

2024 County Road Needs Study

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Joint Committee on Transportation, Oregon State Legislature

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An aerial photograph of a road construction site. A yellow roller is in the foreground, and a blue truck is behind it. The road surface is dark asphalt. The text 'AOC ASSOCIATION OF OREGON COUNTIES' is visible in the top left corner.

AOC ASSOCIATION OF OREGON COUNTIES

COUNTY ROAD NEEDS STUDY 2024

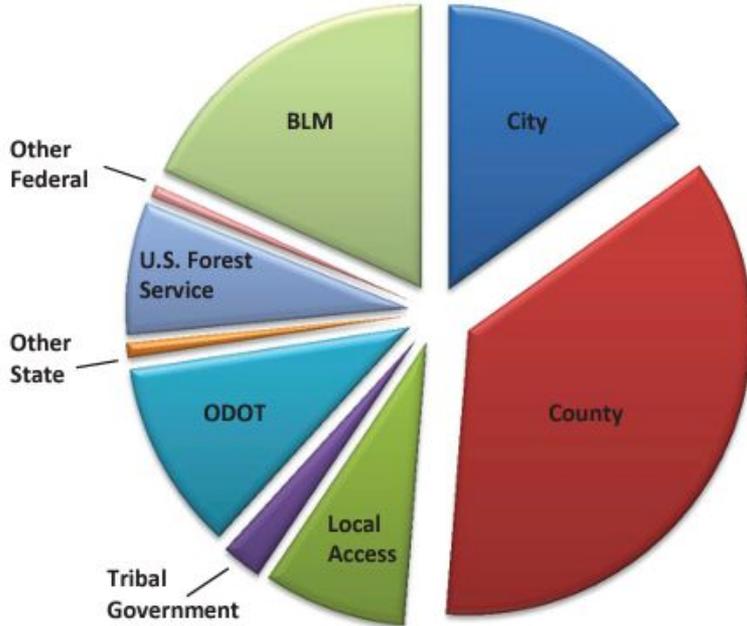
Objective:

Demonstrate the funding required to maintain and manage the county road system to meet the needs of the traveling public over the next five years

- o Last completed in 2014
- o Full county participation in 2024

Shared Transportation System

- **State** (7,980 road miles)
- **City** (11,355 road miles)
- **County** (26,744 road miles, 5,954 Local Access)
- **Federal** (25,374 road miles)



