governor's Budget provides \$7M to improve areas that see the most frequent activities on the heaviest used corridors.





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Commerce & Compliance	\$50M	Invest in roadside enforcement and customer service infrastructure, IT investments
Agency Operations	\$433M	Facility, IT, and back-office investments to restore previous service reductions, improve customer service experience, address significant deferred maintenance and replace priority sites.
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Safety	\$80M	Increase investment in proven safety countermeasures, rumble strips, pedestrian crossings, and speed setting review and reduction.
Total	\$1,75B	

# Thank You

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