



The Fix We're In For: The State of Oregon's Bridges

TRANSPORTATION FOR AMERICA

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Overview

Out of 50 states and the District of Columbia, Oregon ranks **8th** best, **43rd** nationally, in terms of the overall condition of the state's bridges. (1 being the worst, 51 being the best.)

One out of every 16 bridges that motorists in Oregon cross today are likely to be deteriorating to some degree; and **6.3 percent** of bridges statewide are rated "structurally deficient" according to government standards, compared to **11.5 percent** nationwide. As of 2010, Oregon had **7,249** highway bridges and **456** of those were structurally deficient.

Oregon is one of a few states that spent all of their federal bridge repair money for its intended purpose — and used other available federal money for that purpose.

In 2008, Oregon received **\$84.6 million** in federal funds for bridge repair, and spent **\$334 million** or **41.2 percent** of available federal dollars on bridge repair and maintenance. (It's possible to spend more on bridge repair than a state received because of other federal programs that can be shifted or "flexed" into bridge repair.) That same year, the national average was **13 percent** of total funds spent on repair and rehabilitation of bridges.¹

That same year, Oregon spent **\$197 million or 24.3 percent** of all federal funds on new capacity. The U.S. average is 30 percent.

Oregon has **19 out of 36** counties where the average bridge condition is worse than the statewide average.

Regardless of the amount of wear and tear experienced by a specific bridge, most bridges are designed to last roughly 50 years. The average age of bridges in the U.S. is **42 years old**. Oregon's average is **39.2 years old**. While Oregon bridges are younger than the national average, a tidal wave of bridges will be reaching 50 over the next 20 years. In 2010, Oregon had over **2,100** bridges that were older than 50 years; by 2030 that number could more than double to just below **5,000**.

¹ Ibid.

The National Picture

America's infrastructure is beginning to show its age. Our nation's roads, highways and bridges have increasingly received failing scores on maintenance and upkeep. The American Society of Civil Engineers has rated our country's overall infrastructure a "D" and our bridges a "C." For roads and highways, this manifests itself in rutted roadways, cracked pavement and abundant potholes, creating significant costs for drivers and businesses due to increased wear and tear on their vehicles. For the nation's bridges, lack of maintenance can result in the sudden closure of a critical transportation link or, far worse, a collapse that results in lost lives and a significant loss in regional economic productivity.

Despite billions of dollars in annual federal, state and local funds directed toward the maintenance of existing bridges, 69,223 bridges – representing more than 11 percent of total highway bridges – are classified as "structurally deficient," according to the Federal Highway Administration (FHWA.) "Structurally deficient" bridges require significant maintenance, rehabilitation or replacement. In addition, a number of bridges exceed their expected lifespan of 50 years. The average age of an American bridge is 42 years.

The maintenance backlog will only worsen as bridges age and costs rise. According to FHWA's 2009 statistics, \$70.9 billion is needed to address the current backlog of deficient bridges.² This figure will likely increase as many of our most heavily traveled bridges – including those built more than 40 years ago as part of the Interstate System – near the end of their expected lifespan. Fixing these bridges now will save Oregon much more money over the long term. Over a 25-year period, deferring maintenance can cost three times as much as preventative repairs.

The good news is that some states, including Oregon, have worked hard to address the problem and have seen their backlog of deficient bridges shrink in number. The bad news is that, critical as these efforts are, they are not nearly enough. Two key problems persist: (1) An absence of real incentives and assurances at the federal level that fixing aging bridges is a top funding priority; (2) Federal investment in fixing the nation's infrastructure is not currently tied to performance and accountability measures, leaving Americans no concrete assurances of progress. As bridges continue to age and fall into disrepair, our nation's policymakers must make a greater commitment to maintaining and repairing these crucial assets.

² SAFETEA-LU Funding Tables, FY2009, Table 3, Part 1, "Weighted Needs", p.27, <http://www.fhwa.dot.gov/safetealu/fy09comptables.pdf>

Oregon's Bridges Outperform National Average

In contrast to most states, Oregon has committed to structurally sound bridges and ensured that funds intended for maintenance are not siphoned off for new projects. Out of 50 states and the District of Columbia, Oregon ranks **43rd** nationally in terms of the overall condition of the state's bridges. (1 being the worst, 51 being the best.)