County Road Revenue and Expenditures

CHART-14: COUNTY ROAD FUND REVENUE SOURCES

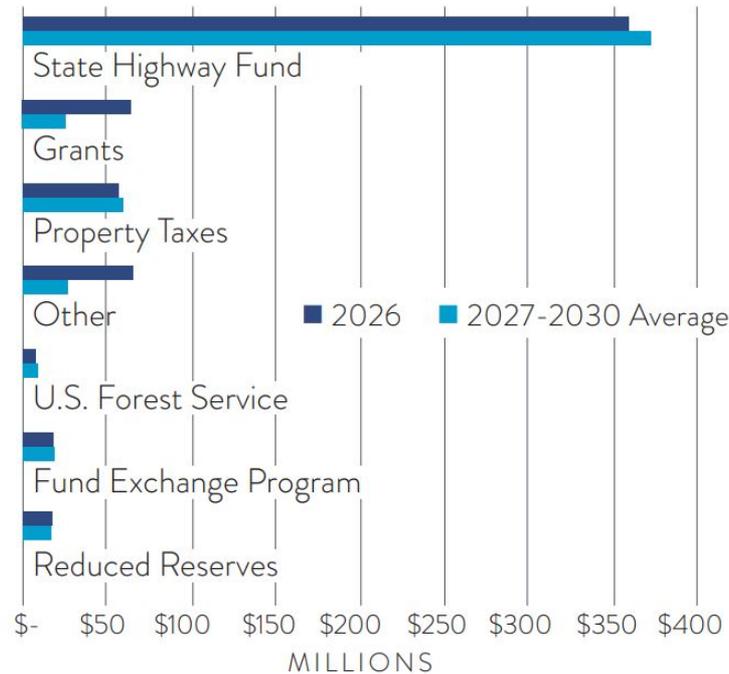
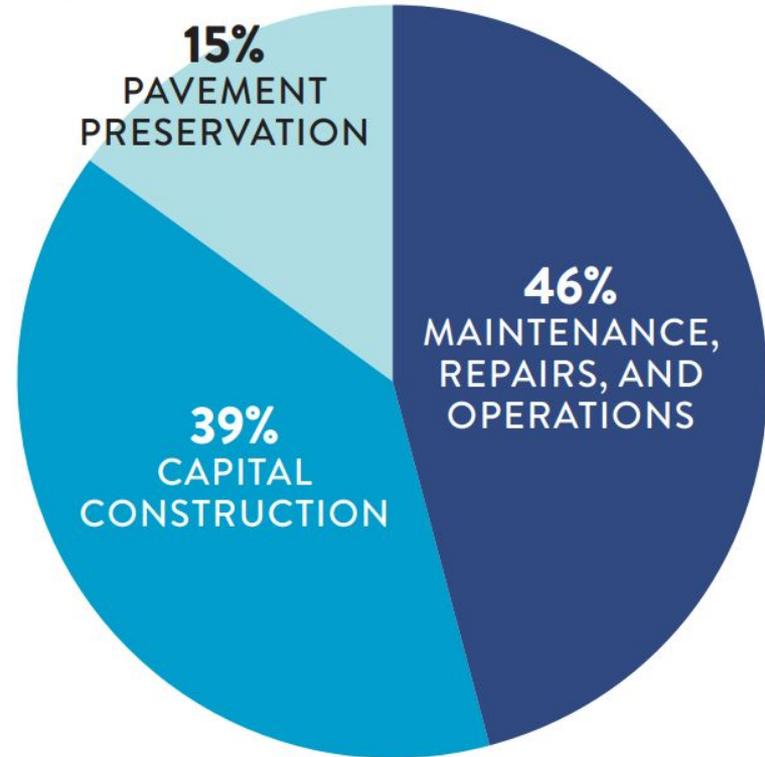


CHART-17:
PROJECTED
EXPENDITURES
AT ANTICIPATED
FUNDING LEVEL



County Road Needs

Statewide, the revenue forecast over the next five years shows a **59 percent annual shortfall**. This translates into the need for an additional **\$834 million per year**.

CHART-20: TOTAL COUNTY ROADS NEED

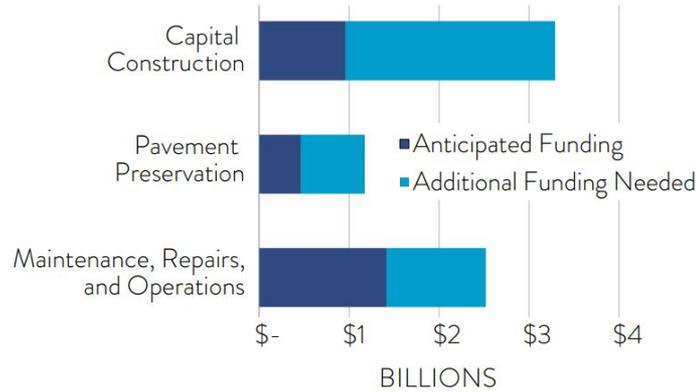


TABLE-01: TOTAL COUNTY ROAD NEEDS
(Annual average for the period 2026-2030)

	Capital Construction	Pavement Preservation	Maintenance, Repairs, and Operations	Total
Anticipated Funding	\$201,053,569	\$93,156,980	\$281,936,802	\$576,147,352
Additional Funding Needed	\$472,679,050	\$141,344,139	\$220,346,038	\$834,369,228
Total Funding Needed	\$673,732,619	\$234,501,119	\$502,282,841	\$1,410,516,579

Shortfall **70%** **60%** **44%** **59%**

The statewide revenue forecast over the next five years shows a

59%

ANNUAL SHORTFALL
for county road departments.

