

# Transportation for America

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## Repair Priorities and Fix it First

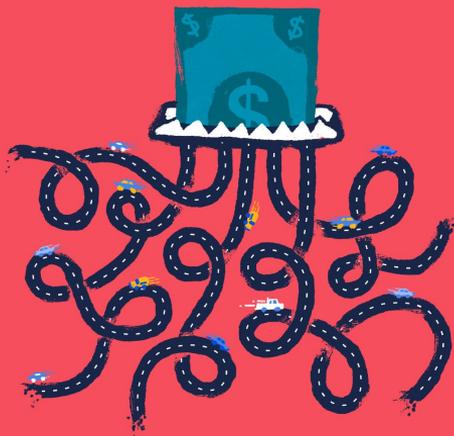
February 10, 2026

**Transportation for America** is a national non-profit working to create a transportation system that safely and affordably connects everyone to jobs, services, and opportunities through diverse travel options.

PRINCIPLE #2

## Fix It First

If your house has a leaky roof, you fix that before remodeling your kitchen. The federal transportation program should do the same and prioritize existing maintenance needs ahead of building new things which require decades of additional repair costs.



PRINCIPLE #1

## Design for Safety Over Speed

Any serious effort to reduce deaths on our streets and roads requires slower speeds. Federal funding should require approaches and street designs that put safety first.



PRINCIPLE #3

## Invest in the Rest

For 60 years we've invested hundreds of billions of dollars in highways. Now it's time to invest in the rest to create a complete transportation network so more Americans can safely travel by foot, bike, bus, or train.



**\$830**  
**billion**

The backlog to **repair our roadways** and **address bike and pedestrian safety** deficiencies

**79%**

Percent of voters who believe that the government should **fix existing roads before building any new roads**

**From D**  
**to D+**

The 20+ year shift in our road infrastructure report card grades after investing **\$1.5 trillion**



# Why we need to fix it first



# Past Trends

**20%**

Of public road center miles are in poor condition

**223,494**

Lane-miles were added during 2011-2017 alone

**\$24,000**

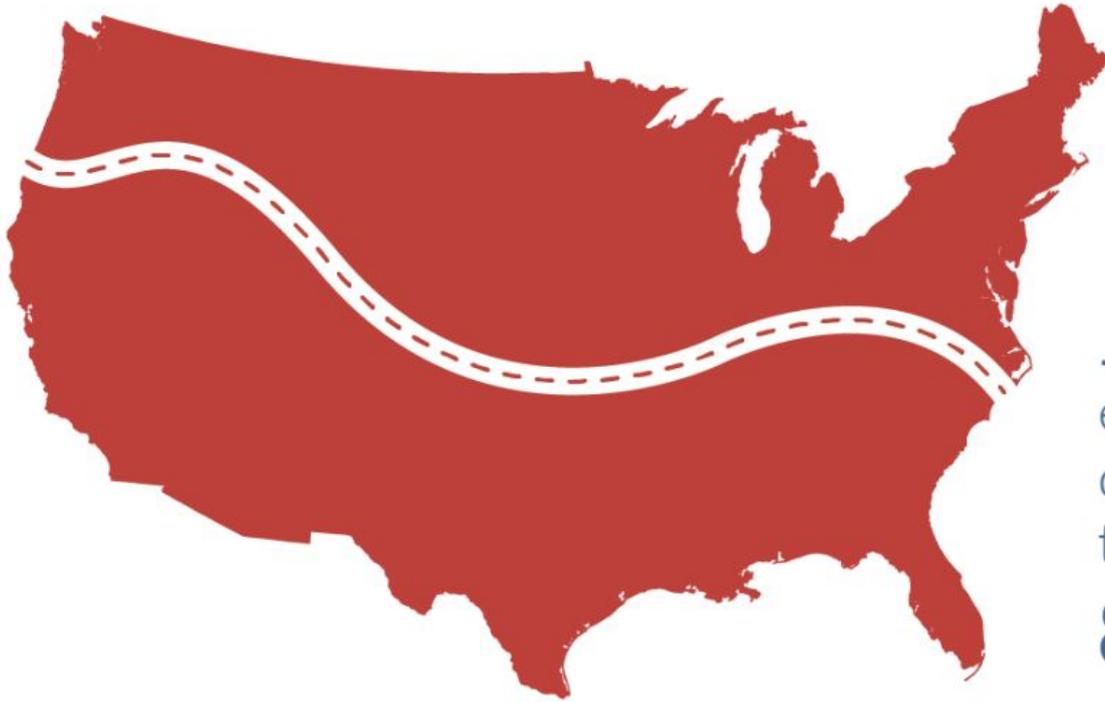
Annually per lane mile to keep roads in a state of good repair

**\$5 B**

Per year just to maintain roads added in 2011-2017



Between 2009-2017, the full public road network has grown by  
**223,494 lane-miles...**



...that's  
enough to  
drive across  
the U.S.

