



Oregon

Tina Kotek, Governor

Department of Transportation

Director's Office

355 Capitol St. NE, MS 11

Salem, OR 97301

October 17, 2025

The Honorable Senator Kate Lieber, Co-Chair
The Honorable Representative Tawna Sanchez, Co-Chair
Interim Joint Committee on Ways and Means
900 Court Street NE, H-178
Salem, OR 97301

Dear Senator Lieber and Representative Sanchez:

The Oregon Department of Transportation submits the attached files containing the reduction exercise in GF, LF, and state OF at both a 2.5 percent and at the 5 percent level. The mission of the Oregon Department of Transportation (ODOT) is to provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive. The core values of the agency are:

- Integrity: We are accountable and transparent with public funds and hold ourselves to the highest ethical standards.
- Safety: We share ownership and responsibility for ensuring safety in all that we do.
- Equity: We embrace diversity and foster a culture of inclusion.
- Excellence: We use our skills and expertise to continuously strive to be more efficient, effective, and innovative.
- Unity: We work together as One ODOT to provide better solutions and ensure alignment in our work.

To continue providing a safe and reliable transportation system, the agency approached the reduction exercise by looking across the divisions within the agency and focusing first on vacancy savings. Holding positions vacant provides an opportunity to generate savings while not adversely impacting the mission of the agency beyond what the agency has already experienced over the last few biennia. Outside of vacancy savings, reductions in project and program expenditures are proposed across the agency in a proportional manner to minimize the impact on any one program or division. Prioritization is based on statutory versus constitutional impact. By taking reductions in this way, ODOT is able to still provide core services to Oregonians albeit at a reduced level.

With ODOT being an other funded agency it's important to note that most of the agency funding is statutorily and/or constitutionally dedicated to specific uses. For example, the single largest state source of funds to the agency are State Highway Funds. These funds are constitutionally dedicated to the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in this state. Other large sources of state funds like the statewide transit tax are statutorily dedicated to transit providers across the

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state. Redirecting these dedicated funds would require a statutory or constitutional change to avoid a lawsuit challenging the action. In addition, these funds are pledged to pay the debt service on bonds and redirecting them could lead to credit downgrades on future borrowings as well as other efforts by bondholders to ensure the stability of the pledge.

We appreciate the opportunity to provide this proposed reduction information and will be prepared to provide further information as requested.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel Porter". The signature is stylized with a large, sweeping "D" and a cursive "P".

Daniel Porter
ODOT Finance and Budget Division Administrator

| ODOT | | Total 2025-27 LAB | | 52,661,026 | 128,031,158 | 5,659,156,664 | 18,000,000 | 207,778,705 | 17,933,514 | 6,083,561,067 | | | | | | | |
|--|----------------------------------|------------------------------------|-----------------------------|-----------------------------------|--|---------------|------------|--------------|------------|---------------|-------------|-----------------|------|---|----------------------|---|--|
| 2025-27 Biennium | | 2025-27 LAB exempt from reductions | | 49,927,330 | 126,921,540 | 2,843,556,582 | 18,000,000 | 207,778,705 | 17,933,514 | 3,264,117,671 | | | | | | | |
| | | 2025-27 LAB subject to reductions | | 2,733,696 | 1,109,618 | 2,815,600,082 | - | - | - | 2,819,443,396 | | | | | | | |
| Detail of Reductions to 2025-27 Legislatively Adopted Budget | | | | | | | | | | | | | | | | | |
| 1 | 2 | | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| Priority (ranked most to least preferred) | | Agency | SCR or Activity Initials | Program Unit/Activity Description | GF | LF | OF | NL-OF | FF | NL-FF | TOTAL FUNDS | Pos. | FTE | Gov. Reduction Target Yes / No | One-Time Yes / No | Describe the reduction and associated impact on services and outcomes. Please identify the source of Other Funds reductions. | |
| Dept | Prgm/ Div | | | | | | | | | | | | | | | | |
| First 2.5% Reduction Options | | | | | | | | | | | | | | | | | |
| ODOT | D&O - Project Delivery & Support | | 73000 | 100-50 | Reduction of Boone Bridge Project and Governor's Housing Priority effort of General Funds in the Special Programs Program. | (29,292) | | | | | | \$ (29,292) | 0 | 0.00 | No | Yes | The project would have to be completed in phases with this reduced portion left uncomplete. In addition, ODOT would slow the implementation of the Governor's Housing priority work. |
| ODOT | D&O- Local Government | | 73000 | 100-65 | Reduction of the City of Cascade Locks McCord Creek Bridge Powerline Relocation Project in General Funds in the Local Government Program | (25,000) | | | | | | \$ (25,000) | 0 | 0.00 | No | Yes | The project would have to be completed in phases with this reduced portion left uncomplete. |
| ODOT | DMV | | 73000 | 200-00 | Reduce available portable DMV services | (14,051) | | | | | | \$ (14,051) | 0 | 0.00 | No | Yes | Reduce the amount of services provided to Oregon institutions for ID cards. |
| ODOT | PTD | | 73000 | 450-00 | Elderly & Individuals w/ Disabilities Program | | (27,740) | | | | | \$ (27,740) | 0 | 0.00 | No | Yes | Reduce grant funds available to the Rural Veterans Healthcare Transporation grant program. |
| ODOT | OAS | | 73000 | 700-00 | Support services | | | (2,246,781) | | | | \$ (2,246,781) | (7) | (7.00) | No | Yes | Hold seven positions vacant across Procurement, HR and facilities. State Highway Funds |
| ODOT | OAS | | 73000 | 700-00 | Headquarters | | | (677,958) | | | | \$ (677,958) | (2) | (2.00) | No | Yes | Hold 2 positions vacant in HQ. State Highway Funds |
| ODOT | OAS | | 73000 | 700-00 | Office of Engagement and Civil Rights | | | (692,499) | | | | \$ (692,499) | (2) | (2.00) | No | Yes | Hold 2 Civil Rights positions vacant in field coordination and oversight of Emerging Small Businesses. State Highway Funds |
| ODOT | D&O- Local Government | | 73000 | 100-65 | Partial Hold of Vacant Positions & Corresponding S&S and Partial Reduction in Other Funded STIP Projects in the Local Government Program | | | (5,311,270) | | | | \$ (5,311,270) | (8) | (7.66) | No | Yes | Hold approximately 8 Local Government positions vacant at an average biennial salary of \$346,312 including the corresponding S&S for a total savings of \$2,655,635. The Local Government program includes the majority of funds that support projects with cities and counties. The Local Agency Bridge Program is the one of the largest funding areas in this program with an median project cost of \$83.5M. Based on the current Cash Flow model, this reduction will result in one less small project completed. Depending on the project eliminated, bridges may need emergency repair work, pavement conditions may decline and safety may be impacted. Funding for the Local Government limitation is entirely Other Funds from Federal Highway Administration (FHWA), funds from local agencies, and dedicated State Highway funds including HB2017 funds. The reduction only includes State Highway Funds. |
| ODOT | D&O - Project Delivery & Support | | 73000 | 100-50 | Partial Hold of Vacant Positions & Corresponding S&S and Partial Reduction in Other Funded STIP Projects in the Project Delivery & Support Program. This excludes the Interstate Bridge Replacement project as it is a bonded program. | | | (27,037,798) | | | | \$ (27,037,798) | (52) | (52.00) | No | Yes | Hold approximately 52 Project Delivery and Support positions vacant at an average biennial salary of \$333,407 including the corresponding S&S for a total savings of \$13,518,899. Vacant positions will reduce the project delivery level of service for Oregonians. Project Delivery & Support's median project budget is \$120.5M and based on the current Cash Flow model translates to one small project being cancelled. Some of the impacts will be: 1) lower the level of paving activity and reduced pavement condition rating, 2) delay in much needed bridge repair work and could result in long detours for heavy loads, 3) limits actions the agency can take to improve safety for all roads in Oregon for the state, cities and counties leading to increased fatality rates, 4) results in greater congestion, higher levels of carbon monoxide emissions as vehicles sit idling in traffic, less efficient freight movement, greater risks to drivers and higher project costs due to project delays resulting in negatively impacting air quality, livability, economic health, and other associated transportation issues and 5) statewide standards, technical disciplines and the ability to make sound, data driven decisions that align with the agencies mission, vision and goals would be impacted by a reduction in funding. The reduction only includes State Highway Funds. |
| ODOT | CCD | | 73000 | 300-00 | Business Operations, Audit, Call Center and Support functions | | | (2,214,103) | | | | \$ (2,214,103) | (10) | (10.00) | No | Yes | Hold 10 positions vacant (2 in Business Ops, 2 in Support Services, 2 in Audit and 4 in Call Center). Impact is reduced service levels. State Highway Funds. |

