



Office of Governor  
**TINA KOTEK**

# Interim Committee Questions

*Kelly Brooks, Transportation Policy Advisor*

*Committee on Transportation Funding*

*August 31, 2025*

---



## *Topics*

■ Vacancies

---

■ Winter Maintenance & Emergency Response

---

■ Other State Highway Fund Sources

---

# ODOT's LAB eliminated 121 positions. Are those being bought back?



*Office of Governor*  
**TINA KOTEK**

**Answer: No.**

In ODOT's Legislatively Adopted Budget, the Legislature eliminated 121 positions and made other budget reductions. HB 3991 does not restore or buy back the 121 positions.

# Winter Maintenance & Emergency Response



Office of Governor  
**TINA KOTEK**

## Question:

- How many road miles will not be plowed this winter without additional transportation funding? Assuming we can't plow those roads, do we have a plan re: emergency response?

## Answer:

- All state highways will see reduced levels of winter service.
- ODOT will be forced to close **12** maintenance stations that take care of **765** road miles without new funding.
- The more than **3,400** highway miles maintained at ODOT's highest levels of winter service last biennium will be maintained at lower service levels.
- Currently 16% of our roads are maintained at the lowest level. Without funding this will increase to 66%.



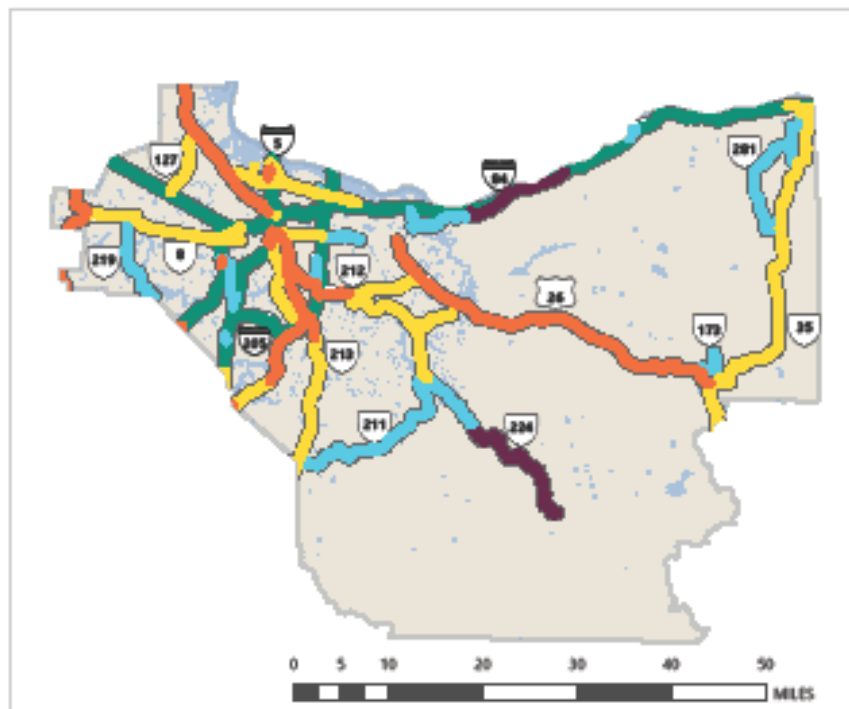


# Reference: Winter Levels of Service Definition Table

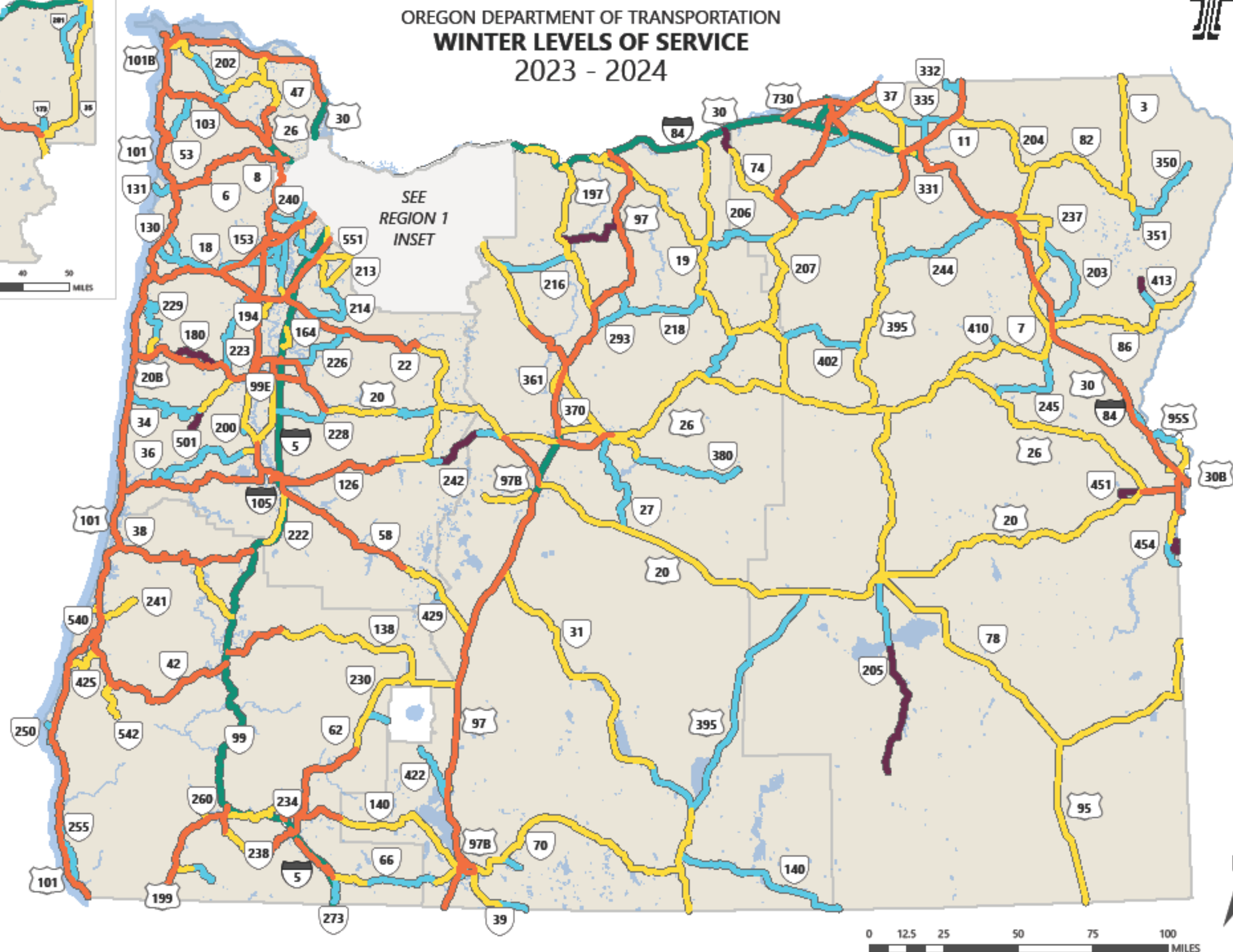
LEVEL OF SERVICE	RESOURCE ALLOCATIONS					ROAD CONDITION	
	Overtime	Service Hours	Pretreat/Anti-Ice	De-Ice	Abrasives	Accumulation	Closure
Level of Service A	expected during storm may be used after storm	continuous during storm	where appropriate	where appropriate	where appropriate	bare pavement as soon 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