Although Oregon has been prioritizing repair, still, one out of every 16 bridges that motorists in Oregon cross today are likely to be deteriorating to some degree; and **6.3 percent** of bridges statewide are rated "structurally deficient" according to government standards, compared to 11.5 percent nationwide.

What Qualifies a Bridge as "Structurally Deficient?"

Federal law requires states to inspect all bridges 20 feet or longer at least every two years. Bridges in "very good" condition may go four years between inspections, while those rated "structurally deficient" must be inspected every year.

Highway bridges have three components: 1) the **superstructure**, which supports the deck; 2) the **substructure**, which uses the ground to support the superstructure; and 3) the **deck**, which is the top surface of the bridge that cars, trucks and people cross. During inspection, each of these bridge features is given a rating between 0 and 9, with 9 signifying the best condition. Federal guidelines classify bridges as "**structurally deficient**" if one of the three key components is rated at 4 or less (poor or worse), meaning engineers have identified a major defect in its support structure or its deck.¹ If a bridge is rated "structurally deficient," the bridge requires significant maintenance, rehabilitation or replacement. A state may restrict heavy vehicle traffic, conduct immediate repairs to allow unrestricted use or close the bridge to traffic until repairs can be completed.

*Sources: Federal Highway Administration. "Non-Regulatory Supplement." U.S. Department of Transportation. http://www.fhwa.dot.gov/legsregs/directives/fapg/0650dsup.htm#N_2_
Federal Highway Administration. "Conditions & Performance." U.S. Department of Transportation, 2006.*

Table 1: Overview of Oregon Bridge Statistics

	State system	Local system	Other	Structurally deficient	Total
Number of bridges	2,747	4,052	450	456	7,249
Bridge average annual daily traffic	36,807,801	7,582,254	110,013	1,833,653	44,500,068

As of 2010, Oregon had 7,249 highway bridges; 2,747 of them owned by the state; 4,052 owned by local counties, cities and towns; and 450 owned by other entities, such as private businesses and federal agencies.³ Ownership of a particular bridge matters because it often determines which jurisdiction is responsible for maintenance and repair. Table 1 shows the number, deck area and average annual daily traffic⁴ on Oregon's bridges.

Rural bridges often provide crucial access to jobs and medical services for residents in sparsely populated areas. Urban bridges, on the other hand, carry high volumes of traffic to and within regional economic centers. Most bridges in the National Highway System are in rural areas, but urban bridges carry more traffic. Nationally, rural bridges account for 77 percent of all bridges. However, the 23 percent of bridges in urban areas carry almost three-quarters of all national bridge traffic.⁵

Between 1992 and 2010, the number of vehicles traveling across structurally deficient bridges on a daily basis was virtually unchanged (-2 percent), despite billions of dollars spent annually on bridge construction and repair.⁶ An increasing number of American individuals and businesses rely on bridges that are subject to closure or weight restriction if increased maintenance and reconstruction are not undertaken — a potentially crippling impact on personal travel and freight movement.

While the overall condition of Oregon's bridges surpasses the national average, drivers in Oregon are regularly traveling across heavily trafficked bridges with "poor" ratings — bridges that could become dangerous or closed without repair. Table 2 lists the most heavily used structurally deficient bridges throughout Oregon, ranked by average annual daily traffic (AADT) counts.

³ In this analysis, we use only highway bridges, since that is all that the National Bridge Inspection Program requires states to report in the National Bridge Inventory. Limited data is available for pedestrian bridges

⁴ Average amount of traffic that crosses over the bridge each day.

⁵ Research and Innovative Technology Administration. Highway Bridges in the United States — An Overview. http://www.bts.gov/publications/special_reports_and_issue_briefs/special_report/2007_09_19/html/entire.html

⁶ T4 America Analysis of FHWA's National Bridge Inventory Data. <http://www.fhwa.dot.gov/bridge/britab.cfm>.