| ODOT | | Total 2025-27 LAB | | 52,661,026 | 128,031,158 | 5,659,156,664 | 18,000,000 | 207,778,705 | 17,933,514 | 6,083,561,067 | | | | | | | |
|--|-------------------|------------------------------------|-----------------------------|---|-------------|---------------|-------------|-------------|------------|---------------|-------------|----------------|------|---|----------------------|---|--|
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| Priority (ranked most to least preferred) | | Agency | SCR or Activity Initials | Program Unit/Activity Description | GF | LF | OF | NL-OF | FF | NL-FF | TOTAL FUNDS | Pos. | FTE | Gov. Reduction Target Yes / No | One-Time Yes / No | Describe the reduction and associated impact on services and outcomes. Please identify the source of Other Funds reductions. | |
| Dept | Prgm/ Div | | | | | | | | | | | | | | | | |
| ODOT | CCD | 73000 | 300-00 | Rail Safety | | | (742,026) | | | | | \$ (742,026) | (2) | (2.00) | No | Yes | Hold 2 Rail Safety Inspector positons vacant. This would have a large impact on the speed and ability to conduct statewide inspections on state and federally mandated safety requirements. Rail statutorily dedicated state funds. |
| ODOT | DMV | 73000 | 200-00 | Headquarters | | | (7,472,536) | | | | | \$ (7,472,536) | (38) | (38.00) | No | Yes | Hold 38 positions at DMV headquarters vacant to create savings. No improvement in customer service, and continue to function below capacity. Slower productivity or production or issue resolutions and implementations. This is state highway funds. |
| ODOT | D&O - Maintenance | 73000 | 100-20 | Hold Positions Vacant & Corresponding S&S in Other Funds in the Maintenance Program | | | (6,945,557) | | | | | \$ (6,945,557) | (38) | (38.00) | No | Yes | Hold approximately 38 TMS2 positions vacant at an average biennial salary of \$182,124 (18 months of the current remaining biennium) and the corresponding S&S. Vacant positions will reduce the maintenance level of service for Oregonians will drop in every area and type of Maintenance activities. |
| ODOT | PTD | 73000 | 450-00 | Active and Public Transportation Operations | | | (800,000) | | | | | \$ (800,000) | 0 | 0.00 | No | Yes | This reduction reflects less support for active and public transportation services through reduced consultant services and delaying projects under program administration. Source of Other Funds is 100% State Transportation Improvement Fund. |
| ODOT | PDAD | 73000 | 400-00 | Community Charging Rebate Program | | | (275,000) | | | | | \$ (275,000) | 0 | 0.00 | No | Yes | \$225,000 funding reduction would prevent the installation of approximately 46 charging ports, resulting in an estimated 706 short tons of greenhouse gas emissions that would not be mitigated. Source of Other Funds is state Oregon Transportation Infrastructure Fund (OTIF). |
| ODOT | OTIF | ODOT | 087-00 | Wildlife Crossing Projects | | | (109,774) | | | | | \$ (109,774) | 0 | 0.00 | No | Yes | Of the \$7M received through HB5202, \$5.3M was allocated to Region 3 for the design and construction of the wildlife crossing over I-5. In Region 5, \$1.0M was allocated to scoping and designing a wildlife crossing on Highway 20 between Harper and Juntura. The final allocation of \$592,376 was to Region 4 to complete a wildlife fence for the Gilcrest Wildlife Crossing project. This leaves \$109,774 unallocated and could be given up towards meeting a 5% reduction. |
| ODOT | DMV | ODOT | 200-00 | Oregon State Board of Towing: reduce board support | | | (16,691) | | | | | \$ (16,691) | 0 | 0.00 | No | Yes | Reduce per diem for board members, perform fewer investigations, and reduce DOJ usage. This is Oregon State Board of Towing Funds. |
| ODOT | PTD | 73000 | 450-00 | Passenger Rail & Operations Services | | | (1,500,000) | | | | | \$ (1,500,000) | 0 | 0.00 | No | Yes | This reduction cuts outreach support for passenger rail transportation services and reduces revenues to operate service. A 2.5% cut will curtail outreach to increase passenger rail ridership (a Legislative KPM), thus reducing program benfit and fare revenue. Passenger Rail Program funds supports two daily roundtrips between Portland and Eugene with connections to Seattle and Vancouver, B. C. Souce of Other Funds is 70.2% Transportation Operating Fund, 29.5% Custom Plate Fee and 0.3% from Salem Station lease. |
| ODOT | PDAD | 73000 | 400-10 | Connect Oregon | | | (1,198,598) | | | | | \$ (1,198,598) | 0 | 0.00 | No | Yes | The source of these funds are set in Statute (ORS 367.080 to 367.086) and are from the Vehicle Privilege Tax. Statutorily these funds can only be used for Connect Oregon program, they can't be shifted without changing the statute. However, if ODOT reduced its limitation to expend these funds, the impact would range from a smaller amount of funds available to be awarded to project applicants or it could delay ODOT from beginning another competitive round (set to start in a couple of months). Souce of Other Funds is Vehicle Privilege Tax. |
| ODOT | PTD | 73000 | 450-00 | Special Projects | | | (500,000) | | | | | \$ (500,000) | 0 | 0.00 | No | Yes | This reduction cuts support for the Community Paths program which will reduce community investments in safe walking and biking multiuse path connections. This reduction will delay expansion of, or reduce construction of, multiuse paths in some communities through the reduction of grant awards. Souce of Other Funds is 72% Transportation Operating Fund and 28.0% State Transportation Improvement Fund. |