**83 times**

# New Trends

**16%**

Of public road center miles are in poor condition

**114,189**

Lane-miles were added during 2018-2023 alone

**\$47,296**

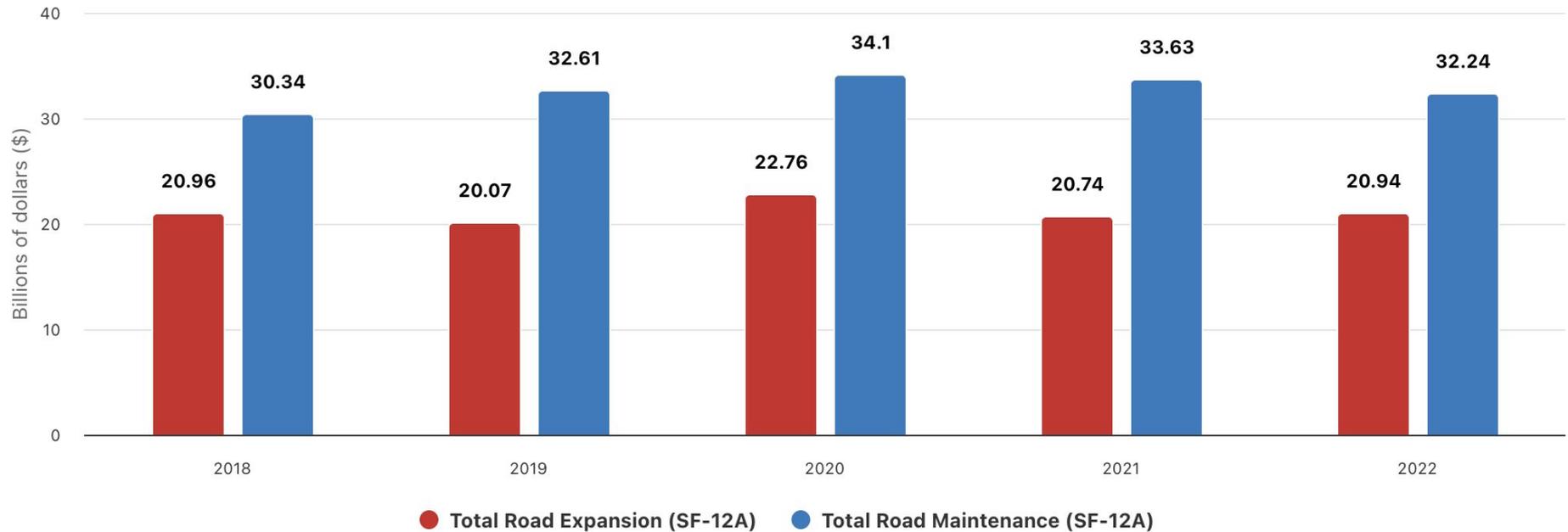
Annually per lane mile to keep roads in a state of good repair

**\$5.4B**

Per year just to maintain roads added from 2018-2023



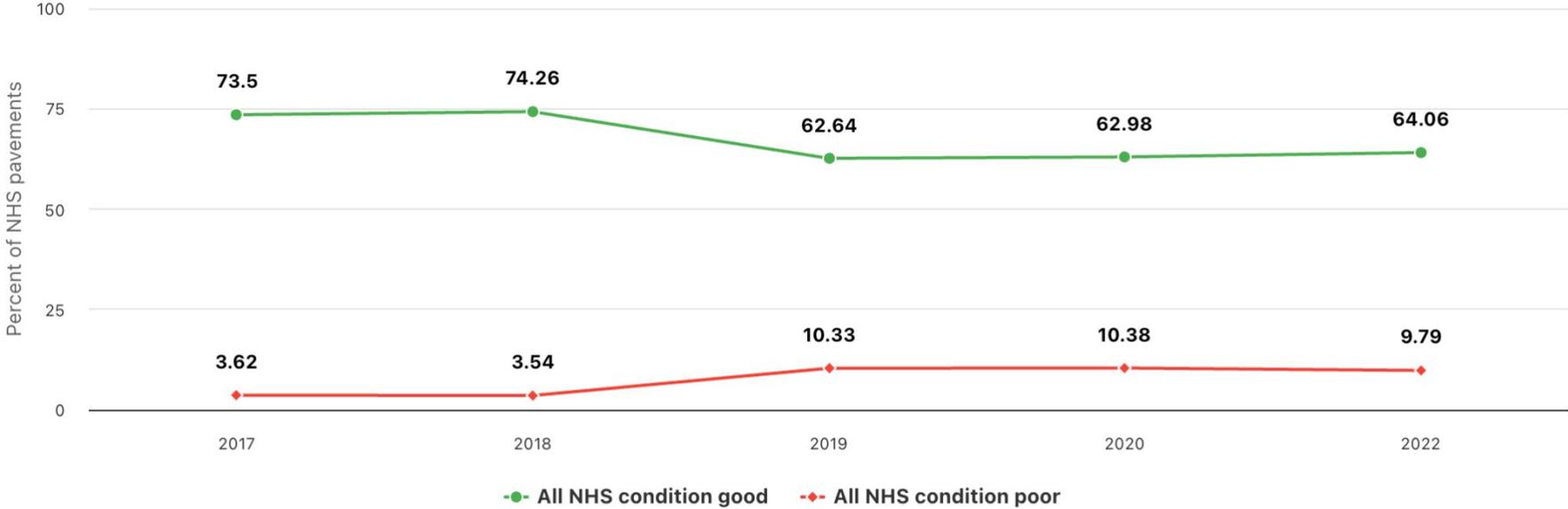
# National spending on road repair versus expansion