OREGON DEPARTMENT OF TRANSPORTATION  
**WINTER LEVELS OF SERVICE**  
2023 - 2024



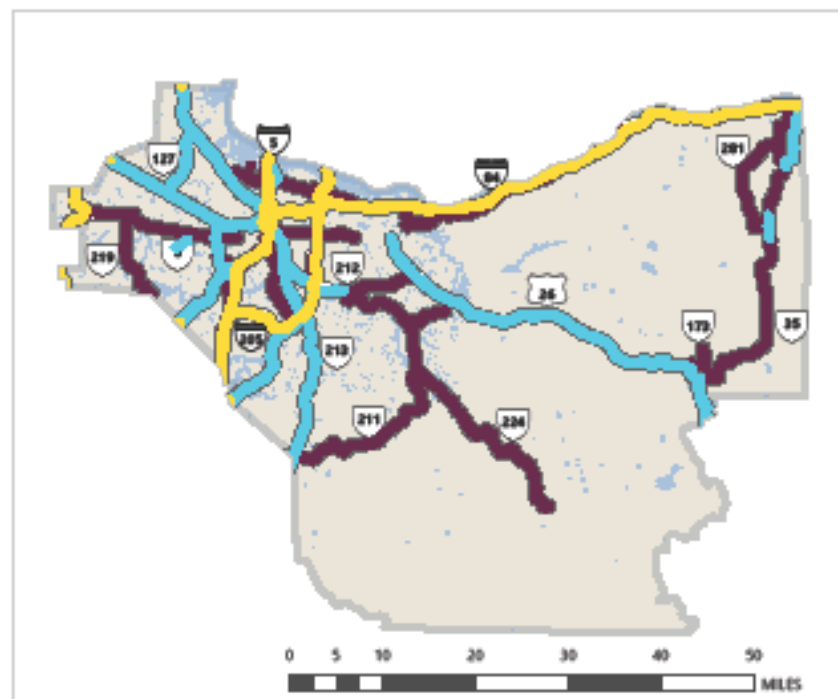
- █ LEVEL OF SERVICE A
- █ LEVEL OF SERVICE B
- █ LEVEL OF SERVICE C
- █ LEVEL OF SERVICE D
- █ LEVEL OF SERVICE E







OREGON DEPARTMENT OF TRANSPORTATION  
**WINTER LEVELS OF SERVICE**  
2025 - 2026



- █ LEVEL OF SERVICE A (NONE)
- █ LEVEL OF SERVICE B (NONE)
- █ LEVEL OF SERVICE C
- █ LEVEL OF SERVICE D
- █ LEVEL OF SERVICE E



# Winter Maintenance & Emergency Response

- There will be impacts for school districts, emergency services, and commuters on the state system.
- Most level of service D and E routes and some level of service C routes will have daytime shifts only.
- When incidents requiring emergency services occur outside of scheduled shifts, ODOT's response will be delayed due to staff capacity and locality of the closest open maintenance station.
- ODOT is performing outreach to emergency response partners as part of the agency's regional winter planning efforts to ensure they can factor this into their winter planning.



*Office of Governor*  
**TINA KOTEK**





# Are there other State Highway Fund sources that could pay for maintenance?



*Office of Governor*  
**TINA KOTEK**

Answer: The memo that the Legislative Fiscal Office prepared for today's meeting identifies a myriad of dedicated revenue sources that flow through ODOT. This includes:

- Specialty Fees, Taxes and Set Asides
- Non-Highway revenue to support transportation services and projects that are not eligible for trust fund dollars
- Highway fund eligible multimodal, small business and small city program

# Reallocating existing state trust fund dollars to pay for maintenance would have impacts.



Office of Governor  
**TINA KOTEK**

## State Highway Fund \$ Not Currently Committed to Operations and Maint.

- Debt Service - \$200M per year
- Federal Fund Match - \$45M to \$50M
- Local Fund Exchange - \$35M
- 25-27 Unobligated Projects - \$80M in one-time funding.

## Impact

- Debt - Contractually obligated to pay.
- Match - Lose 9 federal matching dollars for every 1 dollar of state highway fund reallocated.
- Exchange - Local government projects would be more expensive and burdensome.
- Projects - ODOT would cancel bridge, preservation, safety and culvert repair projects.

# Non-Highway



Office of Governor  
**TINA KOTEK**

The Oregon Constitution restricts the use of highway trust fund revenues to the construction, reconstruction, improvement, repair, maintenance and operation of public highways, roads, streets and rest areas. As such, lawmakers have established alternative funding mechanisms to pay for transit, passenger rail, and off-street bike and pedestrian facilities.