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| Dept | Prgm/ Div | | | | | | | | | | | | | | | | |
| ODOT | PTD | 73000 | 450-00 | General Public | | | (5,029,685) | | | | \$ (5,029,685) | 0 | 0.00 | No | Yes | This request would conflict with statutory requirement to use Statewide Transportation Improvement Fund payroll tax for transit. LFO could take 2.5 to 5% off the top before splitting remaining funds by law to ODOT administration, projects of statewide significance then 90% formula to 42 qualified entities, 5% to competitive discretionary grants, 4% to competitive intercommunity transit grants, and 1% to a technical resource center. Or they could take 2.5 to 5% out by eliminating most or all of the STIF descretionary and intercommunity grants. These redistributions require statutory changes. Source of Other Funds is 100% State Transportation Improvement Fund. | |
| ODOT | PTD | 73000 | 450-00 | Elderly & Individuals w/ Disabilities Program | | | (1,200,000) | | | | \$ (1,200,000) | 0 | 0.00 | No | Yes | The vast majority of this budget consists of payments to local governments and not-for-profit corporations providing elderly and disabled transportation. The cuts will reduce or eliminate services to elderly and disabled passengers in certain areas. It may also inhibit local transportation providers from adequately maintaining their vehicle fleet. Souce of Other Funds is 41.3% State Transportation Improvement Fund, 25.7% Transportation Operating Fund, 19.8% DMV ID Card, and 13.3% Cigarette Tax. | |
| ODOT | PDAD | 73000 | 400-10 | PDAD | | | (578,249) | | | | \$ (578,249) | 0 | 0.00 | No | Yes | Reduction in S&S for Travel, professional services, facility maintenance and other. Source is State Highway Funds | |
| ODOT | FBD | 73000 | 850-00 | FBD | | | (2,280,710) | | | | \$ (2,280,710) | 0 | 0.00 | No | Yes | Reduce Finance & Budget Division (FBD) S&S expendiures across a broad spectrum of categories. State Highway Funds. | |
| ODOT | OAS | 73000 | 700-00 | OAS | | | (2,776,450) | | | | \$ (2,776,450) | 0 | 0.00 | No | Yes | Reduce OAS S&S expendiures across a broad spectrum of categories. State Highway Funds. | |
| ODOT | DMV | ODOT | 200-20 | Transportation Safety Office: Non-government grants | | | (478,363) | | | | \$ (478,363) | 0 | 0.00 | No | Yes | Reduce fundings of grant programs to non-profit entities for Oregon Impact, Trauma Nurses talk, AYCO, IRCO, EECRC. This is State highway funds. | |
| ODOT | Capital Improvement | 73000 | 088-00 | Capital Improvement | | | (461,974) | | | | \$ (461,974) | 0 | 0.00 | No | Yes | Will decrease the amount of deferred maintenance performed on ODOT owned buildings (roof replacements, HVAC replacements, and other critical projects). | |
| | | | | | | | | | | | | | | | | | |
| Second 2.5% Reduction Options | | | | | | | | | | | Subtotal | \$ (70,642,104) | | | | | |
| ODOT | D&O - Special Programs | 73000 | 100-50 | Reduction of Boone Bridge Project and Governor's Housing Priority effort of General Funds in the Special Programs Program. | (29,292) | | | | | | \$ (29,292) | 0 | 0.00 | No | Yes | The project would have to be completed in phases with this reduced portion left uncomplete. In addition, ODOT would slow the implementation of the Governor's Housing priority work. | |
| ODOT | D&O- Local Government | 73000 | 100-65 | Reduction of the City of Cascade Locks McCord Creek Bridge Powerline Relocation Project in General Funds in the Local Government Program | (25,000) | | | | | | \$ (25,000) | 0 | 0.00 | No | Yes | The project would have to be completed in phases with this reduced portion left uncomplete. | |
| ODOT | DMV | 73000 | 200-00 | Reduce available portable DMV services | (14,051) | | | | | | \$ (14,051) | 0 | 0.00 | No | Yes | Reduce the amount of services provided to Oregon institutions for ID cards. | |
| ODOT | PTD | 73,000 | 450-00 | Elderly & Individuals w/ Disabilities Program | | (27,740) | | | | | \$ (27,740) | 0 | 0.00 | No | Yes | Reduce grant funds available to the Rural Veterans Healthcare Transporation grant program. | |
| ODOT | OAS | 73000 | 700-00 | Support services | | | (4,930,192) | | | | \$ (4,930,192) | (15) | (14.75) | No | Yes | Hold 15 positions vacant across IT, HR and Procurement. State Highway Funds | |
| ODOT | OAS | 73000 | 700-00 | Headquarters | | | (614,953) | | | | \$ (614,953) | (2) | (2.00) | No | Yes | Hold 2 positions vacant in HQ. State Highway Funds | |