# Conditions failed to improve after over \$500 billion in highway expenditures

## National Highway System (NHS) conditions

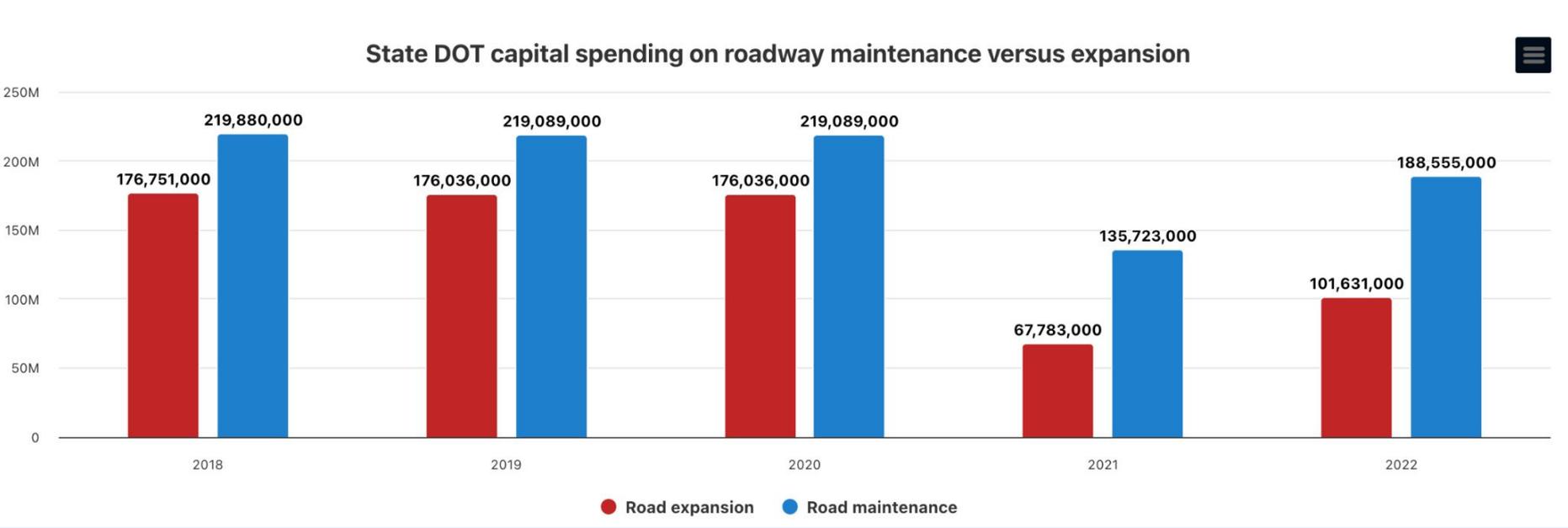
Note: data on NHS pavement conditions in 2021 is unavailable



