



ASSOCIATION OF  
**OREGON COUNTIES**  
EST 1906



February 11, 2026

House Committee On Transportation  
900 Court St. NE  
Salem, Oregon 97301

**RE: HB 4126 and HB 4009 (Section 18) Transportation System Maintenance and Preservation Needs Report for Road Usage Charge Rate Setting**

Chair McLain, Vice Chairs Boshart Davis and Gamba, Members of the House Committee On Transportation,

The Oregon Association of County Engineers and Surveyors (OACES), an affiliate of the Association of Oregon Counties (AOC), represents Oregon's 36 county public works agencies and road departments across the state. County roads are a critical component of Oregon's integrated road system and are responsible for over 60% of Oregon's non-federal road network, over 32,000 total miles, and 3,400 bridges.

As a longtime member of the Road Usage Charge Task Force, the Association of Oregon Counties supports the innovative Road Usage Charge (RUC) program. This pioneering policy charges drivers per mile instead of per gallon, ensuring a sustainable and fair system for funding transportation operations and maintenance. This approach is increasingly crucial as the adoption of electric and high-efficiency vehicles grows.

AOC's 2024 County Road Needs Study identified that the statewide revenue forecast over the next five years shows a 59 percent annual shortfall for county road departments, amounting to a need for an additional \$834 million per year for counties. This includes an identified \$362 million annual need in new revenue for preservation, operations, and maintenance. Road crews across the state work diligently to preserve our shared transportation system. However, without new revenue, over the next five years, more than 4,500 miles of county roads will go without critical preventative maintenance work and will quickly deteriorate beyond repair. 910 county road miles have already fallen past repair and need to be replaced. Most counties have paused capital projects, and simply do not have the funding to replace bridges. Without timely maintenance, there is no other choice but to close traffic to heavy vehicles such as school buses, emergency vehicles, and farm-to-market traffic, which has already happened to 987 bridges.

Oregon counties agree with the need to better and more comprehensively track and record pavement conditions, bridge replacement timelines, and operation and maintenance costs across our shared transportation system. Having reliable and consistent condition data across all of Oregon's roads and bridges that is directly tied to the revenue rate-setting needs is paramount to a transparent system that is accountable to the taxpayer. But with current funding challenges at both state and local agencies, we recommend that the collection of this data be done in a cost-effective and efficient way.

Unfortunately, Oregon's current road and bridge condition datasets across all 36 counties and 241 cities are severely lacking. The ability to collect this data as required by the bills, as written, would be a significant, expensive, and time-consuming exercise. Pavement Condition Indexes

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(PCI) are typically expensive to collect; many counties only have reliable and current PCIs on less than 25% of their pavement system, and some of our most rural and understaffed counties don't have current PCIs on any roads. Comprehensive striping and painting condition data is even harder to quantify statewide. The bills, as drafted, don't address metrics expected for gravel road maintenance, as gravel roads typically incur higher annual upkeep costs than paved roads, though paved roads require greater long-term paving and capital investment. Counties own and maintain over 10,000 miles of gravel roads, that's more center line miles than ODOT's total paved miles altogether.

While we believe that many of these data collection challenges can be resolved through the rulemaking process, we must reiterate the significant costs and potential difficulties involved in conducting a comprehensive, statewide road needs analysis. We suggest a longer deadline than September 2026 for the submission of this data and request additional funding to perform the necessary data collection. A lengthier period will be necessary to allow ODOT, cities, and counties to collaboratively complete the rulemaking process and ensure the data and rate-setting needs assumptions provided in the report are accurate and of high quality.

AOC has long advocated for a comprehensive transportation funding package that prioritizes investments in operations and maintenance. Counties are eager to include diverse and modern funding mechanisms that facilitate growth and stabilization of the State Highway Fund. A comprehensive needs assessment of the entire transportation system helps set the bar for a unified look at transportation costs across the state. We ask that these proposals ensure counties, the largest owners of roads and bridges in the state, are included as partners in this report.

County road officials are grateful for the opportunity to submit testimony on HB 4126 and HB 4009 (Section 18) and are eager to work together to build long-term sustainable solutions for operations and maintenance funding.

Sincerely,

**Brian Worley**

County Road Program Director

Association of Oregon Counties

Oregon Association of County Engineers and Surveyors

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