Table 2: Oregon's Structurally Deficient Bridges with Highest Traffic Volumes

Rank	County Name	Bridge Facility	Crosses Feature	Proximity to	Average annual daily traffic
1*	Multnomah County	I-5 (HWY 001)	IOWA STREET VIADUCT	1.7 MI N MULTNOMAH BLVD	139,800
2	Multnomah County	I-5 (HWY 001)	WILLAMETTE RIVER MARQUAM	1.1 MI S OF BURNSIDE BR	135,900
3	Clackamas County	I-205 (HWY 064)	WILLAMETTE RIVER	0.7 MI N OREGON CITY CC	95,500
4	Lane County	COBURG ROAD	WILLAMETTE RIVER	WILLAMETTE R AT COBURG RD	72,862
5	Multnomah County	I-5 (HWY 001) SB	MARQUAM RAMP SB	WEST MARQUAM INTERCHANGE	64,236
6*	Lane County	I-5 (HWY 001)	WILLAMETTE R HWY015 UPRR	01.1 MI N OF EUGENE SCL	57,800
7	Multnomah County	OR 99E(HWY 001E)	UPRR	3.9 MI N PORTLAND CC	48,400
8	Marion County	OR 22 (HWY 030) WB	WILLAMETTE RIVER	IN SALEM	42,400
9	Douglas County	I-5 (HWY 001)	I-5 @ PORTLAND AVE	03.1 M N JCT HWY 035	39,100
10**	Multnomah County	OR 99E(HWY 001E)	UPRR & DIVISION ST	1.5 MI SE PORTLAND CC	36,110

* These bridges are currently in the process of being replaced or have been replaced, according to the Oregon DOT. The FHWA inspects and rates most bridges every two years, making it possible for some bridges to be selected for replacement in the interim. This demonstrates that Oregon is tackling some of the most pressing needs.

** Same as above, from different source. <http://bridgehunter.com/or/multnomah/bh37252/>

Sellwood Bridge

The structurally deficient Sellwood Bridge in Multnomah County, Oregon, not far from downtown Portland, is in bad shape. Used primarily by residents of neighboring Clackamas County to cross the Willamette River, the bridge's 10-ton weight restriction means trucks and transit vehicles cannot cross. On a scale of 0 to 100, Sellwood has a sufficiency rating of 2.

When it was built 80 years ago, Sellwood Bridge was part of a package that funded three bridges, but the other bridges built first came in over budget and short-changed Sellwood, according to former Multnomah County chairman Ted Wheeler. This meant a lighter deck with less structural support. Today, weight limits are a necessary stopgap to halt cracks in the bridge and keep residents safe, Wheeler added.

The bridge is long overdue for replacement for the safety of motorists alone, but replacing Sellwood would also provide safer access across the river to pedestrians, bicyclists and transit riders.

"This is a tough bridge for pedestrians and bicyclists and a lot of people just don't feel comfortable trying to cross it," Wheeler said. "And it's a very narrow bridge for cars and trucks as well. When we replace or rehabilitate this bridge, it's got to take into the needs of all those different modes of transportation."

Multnomah County has already approved 38% of the funding needed to replace the bridge. The City of Portland has committed 30% (up to \$100 million) and ODOT has committed 9%. Last year, the Clackamas County Board of Commissioners, whose constituents constitute the majority of bridge users, enacted a \$5 per year increase in registration fees that would cover 7% of the bridge replacement cost, but conservative activists are gathering signatures to challenge the new fee at the ballot box. Federal funds are sought to cover the remainder of the cost.

Sources: <http://www.blueoregon.com/2010/12/5-save-sellwood-bridge/>
<http://www.blip.tv/file/2016223/>
http://www.oregonlive.com/oregon-city/index.ssf/2010/12/sellwood_bridge_clackamas_county_multnomah_county_1.html

Oregon has 19 out of 36 counties where the average bridge condition is worse than the statewide average. Table 3 reveals the five counties with the best and worst average bridge conditions. In Figure A, counties are shaded based on their percentage of “structurally deficient” bridges. Although smaller or more rural counties have fewer bridges than more populated counties, this measurement allows for cross-comparison between counties.