| ODOT | | Total 2025-27 LAB | | 52,661,026 | 128,031,158 | 5,659,156,664 | 18,000,000 | 207,778,705 | 17,933,514 | 6,083,561,067 | | | | | | | |
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| Priority (ranked most to least preferred) | | Agency | SCR or Activity Initials | Program Unit/Activity Description | GF | LF | OF | NL-OF | FF | NL-FF | TOTAL FUNDS | Pos. | FTE | Gov. Reduction Target Yes / No | One-Time Yes / No | Describe the reduction and associated impact on services and outcomes. Please identify the source of Other Funds reductions. | |
| Dept | Prgm/ Div | | | | | | | | | | | | | | | | |
| ODOT | D&O- Local Government | 73000 | 100-65 | Partial Hold of Vacant Positions & Corresponding S&S and Partial Reduction in Other Funded STIP Projects in the Local Government Program | | | (5,311,270) | | | | \$ (5,311,270) | (8) | (7.66) | No | Yes | Hold approximately 8 Local Government positions vacant at an average biennial salary of \$346,312 including the corresponding S&S for a total savings of \$2,655,635. The Local Government program includes the majority of funds that support projects with cities and counties. The Local Agency Bridge Program is the one of the largest funding areas in this program with an median project cost of \$83.5M. Based on the current Cash Flow model, this reduction will result in one less small project completed. Depending on the project eliminated, bridges may need emergency repair work, pavement conditions may decline and safety may be impacted. Funding for the Local Government limitation is entirely Other Funds from Federal Highway Administration (FHWA), funds from local agencies, and dedicated State Highway funds including HB2017 funds. The reduction only includes State Highway Funds. | |
| ODOT | D&O - Project Delivery & Support | 73000 | 100-50 | Partial Hold of Vacant Positions & Corresponding S&S and Partial Reduction in Other Funded STIP Projects in the Project Delivery & Support Program. This excludes the Interstate Bridge Replacement project as it is a bonded program. | | | (27,037,798) | | | | \$ (27,037,798) | (52) | (52.00) | No | Yes | Hold approximately 52 Project Delivery and Support positions vacant at an average biennial salary of \$333,407 including the corresponding S&S for a total savings of \$13,518,899. Vacant positions will reduce the project delivery level of service for Oregonians. Project Delivery & Support's median project budget is \$120.5M and based on the current Cash Flow model translates to one small project being cancelled. Some of the impacts will be: 1) lower the level of paving activity and reduced pavement condition rating, 2) delay in much needed bridge repair work and could result in long detours for heavy loads, 3) limits actions the agency can take to improve safety for all roads in Oregon for the state, cities and counties leading to increased fatality rates, 4) results in greater congestion, higher levels of carbon monoxide emissions as vehicles sit idling in traffic, less efficient freight movement, greater risks to drivers and higher project costs due to project delays resulting in negatively impacting air quality, livability, economic health, and other associated transportation issues and 5) statewide standards, technical disciplines and the ability to make sound, data driven decisions that align with the agencies mission, vision and goals would be impacted by a reduction in funding. The reduction only includes State Highway Funds. | |
| ODOT | DMV | 73000 | 200-00 | Headquarters | | | (4,717,244) | | | | \$ (4,717,244) | (10) | (10.00) | No | Yes | Hold 10 positions at DMV headquarters vacant to create savings. No improvement in customer service, and continue to function below capacity. Slower productivity or production or issue resolutions and implementations. This is state highway funds. | |
| ODOT | DMV | 73000 | 200-00 | Field Services | | | (2,628,700) | | | | \$ (2,628,700) | (13) | (13.00) | No | Yes | Hold 13 field office position vacant. This will also result in longer office wait time as fewer locations and staff are available. This is state highway funds. | |
| ODOT | D&O - Maintenance | 73000 | 100-20 | Hold Positions Vacant & Corresponding S&S in Other Funds in the Maintenance Program | | | (6,945,557) | | | | \$ (6,945,557) | (38) | (38.00) | No | Yes | Hold approximately 38 TMS2 positions vacant at an average biennial salary of \$182,124 (18 months of the current remaining biennium) and the corresponding S&S. Vacant positions will reduce the maintenance level of service for Oregonians will drop in every area and type of Maintenance activities. | |
| ODOT | PTD | 73000 | 450-00 | Active and Public Transportation Operations | | | (800,000) | | | | \$ (800,000) | 0 | 0.00 | No | Yes | This reduction reflects less support for active and public transportation services through reduced consultant services and delaying projects under program administration. Source of Other Funds is 100% State Transportation Improvement Fund. | |