- Statewide Transit Tax
  - Identification Card Fees
  - Cigarette Tax
- Transportation Operating Fund (TOF)
- Vehicle Privilege Tax

The statewide transit tax, ID cards and cigarette tax revenues go into the Statewide Transportation Improvement Fund (STIF). Reallocation of these dollars would impact transit service particularly rural transit providers.

The largest recipient of TOF funding is passenger rail service. Reallocating this funding would end the Amtrak Cascade service between Seattle and Eugene.

Connect Oregon funds aviation, rail, and marine projects via competitive grants and **matching funds for federal grant programs**. As of 2024, the program has awarded \$512 million to 240 projects to all regions throughout the state. Most Connect Oregon projects - particularly rail and marine projects - do not have other funding sources.



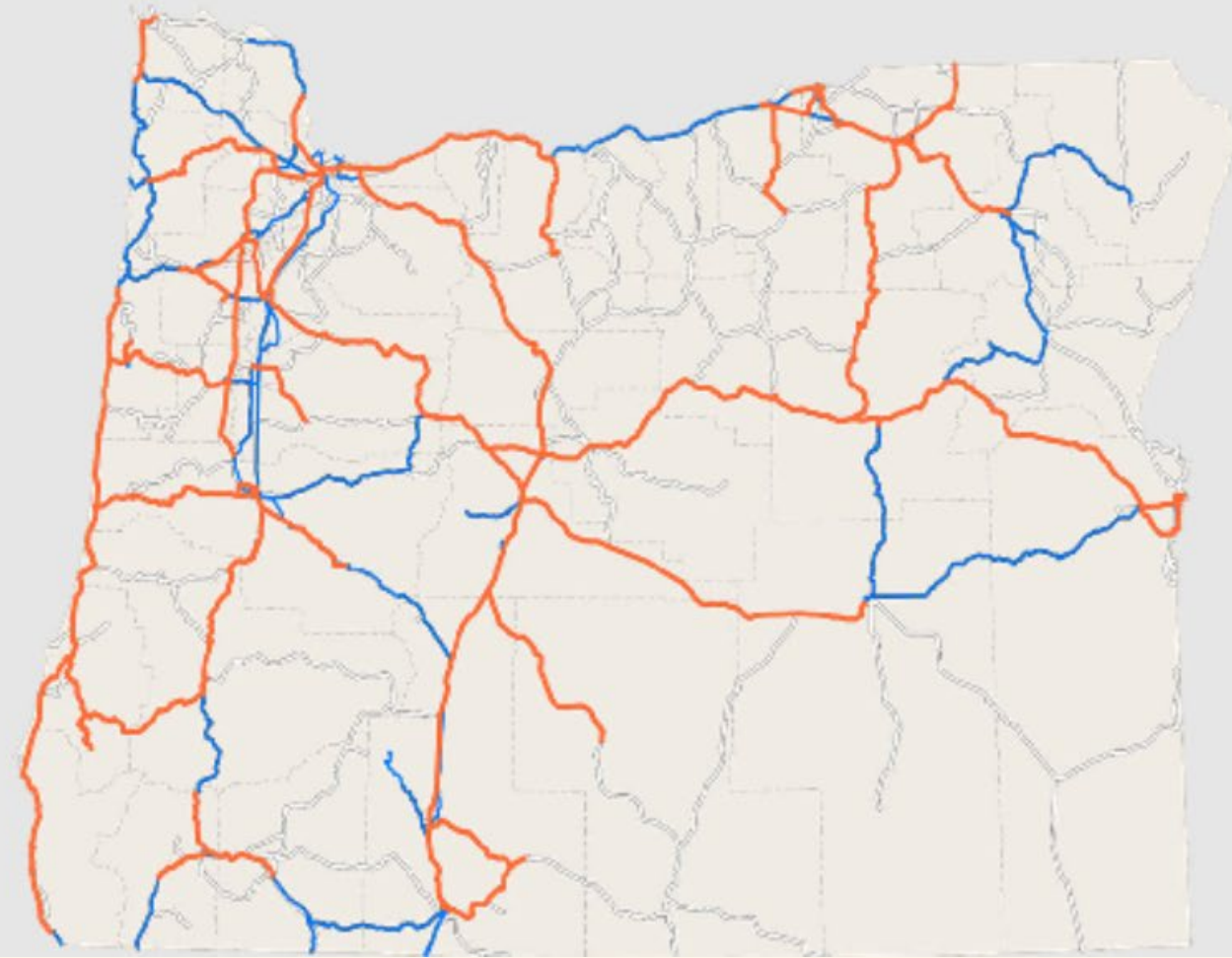
# Statewide Public Transportation Network