Table 3: Oregon Counties With Worst Average Bridge Conditions

County	# of Highway Bridges	# of Structurally Deficient Bridges	% Structurally Deficient
Curry County	81	12	14.8%
Clatsop County	147	20	13.6%
Lincoln County	155	19	12.3%
Linn County	512	57	11.1%
Gilliam County	36	4	11.1%

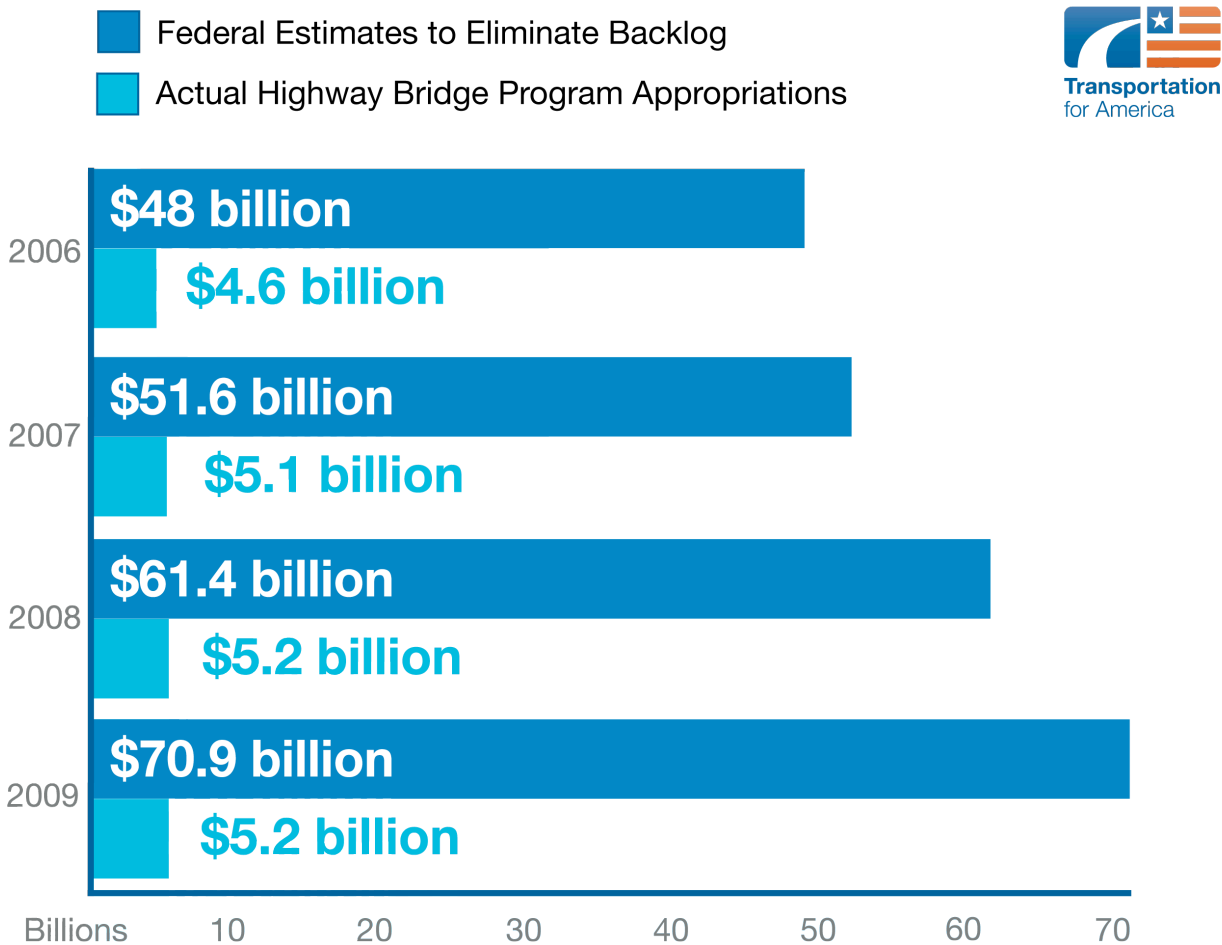
Table 3: Oregon Counties With Best Average Bridge Conditions

County	# of Highway Bridges	# of Structurally Deficient Bridges	% Structurally Deficient
Malheur County	182	6	3.3%
Lane County	840	24	2.9%
Klamath County	228	6	2.6%
Benton County	165	3	1.8%
Lake County	80	0	0.0%

Outperforming the majority of other U.S. states is to be applauded, but it's no guarantee of future success for Oregon without fundamental changes to the federal program and the funds dedicated to repair and maintenance of national bridges.