This translates into the need for an additional

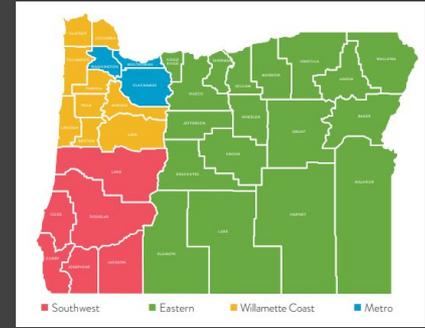
\$834
MILLION

per year for counties based on revenue forecasts.



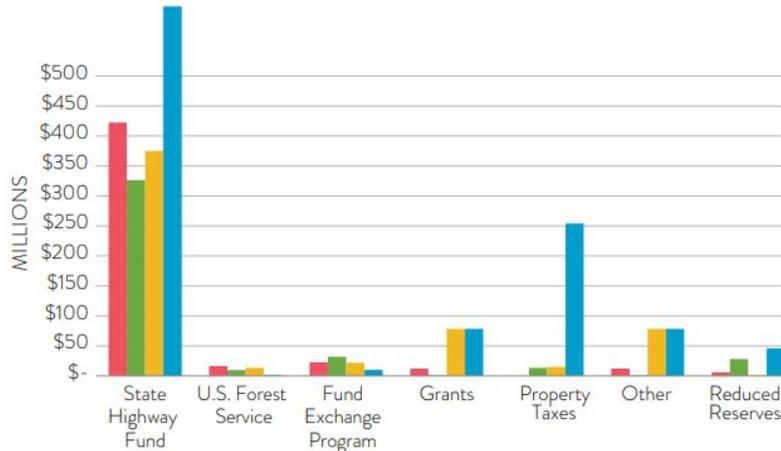
Study Regions

While the majority of challenges county road departments face are common throughout the state, many of the structural financial challenges are unique to specific counties and regions within the state.



Funding county roads is a complex challenge that varies drastically from one region to another (Chart-21).

CHART-21: REVENUE BY REGION



Additionally, counties have differing priorities and projects, which reflect their communities, the traveling public, and economies that they serve (Chart-22).

CHART-22: PROJECTED ROAD NEEDS BY REGION



County Bridges

Counties own half of all the bridges in Oregon (3,448), but are burdened with 77% of those that are structurally deficient.

987 county bridges have become restricted for heavy trucks.

Bridge Needs in Millions

Capital:

\$319

Maintenance:

\$91

CHART-08:
TOTAL COUNTY BRIDGE NEEDS

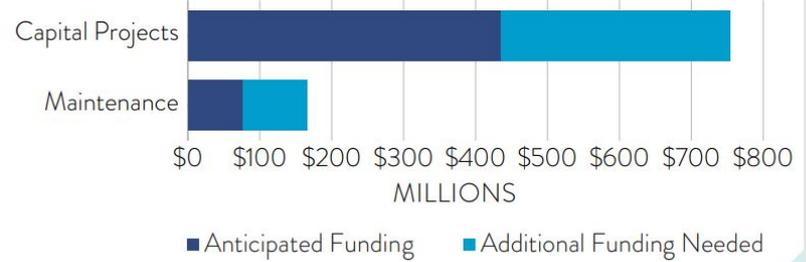


CHART-02: HISTORIC BRIDGE CONDITION

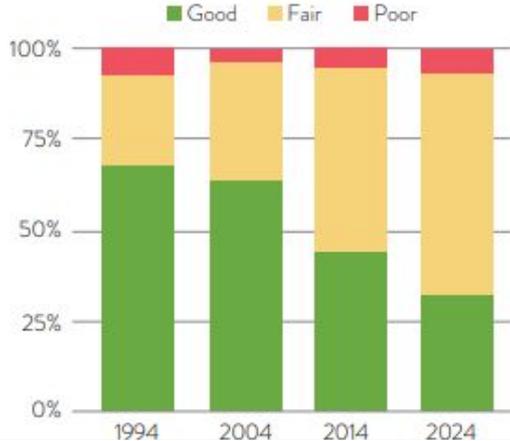
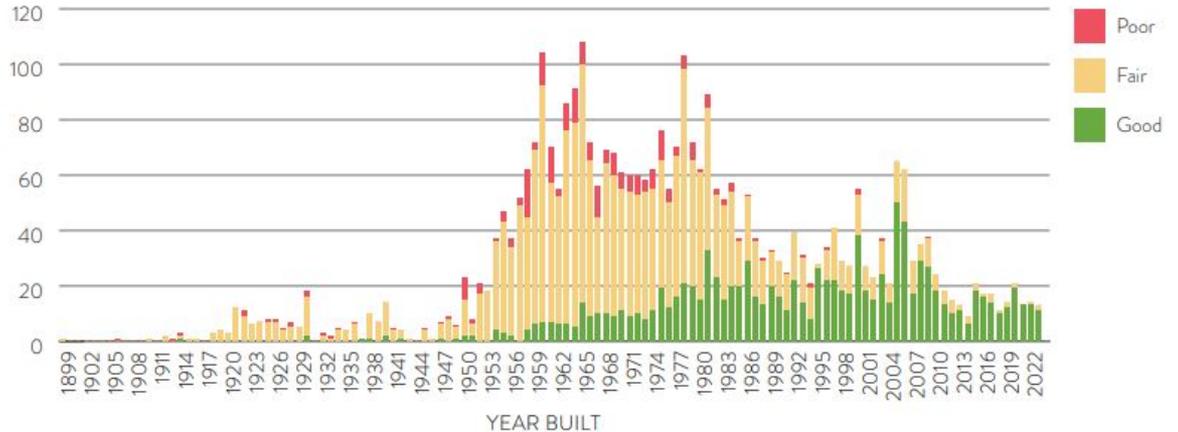


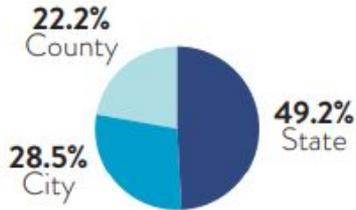
CHART-04: BRIDGE CONDITION BY YEAR CONSTRUCTED



County Road Safety

County road safety is a priority, with 442 fatal and serious injury crashes in 2022, counties suffered 22% of the state's total.

CHART-07: FATALITIES AND SERIOUS INJURY CRASHES



Safety Needs in Millions

Capital:

\$843

Maintenance:

\$513

CHART-12: PROJECTED SAFETY NEEDS

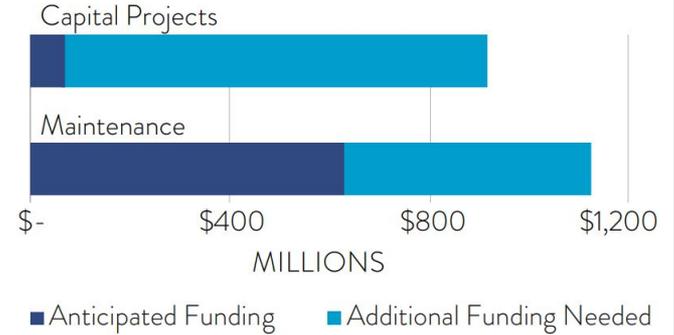


CHART-08: FATALITIES ON COUNTY ROADS

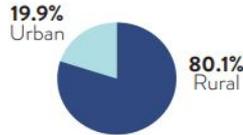
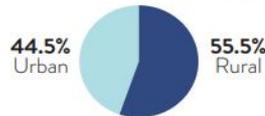


CHART-09: URBAN AND RURAL FATALITIES



The likelihood of dying in a vehicle crash is **75% higher** on a rural road than on an urban road.

- Limited cell phone reception
- Delays in emergency calls / response
- Simpler infrastructure design
- Speeding or impaired driving

Construction Cost Inflation, Pavement Performance

Inflation in core construction materials has generally mirrored changes in revenue from the State Highway Fund 2016-2023.

These new costs have eroded the gains made from HB 2017 (2017) and set many counties back to where they were before the last transportation funding package.

Pavement preservation is the keystone to sustaining a cost-effective road system.