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| Dept | Prgm/ Div | | | | | | | | | | | | | | | | |
| ODOT | PDAD | 73000 | 400-00 | Connect Oregon | | | (1,198,597) | | | | \$ (1,198,597) | 0 | 0.00 | No | Yes | The source of these funds are set in Statute (ORS 367.080 to 367.086) and are from the Vehicle Privilege Tax. Statutorily these funds can only be used for Connect Oregon program, they can't be shifted without changing the statute. However, if ODOT reduced its limitation to expend these funds, the impact would range from a smaller amount of funds available to be awarded to project applicants or it could delay ODOT from beginning another competitive round (set to start in a couple of months). Souce of Other Funds is state Vehicle Privilege Tax. | |
| ODOT | OTIF | ODOT | 087-00 | Wildlife Crossing Projects | | | (165,226) | | | | \$ (165,226) | 0 | 0.00 | No | Yes | Reducing the wildlife crossing program above the unallocated funds of \$109,774 would result in cancelling wildlife crossing efforts in Region 3 for the construction of the I-5 overcrossing. This is because ODOT would not have enough funds to cover the match of the grant. To continue the R3 I-5 overcrossing, other funding would need to be secured for covering the match on the grant. | |
| ODOT | DMV | ODOT | 200-00 | Oregon State Board of Towing: reduce board support | | | (16,691) | | | | \$ (16,691) | 0 | 0.00 | No | Yes | Reduce fundings of grant programs to non-profit entities for Oregon Impact, Trauma Nurses talk, AYCO, IRCO, EECRC. This is State highway funds. | |
| ODOT | PTD | 73000 | 450-00 | Passenger Rail & Operations Services | | | (1,500,000) | | | | \$ (1,500,000) | 0 | 0.00 | No | Yes | This reduction cuts operational support for passenger rail transportation services and reduces revenues to operate service. A 5% cut will curtail outreach, consultant support, and operational reserves, thus reducing program benefit and fare revenue. Reducing Passenger Rail Program funds 5% will begin to jeopardize operating two daily roundtrips between Portland and Eugene with connections to Seattle and Vancouver, B. C. Souce of Other Funds is 70.2% Transportation Operating Fund, 29.5% Custom Plate Fee and 0.3% from Salem Station lease. | |
| ODOT | PDAD | 73000 | 400-00 | Community Charging Rebate Program | | | (275,000) | | | | \$ (275,000) | 0 | 0.00 | No | Yes | \$550,000 total funding reduction would prevent the installation of approximately 113 charging ports, resulting in an estimated 1,735 short tons of greenhouse gas emissions that would not be mitigated. Source of Other Funds is state Oregon Transportation Infrastructure Fund (OTIF). | |
| ODOT | PTD | 73000 | 450-00 | Special Projects | | | (500,000) | | | | \$ (500,000) | 0 | 0.00 | No | Yes | This reduction cuts support for the Community Paths program which will reduce community investments in safe walking and biking multiuse path connections. This reduction will delay expansion of, or reduce construction of, multiuse paths in some communities through the reduction of grant awards. Souce of Other Funds is 72% Transportation Operating Fund and 28.0% State Transportation Improvement Fund. | |
| ODOT | PTD | 73000 | 450-00 | General Public | | | (5,029,686) | | | | \$ (5,029,686) | 0 | 0.00 | No | Yes | This request would conflict with statutory requirement to use Statewide Transportation Improvement Fund payroll tax for transit. LFO could take 2.5 to 5% off the top before splitting remaining funds by law to ODOT administration, projects of statewide significance then 90% formula to 42 qualified entities, 5% to competitive discretionary grants, 4% to competitive intercommunity transit grants, and 1% to a technical resource center. Or they could take 2.5 to 5% out by eliminating most or all of the STIF descretionary and intercommunity grants. These redistributions require statutory changes. Source of Other Funds is 100% State Transportation Improvement Fund. | |
| ODOT | PTD | 73000 | 450-00 | Elderly & Individuals w/ Disabilities Program | | | (1,200,000) | | | | \$ (1,200,000) | 0 | 0.00 | No | Yes | The vast majority of this budget consists of payments to local governments and not-for-profit corporations providing elderly and disabled transportation. The cuts will reduce or eliminate services to elderly and disabled passengers in certain areas. It may also inhibit local transportation providers from adequately maintaining their vehicle fleet. Souce of Other Funds is 41.3% State Transportation Improvement Fund, 25.7% Transportation Operating Fund, 19.8% DMV ID Card, and 13.3% Cigarette Tax. | |
| ODOT | PDAD | 73000 | 400-10 | PDAD | | | (578,249) | | | | \$ (578,249) | 0 | 0.00 | No | Yes | Reduction in S&S for Travel, professional services, facility maintenance and other. Source is State Highway Funds | |

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|---|---------------------|--------|-----------------------------|--|------------------|-------------------|---------------------------|----------------------|-------------------|--------------------|------------------------------|----------------------|----------|---|----------------------|--|----|
| ODOT | | | | | | | | | | | | | | | | | |
| 2025-27 Biennium | | | | <i>Total 2025-27 LAB</i> | | <i>52,661,026</i> | <i>128,031,158</i> | <i>5,659,156,664</i> | <i>18,000,000</i> | <i>207,778,705</i> | <i>17,933,514</i> | <i>6,083,561,067</i> | | | | | |
| | | | | 2025-27 LAB exempt from reductions | | 49,927,330 | 126,921,540 | 2,843,556,582 | 18,000,000 | 207,778,705 | 17,933,514 | 3,264,117,671 | | | | | |
| | | | | 2025-27 LAB subject to reductions | | 2,733,696 | 1,109,618 | 2,815,600,082 | - | - | - | 2,819,443,396 | | | | | |
| Detail of Reductions to 2025-27 Legislatively Adopted Budget | | | | | | | | | | | | | | | | | |
| 1 | 2 | | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| Priority (ranked most to least preferred) | | Agency | SCR or Activity Initials | Program Unit/Activity Description | GF | LF | OF | NL-OF | FF | NL-FF | TOTAL FUNDS | Pos. | FTE | Gov. Reduction Target Yes / No | One-Time Yes / No | Describe the reduction and associated impact on services and outcomes. Please identify the source of Other Funds reductions. | |
| Dept | Prgm/ Div | | | | | | | | | | | | | | | | |
| ODOT | FBD | 73000 | 850-00 | FBD | | | (2,280,710) | | | | \$ (2,280,710) | 0 | 0.00 | No | Yes | Reduce Finance & Budget Division (FBD) S&S expendiures across a broad spectrum of categories. State Highway Funds. | |
| ODOT | OAS | 73000 | 700-00 | OAS | | | (1,000,000) | | | | \$ (1,000,000) | 0 | 0.00 | No | Yes | Reduction in field coordination and oversight of Emerging Small Businesses | |
| ODOT | DMV | ODOT | 200-20 | Transportation Safety Office: Non-government grants | | | (458,430) | | | | \$ (458,430) | 0 | 0.00 | No | Yes | Reduce fundings of grant programs to non-profit entities for Oregon Impact, Trauma Nurses talk, AYCO, IRCO, EECRC. This is State highway funds. | |
| ODOT | Capital Improvement | 73000 | 088-00 | Capital Improvement | | | (461,974) | | | | \$ (461,974) | 0 | 0.00 | No | Yes | Will decrease the amount of deferred maintenance performed on ODOT owned buildings (roof replacements, HVAC replacements, and other critical projects). | |
| ODOT | CCD | 73000 | 300-00 | Reduction of two Over-dimension permitting AS2 positions | | | (486,226) | | | | \$ (486,226) | (2) | (2.00) | No | Yes | Position reduction in Over-dimension permitting routing. The need for this is winding down with the implementation of a new system. | |
| ODOT | CCD | 73001 | 300-00 | Closure of Portland Metro Customer Service Location | | | (526,036) | | | | \$ (526,036) | (2) | (2.00) | No | No | Closure of leased customer location. Some staff would be repurposed for other needs in Salem (forcing relocation/commute) and other staff would need drop in space in Garrett building. Truck service agents who cannot go online would now have to call or drive to Salem. Reduced capacity to conduct legislatively mandated program. Would need to break 7 year lease just signed July 2025 | |
| ODOT | CCD | 73000 | 300-00 | Closure of Springfield Audit Location | | | (1,635,413) | | | | \$ (1,635,413) | (5) | (5.00) | No | No | Loss of 19% of 2024 motor carrier audit capacity (reduced 20% in last 6 years), will reduce weight mile revenue, increase tax evasion, reduce local customer service/outreach, and threaten our ability to meet IFTA and IRP audit requirements. | |
| | | | | | | | | | | | Subtotal | \$ (70,394,034) | | | | | |
| | | | | TOTAL | (136,685) | (55,480) | (140,843,974) | - | - | - | \$ (141,036,139) | (306) | (305.07) | | | | |
| | | | | | | | | | | | | | | | | | |
| Target (5%) Difference | | | | | (136,685) (0) | (55,481) 1 | (140,780,004) (63,970) | | | | \$ (140,972,170) (63,969) | | | | | | |