Oregon could do an even better job on their bridges with additional support from the federal government. Congress created the Federal Highway Bridge Program to fix and replace deficient bridges throughout the country, yet current funding is insufficient to keep up with the rapid deterioration rate of U.S. bridges. Figure B compares the size of the bridge program from 2006 through 2009 with FHWA estimates of the sums needed to catch up on the current backlog of repairs. While appropriations have increased by \$650 million, bridge needs over the same time period have increased by \$22.8 billion.

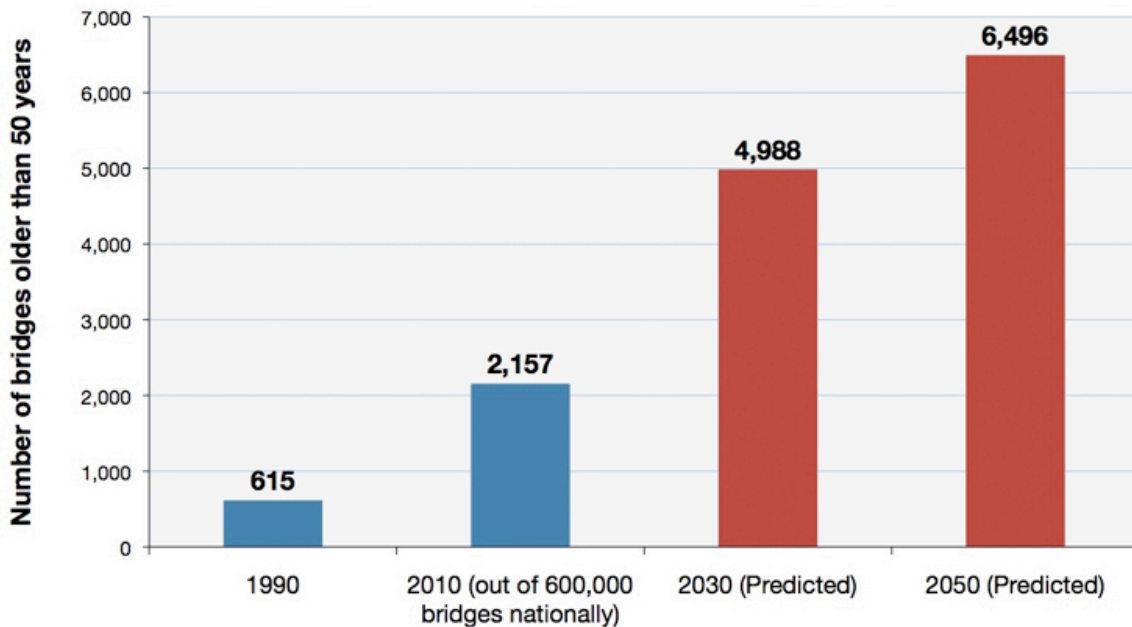
Figure B: National Bridge Repair Funding Levels Versus FHWA Needs Estimate



The Cost of Aging Bridges

Regardless of the amount of wear and tear experienced by a specific bridge, most bridges are designed to last roughly 50 years. The average age of bridges in the U.S. is 42 years old. Oregon's average is 39.2 years old. The number of "structurally deficient" bridges is virtually guaranteed to increase over time, as a wave of old bridges reach the end of their designed lives. Nationally, more than 185,000 highway bridges (out of 600,000 total) are now 50 years old or older. By 2030, that number could double without substantial bridge replacement, and it has the potential to triple by 2050. With one in five bridges built over 50 years ago, almost half of all the nation's bridges may require major structural investments within the next 15 years.⁷

Figure C: Oregon Bridges over 50 Years Old



⁷ *Bridging the Gap: Restoring and Rebuilding the Nation's Bridges*. American Association of State Highway and Transportation Officials. July 2008. <http://roughroads.transportation.org/>

Oregon State Bridge Delivery Program

Oregon leaders and policymakers worked together to create a program which, when combined with the state investing more than 40 percent of federal transportation funds into bridge repair, has helped keep Oregon bridges in a relatively state of good repair.