2024 County Pavement Condition:

10,888 (71%) miles good
2,808 (18%) miles fair
1,607 (11%) miles poor

CHART-16: INFLATION V. ASPHALT, DIESEL, AND CONCRETE

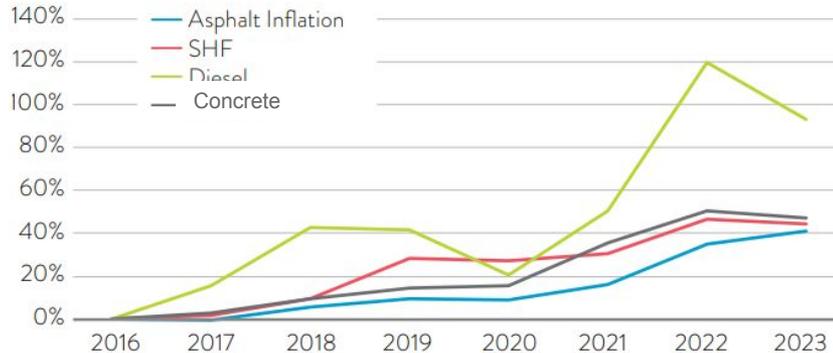
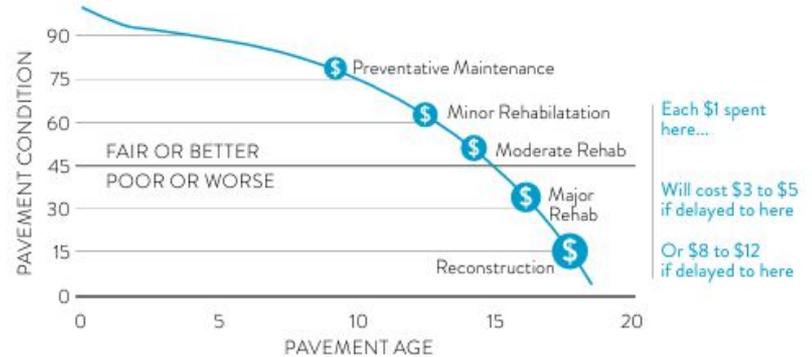


CHART-01: PAVEMENT PERFORMANCE



Taken from the ODOT 2012 pavement Condition Report.