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|---|-----------------|-----------------------------------|----------------|----------------------------------|---|------------|----|---------------|-------|----|-------|------------------|------|-------|---|
| ODOT 2025-27 Biennium | | | | | | | | | | | | | | | |
| Detail of Programs in the 2025-27 Legislatively Approved Budget that have been established or expanded since 2021-23 | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Agency | SCR | Program Establishment / Expansion | | Authorization | Program Description | GF | LF | OF | NL-OF | FF | NL-FF | TOTAL FUNDS | Pos. | FTE | Implementation Status |
| | | Biennium | Effective Date | | | | | | | | | | | | |
| ODOT | 100-50-55-10000 | BI25-27 | 7/1/2025 | SB5541 | Governor's Housing Priorities | 171,678 | | | | | | \$ 171,678 | 1 | 0.50 | Just received official approval of ODOT's budget bill and is targeting for hiring in 2026. |
| ODOT | 100-50-30-00000 | BI25-27 | 7/1/2025 | HB5006 | Boone Bridge Replacement Project | 1,000,000 | | | | | | \$ 1,000,000 | 0 | 0.00 | |
| ODOT | 100-65-01-00000 | BI25-27 | 7/1/2025 | HB5006 | City of Cascade Locks McCord Creek Bridge Powerline Relocation Project | 1,000,000 | | | | | | \$ 1,000,000 | 0 | 0.00 | Completed 10/2025. |
| ODOT | 100-50-55-50000 | BI21-23 | 9/1/2022 | | ADA Curb Ramps | | | 1,400,000,000 | | | | \$ 1,400,000,000 | | | In September 2022, the Oregon Transportation Commission approved a transformational increase in funds dedicated to curb ramp construction - improving accessibility for all transportation users across Oregon. Additionally, we have committed to a funding strategy extending to 2032 prioritizing community engagement, equitable outcomes, climate considerations and sustainability. ODOT estimates the total cost of the ADA curb ramp replacement projects (from 2017 through 2032) to be just over \$1.4 billion. |
| ODOT | 100-60-01-00000 | BI21-23 | 7/1/2021 | HB5006 | Interstate Bridge Project | | | 3,731,996 | | | | \$ 3,731,996 | 28 | 21.09 | The Interstate Bridge Replacement (IBR) was established to oversee the next phases of construction management, engineering and inspection, program budget/expenditure analysis and reporting and to ensure the effective delivery of the project. Beginning in 25-27, the Interstate Bridge Replacement Program will be a standalone program. Additional positions and the corresponding services and supplies were increased in the 25-27 biennium reflected here and are to be funded with GO bonds split 50% with WSDOT. |
| ODOT | | BI21-23 | | HB2411 | Installation of broadband infrastructure | | | 183,314 | | | | \$ 183,314 | 1 | 0.75 | House Bill 2411 requires the Oregon Department of Transportation (ODOT) to determine whether a project involving an interstate highway planned under the State Transportation Improvement Program should be modified to accommodate installation of broadband infrastructure. The measure also requires ODOT to engage with interested telecommunications providers to determine whether a project should be modified. The bill increases Other Funds expenditure limitation for ODOT by \$183,314 and adds one Operation Policy Analyst 3 position (0.75 FTE) to complete this work. |
| ODOT | Mulitple | BI21-23 | | HB3055 | Utilize \$30M for originally used for the I-205 Rose Quarter project under HB2017, to also be used for the I-205 Improvements project, the I-5 Boone Bridge and Seismic Improvement project, and the implementation of a toll program, | | | 30,000,000 | | | | \$ 30,000,000 | 0 | 0.00 | House Bill 3055 allows the Oregon Department of Transportation (ODOT) to use \$30 million, originally earmarked for the I-205 Rose Quarter project under HB2017, to also be used for the I-205 Improvements project, the I-5 Boone Bridge and Seismic Improvement project, and the implementation of a toll program. House Bill 3055 makes changes to existing tolling statutes to allow for further development and execution of a toll program. Changes include consolidating existing funds, updating tolling language to reflect modern technology and other technical changes, and also provides additional funding mechanisms, by allowing for future bonds sales against toll revenues. |
| ODOT | 100-20-00-00000 | BI21-23 | 9/4/2020 | | Continued 2020 Wildfire Cleanup | 14,400,000 | | 169,600,000 | | | | \$ 184,000,000 | 0 | 0.00 | For continued 2020 Wildfire costs, which includes \$14.4 million General Funds and \$169.6 Other Funds (\$138.0 million FEMA reimbursed and \$31.6 State Highway Fund match) |
| ODOT | Various | BI23-25 | 7/1/2023 | | IUJA | | | 400,087,737 | | | | \$ 400,087,737 | 56 | 54.00 | In November of 2021, the federal government passed a new federal transportation authorization for the years 2022-2026. This bill increases transportation funding and creates new programs which ODOT will be required to implement. Under IUJA, ODOT's federal funding is increasing. Positions to support this work were approved at the June 2022 E-board. |
| ODOT | 100-50-55-30000 | BI23-25 | 7/1/2023 | | Urban Mobility Strategy | | | 5,578,240 | | | | \$ 5,578,240 | 21 | 18.00 | Funding staffs ODOT's Urban Mobility Strategy (UMS) and ensures the effective delivery of major transportation projects in the Portland-Metro Region, including I-5 Rose Quarter, I-205 Phase 1A, and operationalization of a regional congestion management and tolling program. |
| ODOT | 100-20-00-00000 | BI21-23 | 7/1/2023 | | Graffiti and Litter Cleanup | 3,250,000 | | | | | | \$ 3,250,000 | 0 | 0.00 | Provides \$2 million General Funds on a one-time basis for graffiti and litter removal along state highways and interstates, and an additional \$1.25 million General Funds on a one-time basis to coordinate with tribes, the State Historic Preservation Office, and others on surveys and assessments of cultural resources in the fire damaged areas. |
| ODOT | 200-00-00-00000 | 25-27 | | SB5541 | Portable DMV offices to prepare ID cards for institutionalized individuals prior to release. Coordination with DOC and OSH . | 562,018 | | | | | | \$ 562,018 | | 0.00 | Contract in place with vendor for equipment to take photos. Working with DOC for pilot of project to start Jan 2026. |
| 73000 | 300-00-00-00000 | 2029-2031 | 7/1/2029 | HB3991 | Diesel now taxed at the rack. Expands Oregon to full IFTA participation. Expands WMT eligible vehicles. | | | 3,292,182 | | | | \$ 3,292,182 | 2 | 2.00 | Project has launched. Has EIS engaged, working with OPO for contracted resources. |
| ODOT | 400-10-00-00000 | 2023-2025 | 7/1/2023 | Oregon Transportation Commission | ODOTs Community Charging Rebates (CCR) Program was designed to bring EV charging to communities throughout Oregon, which is part of ODOT's \$100 million, five-year commitment to installing EV charging infrastructure within communities and along major roads. The program will reward up to \$7 million in incentives to support the installation of Level 2 charging stations at public parking sites and multifamily housing. | | | 8,000,000 | | | | \$ 8,000,000 | 0 | 0.00 | ODOT developed and launched the Community Charging Rebate Program, which has now distributed funds through three rounds of program funding. To date, \$7.1 million has been subscribed and \$2.5 million paid, supporting installation of 577 charging ports with another 888 ports pending installation. |