In 2003, Oregon legislators enacted the third Oregon Transportation Investment Act, or OTIA III, directing \$1.3 billion toward repairing or replacing hundreds of bridges, paving and maintaining city and county roads, improving and expanding interchanges, adding new capacity to Oregon's highway system and removing freight bottlenecks statewide.

The state's transportation agency hired Oregon Bridge Delivery Partners, a private company, to help manage the program. Many of the bridges slated for repair or replacement are on Interstate 5 and Interstate 84, which carry most of the state's commercial truck traffic and are considered Oregon's economic lifelines. If the hundreds of aging bridges on these routes and others were not repaired or replaced, ODOT would soon have been forced to implement weight restrictions on highway bridges that would significantly cripple the economy.

Oregon's bridge program will help produce a sustainable, qualified workforce; a stronger state economy; and bridges designed to limit impacts on the natural environment. About 14 family-wage jobs are created for every \$1 million spent on transportation construction in Oregon, and bridge program projects will sustain an average of approximately 2,300 jobs each year.

Keeping Oregon below today's number of 6.3 percent of bridges rated structurally deficient will require more of this type of commitment to repair and rehabilitation.

Source: http://www.oregon.gov/ODOT/HWY/OTIA/bridge_delivery2009.shtml

The Tension Between Fixing the Old and Building the New

Policymakers and transportation agencies in Oregon have worked hard to prioritize maintenance. In 2008, Oregon spent \$334 million or 41.2 percent of available dollars on bridge repair and maintenance. That same year, all states spent an average of 13 percent of total funds on repair and rehabilitation of bridges.⁸ Though we need to continue expanding our transportation system, the safety and preservation of existing bridges and roads must be a priority for our long-term economic competitiveness and fiscal sustainability.

⁸ Ibid.

Even for Well-Run State Programs, Repair Needs Far Outweigh Funds

Bridges provide crucial connections between regions and cities, linking workers to jobs, goods to markets and people to essential services. According to the Federal Highway Administration, transportation agencies would need \$70.9 billion to overcome the current backlog of deficient bridges.⁹ This investment would be money well spent, as the poor condition of bridges across the country has major implications for safety, mobility and economic activity.

Allowing roads and bridges to slip into disrepair ultimately costs state and local governments billions more than the cost of regular, timely repair. Over a 25-year period, deferring maintenance of bridges and highways can cost three times as much as preventative repairs. The backlog also increases safety risks, hinders economic prosperity and significantly burdens taxpayers.

Preservation efforts can also extend the expected service life of a road for an additional 18 years, preventing the need for major reconstruction or replacement.¹⁰

Oregon has made an effort to maximize precious tax dollars by extending the useful service life of roads and bridges *before* they require major rehabilitation or replacement. This effort will become even more critical as aging bridges continue experiencing wear and tear and federal funding becomes scarcer.

In addition to the safety imperative, investing in the construction, expansion and repair of our nation's transportation infrastructure creates jobs while laying the foundation for long-term economic prosperity. Repair work on roads and bridges generates 16 percent more jobs than new bridge and road construction.¹¹

In a time of aging infrastructure, strained budgets and increasing travel, Oregon can continue to give taxpayers the most value for their money by extending the useful service life of roads and bridges.

Congress repeatedly has declared the condition and safety of our bridges to be of national significance. However, the current federal program is not designed to ensure that transportation agencies have enough money and accountability to get the job done.

⁹ SAFETEA-LU Funding Tables, FY2009, Table 3, Part 1, "Weighted Needs", p.27, <http://www.fhwa.dot.gov/safetealu/fy09comptables.pdf>

¹⁰ American Association of State Highway and Transportation Officials. *Bridging the Gap: Restoring and Rebuilding the Nation's Bridges*. July 2008. <http://roughroads.transportation.org/>

¹¹ Smart Growth for America. *The Best Stimulus for The Money*. www.smartgrowthamerica.org/stimulus.html

The Consequences of Deferred Maintenance

Neglecting bridge repair and maintenance won't just cost more money down the road — the consequences can be far more immediate and disastrous. Deferred maintenance can result in crippling delays if a vital artery is closed, or even worse, if lives are put in danger as aging bridges become unsafe or at risk for collapse.