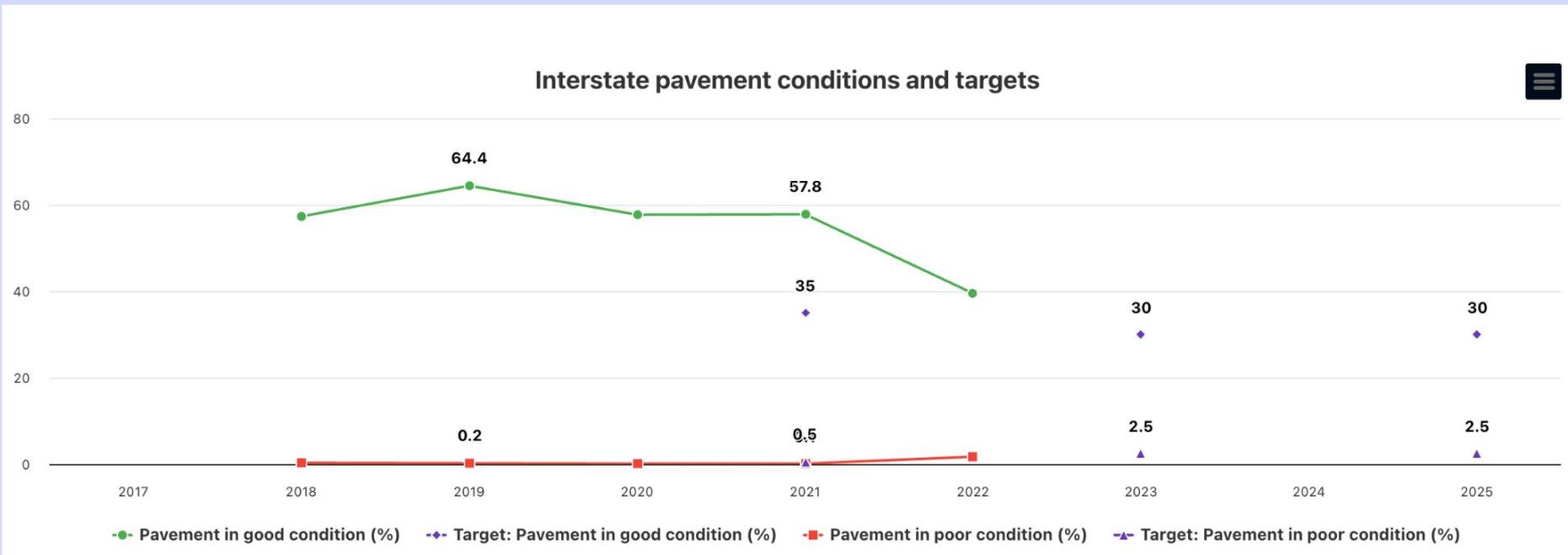
Compilation of Highway Statistics Series data, table HM-47B using IRI data

# Trends in Oregon

# State DOT Capital spending on road maintenance versus expansion

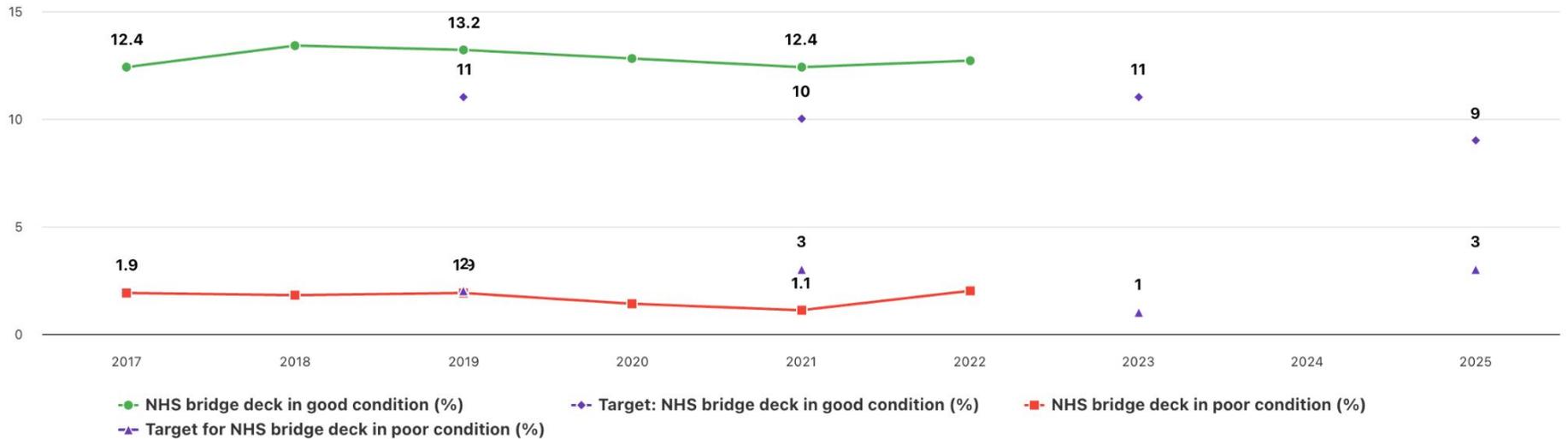


# Interstate pavement conditions and targets



# Interstate bridge conditions and targets

## NHS bridge conditions and targets



# Policy Recommendations

## Increase planning accountability and transparency.

- a. States should **detail projected progress toward repair targets** and how programmed funds will support that progress.
- b. Prioritize maintenance and state of good repair before committing public funds to costly system expansions.

# Questions?



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# Thank you



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