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|--|-----------------|-----------------------------------|----------------|------------------|--|----|----|-----------|-------|----|-------|--------------|------|------|---|
| ODOT 2025-27 Biennium | | | | | | | | | | | | | | | |
| Detail of Programs in the 2025-27 Legislatively Approved Budget that have been established or expanded since 2021-23 | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Agency | SCR | Program Establishment / Expansion | | Authorization | Program Description | GF | LF | OF | NL-OF | FF | NL-FF | TOTAL FUNDS | Pos. | FTE | Implementation Status |
| | | Biennium | Effective Date | | | | | | | | | | | | |
| ODOT | 400-10-00-00000 | 2023-2025 | 1/23/2025 | ODOT | <p>Oregon's Department of Environmental Quality won \$197 million in federal funding from the Environmental Protection Agency through a nationwide competitive grant process for its Climate Equity and Resilience Through Action (CERTA) program. CERTA will reduce greenhouse gas emissions and deliver the secondary benefits of clean energy, lower utility costs, the construction of energy-efficient housing, and improved health outcomes in Oregon. DEQ is partnering with the Oregon Department of Transportation, Oregon Department of Energy, Oregon Housing and Community Services, Oregon Health Authority and the Energy Trust of Oregon to implement the CERTA grant.</p> <p>ODOT will administer \$10 million of CERTA funds through the Community Charging Rebates (CCR) program, which supports the installation of Level 2 chargers in priority communities by providing rebates to eligible public and private entities. The CCR program has previously been funded using state funds. Future rounds of the program will be a combination of state and federal funds.</p> | | | 1,000,000 | | | | \$ 1,000,000 | 0 | 0.00 | The program is set to launch on November 6, 2025. In preparation, ODOT is hosting a series of webinars to promote the program, answer questions and help potential applicants understand the application process. |
| ODOT | 400-10-00-00000 | 2005-2007 | 7/1/2005 | ORS 367.080 to 3 | <p>The Connect Oregon program offers a state match for federal projects through the Federal Grant Match option. This option allows applicants to use Connect Oregon dollars as matching fund requirements for federal grants. It is separate from the established Connect Oregon Competitive Grant funding option. The application process and review approach are similar to the Competitive Grant funding option. The Federal Grant Match option provides Connect Oregon dollars for eligible applicants to use as matching fund requirements for federal grants. It is funded under the Connect Oregon program but has its own funding availability and application window.</p> | | | 3,500,000 | | | | \$ 3,500,000 | 0 | 0.00 | Oregon Transportation Commission has approved to match 3 federal grants from Oregon Ports through the Federal Grant Match option and have had inquiries around Rail. Federal grants have not been awarded to the Ports yet. |
| ODOT | 400-10-00-00000 | 2021-2023 | 1/16/2025 | HB 2017 | <p>ODOT has implemented and is administering a \$21.1 million Charging and Fueling Infrastructure (CFI) grant sponsored by the FHWA. This grant would allow ODOT to partner with private investors to install charging infrastructure stations in as many as 10 publicly accessible locations. The stations are expected to include both Level 2 and DC fast charging stations in locations such as parking facilities, parkand-rides, public transportation stations, multi-family housing developments, and city centers to provide easy access for various transportation networks such as Lyft and Uber. The grant has a minimum private sector match of 20 percent. The private partnership match for this grant would be \$3 million.</p> | | | 5,492,950 | | | | \$ 5,492,950 | 0 | 0.00 | Following execution of the federal Charging and Fueling Infrastructure Grant, we are developing the grant program for fund distribution. Current work includes identifying needs, conducting outreach with stakeholders, and drafting program guidance and timelines to support future awards. |
| ODOT | 400-10-00-00000 | 2021-2023 | 11/15/2021 | HB 2017 | <p>The Carbon Reduction Program (CRP) is a federal competitive grant program created by the 2021 Bipartisan Infrastructure Law. The program provides Oregon \$82 million over five years to fund projects that reduce greenhouse gas emissions from transportation.</p> <p>The Carbon Reduction Program requires ODOT to develop a Carbon Reduction Strategy. The strategy identifies Oregon's strategies and priorities for reducing emissions from the transportation sector.</p> | | | 8,259,914 | | | | \$ 8,259,914 | 0 | 0.00 | ODOT has developed a Climate Action Plan to meet federal Carbon Reduction Program requirements and launched a program with a call for projects. Current work focuses on executing program agreements, advancing project development, and supporting construction. |
| ODOT | 400-10-00-00000 | 2023-2025 | 7/11/2024 | November 2023 | <p>ODOT has implemented and is administering Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC-RAA) grant program, established under the Infrastructure Investment and Jobs Act, designed to improve the reliability of existing electric vehicle (EV) infrastructure by repairing and replacing existing chargers that are broken or non-operational.</p> | | | 2,603,297 | | | | \$ 2,603,297 | 0 | 0.00 | ODOT has executed the agreement with FHWA for EVC-RAA funds, developed the program, and launched Round 1, with grant agreements signed with subawardees. Round 2 has recently been launched to continue improving charging infrastructure statewide. |
| ODOT | 400-10-00-00000 | 2023-2025 | 1/16/2025 | | <p>Oregon Department of Transportation (ODOT) is receiving \$28.4M to use cleaner construction materials on federally-funded projects statewide. The funding comes from the historic Inflation Reduction Act's Low Carbon Transportation Materials (LCTM) Discretionary Grant Program, which supports continued growth in American manufacturing to boost the competitiveness of clean U.S. industries and the creation of good manufacturing jobs while reducing pollution from the production of concrete, steel, and other bedrock materials of our economy.</p> | | | 7,694,908 | | | | \$ 7,694,908 | 0 | 0.00 | ODOT executed the LCTM grant in January 2025 and obligated \$28.4 M of the award \$31.9 M. ODOT brought a contractor on board to support implementation. Staff are advancing work with FHWA and partner universities, including embodied carbon training and research with UW, OSU, and OIT, and an initial requisition has been submitted for consultant support in project management, outreach, and reporting. The recent federal reconciliation bill rescinded \$3.5 million in construction incentive funds. |

