



Transportation ReInvestment Package Framework: Critical Investments in County Road and Bridge Safety

These suggested talking points are intended to support county advocacy to legislators and for local media engagement related to the recently released 2025 Transportation ReInvestment Package (TRIP). The goal is to elevate the narrative around the significant county road funding need and the benefit to counties from the projected revenues in the TRIP framework.

- Oregon counties stand to gain significant revenue from the recently released framework for the Oregon Transportation ReInvestment Package (TRIP).
 - Investments would be seen in every community in the state in the form of safety improvements, bridge upgrades, and completing long-deferred maintenance projects on the diverse county road network.
 - [Specify the characteristics of your county roads, e.g., [County name] road network includes critical routes for farm to market, emergency response, federal land access, urban and rural, etc.].
- The TRIP framework dedicates 90% of the \$1.9 billion per biennium in new revenue to safety, operations, and maintenance across Oregon's shared transportation system.
 - Of that new revenue, 50% is dedicated to cities and counties, empowering local governments to address critical transportation infrastructure and safety needs.
 - This translates to \$510 million per biennium in new revenue to Oregon county road departments – a 70% increase over current revenue projections.
 - [Insert estimated annual new funding to your county and what it would mean for your road department]. See [County SHF Estimate Sheet](#)
- Local governments are the state's partner in maintaining a safe and dependable multimodal transportation system vital to Oregonians and our economy.
 - Counties and cities together are responsible for the largest share of Oregon's center lane road miles – 44,265 miles, 55% of all roads in Oregon, and over 80% of non-federal roads.
 - [Name] County owns and maintains [#miles] road miles and [#county bridges] bridges.
 - This includes [#miles] miles in poor or fair condition, [#countybridges] bridges in poor or fair condition, and [#county bridges] heavy-truck-weight restricted bridges.

- [Name] County reported a \$_____ funding gap in the 2024 County Road Needs Study – the citizens and economies that our county roads support are in dire need of the investments that the TRIP framework proposes.
 - [See individual county road priority one-pagers for this information](#)
- Over the last 30 years, the federal government has significantly reduced funding for Oregon's rural roads.
 - In _____ (Year), [Name] County received _____ (high point in USFS Timber Harvest Payments) and now may only receive _____ (last year's USFS Timber Harvest Estimate).
 - The federal Secure Rural Schools Act, which provides federal funding to formerly timber revenue-reliant counties, has not been reauthorized – without Congressional action, Oregon county road departments will lose nearly \$30 million in federal funding statewide/or insert your county's specific SRS cut.
- Facing challenges from inflation, declining fuel consumption, reductions in federal funding, and limited local revenue raising options, counties across Oregon have had to postpone crucial safety upgrades and routine maintenance, leading to a decline in road quality and safety.
 - [List delayed safety and maintenance projects: we have had to postpone construction of (guard rails and rumble stripes on _____ and _____ road) while _____ miles of road will be left without critical preservation and maintenance work until funding is secure].
- All Oregonians deserve safe roads, stable bridges, clean streets, accessible public transportation and timely maintenance to our systems.
 - The TRIP framework prioritizes investments in essential operations, maintenance, and safety, while also modernizing and diversifying the funding mechanisms to stabilize and grow the State Highway Fund, while preserving the 30% county share.
 - The TRIP framework ensures that all road users pay their fair share and that benefits from new revenue are felt in every community in Oregon, including in [Name] County.