Oregon Intercity Transit Network  
FY 2023 - 2025



STIF Funded Routes





# Highway Fund Eligible



*Office of Governor*  
**TINA KOTEK**

## Bicycle and Pedestrian 1%

- ODOT uses the 1% for bike/ped improvements on the state highway system. Elimination of these funds would make it more difficult to cover the cost of bike and pedestrian elements on ODOT projects.

## Safe Routes to School

- These dollars fund construction projects that focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks, bike lanes, flashing beacons, and the like within 2 miles of schools. If Safe Routes to School funds were redirected to O&M, local governments and school districts would not be able to apply for and receive these funds.

## Emerging Small Business (ESB)

- These funds are used for contracting with Oregon's small business community on projects up to \$250,000. Last biennium, ODOT undertook nearly 100 small projects all across the state using these funds, much of which went to maintenance and operations. If ESB were redirected, ODOT would need to find other O&M funding to backfill these funds.

## Small Cities

- The Small City Allotment (SCA) program provides annual grant funding for local transportation projects in cities with populations of 5,000 or less. Grants are available up to \$250,000. As the need for these funds far exceeds the availability, grants are awarded per a competitive process. In 2025, ODOT funded projects in 22 small cities in all regions of the state. Reallocation of this funding would cut the total dollars available by 50%.



# Objectives

- Stop layoffs and facility closures to maintain services.

---

- Maintain 50/30/20 split with local governments and support stabilization of transit service.

---

- Modernize funding tools and taxing structures to improve efficiency and stabilize service delivery.

---



# HB 3991



Office of Governor  
**TINA KOTEK**

- Provides the resources needed to meet service needs this biennium.
- Moves us forward by modernizing our taxing structures and funding maintenance needs without disinvesting the transportation system overall.
- Maintains strong partnerships across state, city and county lines.
- Comes with direction from the Governor, and an adopted budget (HB 3992) to ensure that new funds will be spent on Maintenance and Operations.



TINA KOTEK  
GOVERNOR

August 28, 2015

Director Kris Strickler  
Oregon Department of Transportation  
355 Capitol St NE  
Salem, OR 97301

Dear Director Strickler,

Oregonians depend on safe roads to go about their lives. We all know we have to keep our roads safe through winter weather, rain, and wildfire threats. This is our fundamental transportation responsibility. To meet our obligation to Oregonians, we are working hard to address your agency's maintenance and operations funding crisis.

The imminent threat of service cuts demands urgency and investment, and it is the reason I called a special session. My office – in partnership with legislators, local partners, and key stakeholders – designed Legislative Concept 2 to provide the necessary maintenance and operations funding to prevent these harmful cuts from happening.

Assuming success in the special session, I am hereby directing you and the Oregon Transportation Commission to prioritize spending new revenue to the State Highway Fund on maintenance and operations at every possible opportunity. In line with this direction and your adopted budget, I expect that all new gas tax revenue coming to the state from Legislative Concept 2 will go directly toward road maintenance and agency operations. This direction should guide the development of future budgets and priorities in the next biennium and beyond.

I know the agency and the Commission are aligned with me in this effort. You have been clear with me and the public that your primary need for additional resources is to fund the core operations of the agency.

Thank you for your continued leadership and commitment as we work to solve the crisis at hand and plan longer-term solutions for other transportation needs.

Sincerely,

  
Governor Tina Kotek

cc: Members of the Oregon Transportation Commission

254 STATE CAPITOL, SALEM OR 97301-4047 (503) 378-3111 FAX (503) 378-8970  
[WWW.GOVERNOR.OREGON.GOV](http://WWW.GOVERNOR.OREGON.GOV)

**Thank You**