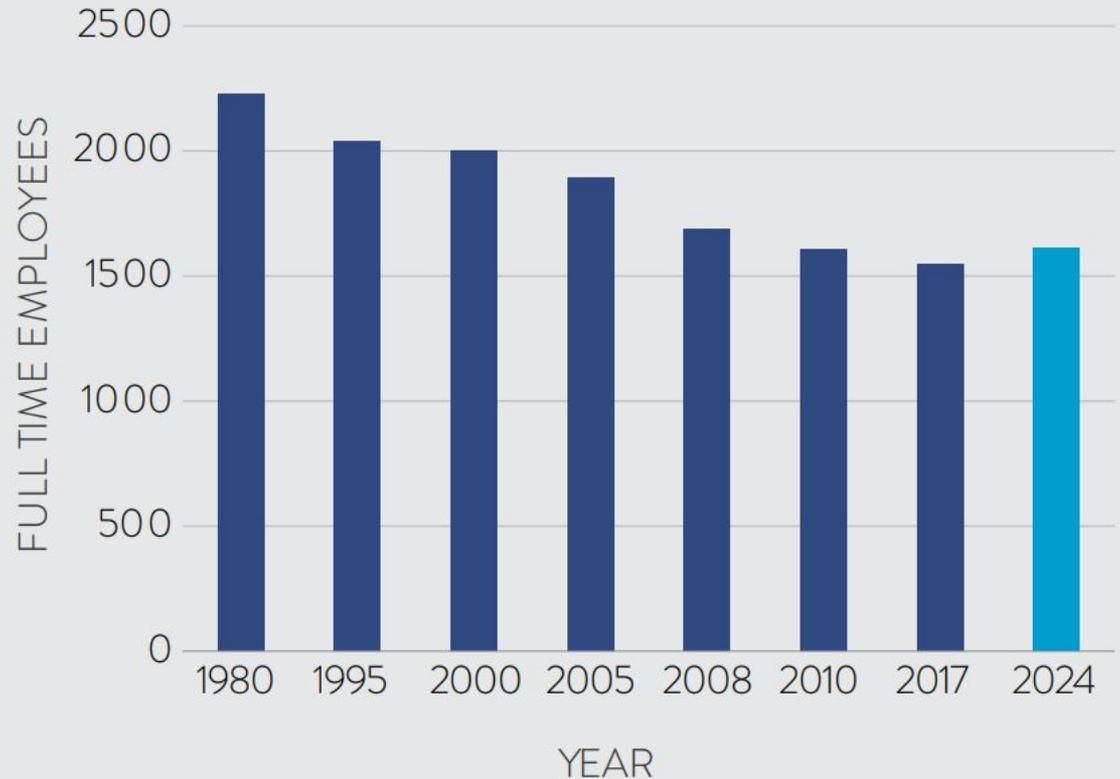
County Road Workforce

Oregon counties achieve remarkable results despite having minimal staff, with some road crews consisting of as few as five FTE.

While engineering and road crews shrank over the last four decades, the number of roads and bridges did not.

Counties have focused on efficient operations and become a highly cost effective investment in transportation infrastructure. With HB 2017 (2017), counties saw their first personnel increase in 40 years.

CHART-13: HISTORY OF OREGON COUNTY ROAD PERSONNEL



County Road Fund Revenue History

Loss of Federal Funds

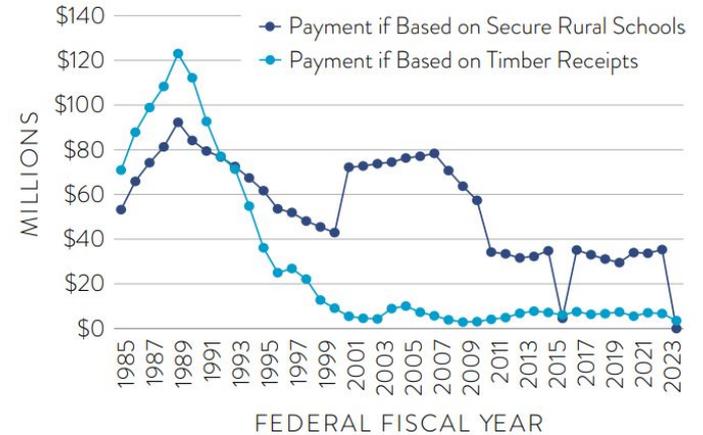
If Secure Rural Schools (SRS) funding is not reauthorized, revenues to Oregon county roads are anticipated to drop to less than 4% of early 1990's level.

Counties nationally received just 8% of USDOT discretionary grant funding in FY 2023.

Oregon County Road Funds Revenue History



CHART-14: SRS USFS PAYMENTS TO COUNTY ROAD FUNDS



County Local Funding

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Priority:
Protect and
expand local
revenue options

Lift current preemptions
and refrain from
imposing new
preemptions

User Fees:	Local Gas Tax Local Vehicle Registration Fee (VRF) Transient Lodging Tax (TLT)
Development Fees:	System Development Charges (SDC) Traffic Impact Fee / Transportation Development Tax
Property Tax:	Local Option Ad Valorem Tax Levy for Roads* <i>*Prohibition against using county property tax for roads that has not been specifically levied for that purpose (ORS 368.705(3))</i>
Bonding:	Bonded Indebtedness for Local Roads Local Road Bonding Act
Districts:	Road and Service Districts Intergovernmental Entity for Transportation Facilities Local Improvement District (LID)

State Highway Fund

Priority:

Protect, enhance, and modernize current revenue sources—gas tax, motor carrier fees, DMV fees, electric vehicle fees, and road user fees.



Maintain the 50/30/20 Formula

Prioritize investments in safety and in the maintenance, rehabilitation, and operations of existing transportation facilities across the shared transportation system.

County Transportation Funding Resources

AOC Website: oregoncounties.org

- **2024 County Road Needs Study**
- **County Road Funding Priorities**

**Oregon Association of County
Engineers & Surveyors (OACES)**

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