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|--|-----------------|-----------------------------------|----------------|----------------------------------|--|------------|-----------|---------------|-------|----|-------|------------------|------|-------|--|
| ODOT 2025-27 Biennium | | | | | | | | | | | | | | | |
| Detail of Programs in the 2025-27 Legislatively Approved Budget that have been established or expanded since 2021-23 | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Agency | SCR | Program Establishment / Expansion | | Authorization | Program Description | GF | LF | OF | NL-OF | FF | NL-FF | TOTAL FUNDS | Pos. | FTE | Implementation Status |
| | | Biennium | Effective Date | | | | | | | | | | | | |
| ODOT | 400-10-00-00000 | 2021-2023 | 11/15/2021 | HB 2017 | <p>The National Electric Vehicle Infrastructure (NEVI) program is a federally funded program that will establish a nationwide network of public EV fast charging stations in all 50 states over five years along major highways and interstates. The funding is part of the 2021 Bipartisan Infrastructure Law.</p> <p>Oregon will receive \$52 million over five years from the NEVI program. The program requires minimum 20% matching funds from contracted private companies, meaning Oregon will ultimately have about \$65 million under the NEVI program.</p> <p>The NEVI program runs over five funding years, 2022-2026. Each year the federal government distributes a portion of Oregon's \$52 million to ODOT.</p> | | | 11,275,262 | | | | \$ 11,275,262 | 0 | 0.00 | ODOT has executed grant agreements with subrecipients for Round 1 of the NEVI program and will lanch round 2 in Q4 of 2025. To date, the state has obligated four of the five years of available federal funding, positioning Oregon to accelerate deployment of reliable fast-charging stations along designated corridors. |
| ODOT | 450-05-00-00000 | 2021-2023 | 5/1/2022 | Oregon Transportation Commission | The Innovative Mobility Program (IMP) aims to improve historically underserved communities' access to public and active transportation. Program goals also include reducing the number of trips Oregonians make by car and reducing greenhouse gas emissions. The IMP is funded by the 2021 Bipartisan Infrastructure Law, as well as State of Oregon dollars. The program has \$20 million one-time funding for grants, contracts, administration. | | | 5,000,000 | | | | \$ 5,000,000 | 0 | 0.00 | The Innovative Mobility Program was created in May 2022 at the direction of the Oregon Transportation Commission. ODOT developed the program with input from community engagement, consultants, and staff. The Innovative Mobility Program offered micro-small, noncompetitive grants in 2022-2023 and again in 2024. The first round of competitive grants was offered in fall 2024, awarding around \$3.4M in state and federal funds. Additional strategic investments include a regional micromobility study, technical assistance to grantees, and leveraging funds with the Transportation Options program to support vanpools and existing regioal Transportation Options providers. Final competitive grant solicitation(s) and strategic investments are under development. |
| ODOT | 450-05-00-00000 | 2021-2023 | 7/1/2021 | OAR 732-020-0050 | <p>The Rural Veterans Healthcare Transportation (RVHT) Grant Program was created by Senate Bill 5538 (SB 5538) during the 2019 Oregon Legislative Session. This program serves the transit related needs of veterans living in rural areas, including access to physical, mental, and/or behavioral healthcare.</p> <p>In 2021, Oregon's Legislature passed House Bill 2139 (HB 2139), formally codifying the RVHT program in statute. HB 2139 is materially similar to the original RVHT pilot with two key differences: A. While the Bill itself does not stipulate a budget, an appropriation of \$650,000 was approved, a 30% increase relative to the \$500,000 investment under SB 5538. B. HB 2139 does not exclude areas receiving support under the Highly Rural Veterans Transportation Grant Program offered by the U.S. Department of Veterans' Affairs. Please note: HB 2139 explicitly continues ODVA and PTD's original stipulation that all nine of Oregon's federally-recognized Tribes are categorically eligible RVHT recipients, irrespective of the rurality of the area in which they are located.</p> | | 1,109,618 | | | | | \$ 1,109,618 | 0 | 0.00 | For biennium 2023-2025 the program contracted with 5 providers. These contracts have been extended through December 31, 2025. A new call for projects or solicitation for providers is currently underway. |
| | | | | TOTAL | | 20,383,696 | 1,109,618 | 2,065,299,800 | - | - | - | \$ 2,086,793,114 | 109 | 96.34 | |

Instructions

Column (5) - Authorization should identify the source of the new program or program expansion, which could include enabling legislation, approved policy option package, or administrative establishment.

Column (6) - Program description should include a summary of the program and the expansion (if applicable), including any partner state agencies.

Column (16) - Current status of program implementation should be summarized, including any future budget requests anticipated upon full program implementation.