Crown Point Bridge Closing

On October 16, 2009, the Champlain/Crown Point bridge linking New York and Vermont was closed without warning. An inspection performed on the bridge as part of a rehabilitation or replacement process, set to start in 2012, revealed that two of the bridge's support piers were not structurally sound. The bridge was a vital economic connection between the states, carrying about 3,500 cars across each day. Thousands of daily commuters now have to drive about 100 miles out of their way to another bridge or pay at least \$8 a trip for a ferry. Less than a month later, officials in Vermont and New York announced that the bridge was beyond repair and would have to be demolished. Jim Bonnie, with the New York Department of Transportation, told NPR, "We set aside about \$30 million a year for our bridge program, but we need on the order of \$100 million to maintain our 830 bridges. So, it's just an epidemic."

Minneapolis' I-35W Collapse

On August 1, 2007, the I-35W bridge in Minneapolis, Minnesota abruptly failed, falling into the Mississippi River, killing 13 people and injuring 145. Following the incident, the National Transportation Safety Board (NTSB) undertook a year-long investigation to determine the cause of the collapse. Though the "structurally deficient" bridge was being inspected every year, the NTSB found that the bridge design was flawed; its gusset plates were undersized and were not meant to support the kind of loads the bridge was carrying. The cause of the collapse, in the NTSB's opinion, was the increased weight of the bridge itself due to previous modifications, and the concentrated weight of construction materials present on the deck of the bridge on the day of the collapse.

Recommendations

As our nation's bridges continue to age Congress needs to provide states with increased resources to repair and rebuild them. As the chart earlier in this report shows, the federal transportation program currently provides only a fraction of the necessary funds for maintenance and repair. Although a number of states including Oregon are making repair of existing assets a priority, more support from the federal government is essential. The nation's bridges are aging and traffic demands are increasing. Though the size of the federal program has increased by 14 percent between 2006 and 2009, state-level needs increased by 47 percent.

Congress also needs to take steps to make sure that funds sent to states for bridge repair are used only for that purpose. Today states can transfer bridge funds for other purposes – even if they have bridges that are in need of repair. These funds should only be used for other purposes if the state's bridges are in a state of good repair. In addition, states should be given the flexibility to develop long-term programs that focus on both keeping bridges in good condition and fixing or replacing bridges that are deficient. Even in instances where it is more cost-effective to perform regular repair on a bridge to prevent it from becoming deficient, the current federal program only allows states to fix a bridge that is structurally deficient with a low sufficiency rating.

Some states across the country are already taking the right steps to repair their infrastructure. These best practices could serve as a model for other states and work with an improved federal program to fix our nation's bridges. Michigan, for example, has greatly increased the ratio of spending on routine maintenance and pavement preservation vis-à-vis capacity increases and/or new roads by attempting to meet a goal of 95 percent of freeways and 85 percent of non-freeways in good condition by 2007, a goal established by Michigan's State Transportation Commission in 1997. The Florida Department of Transportation is bound by state statute that lists preservation as the first of three "prevailing principles," and sets maintenance standards for pavement and bridges. In Oregon, the Department of Transportation has adopted a policy to "fix it first," prioritizing repair and maintenance before costly reconstruction or rehabilitation is needed.

When our aging bridges are replaced, they must be designed to provide safe access for all who need to use them, whether they are in vehicles, on foot or bicycle, or using public transit. Oregon, for example, requires accommodation of pedestrian and bicycle facilities "wherever a highway, road or street is being constructed, reconstructed or relocated."

Conclusion

We cannot continue to ignore our transportation network's vital maintenance needs. The costs of current practices are well known, as roads and bridges continue to display the effects of wear and age, suffering the results of underinvestment. Without a change in both spending levels and overall priorities, Oregon would need \$428 from each driver to fix all of the structurally deficient bridges.

As our bridges continue to age – more than 60 percent of all bridges will be past their useful life in 2030 – this figure will only grow.

Preserving Oregon's existing transportation system is crucial to ensuring regional prosperity, safety and a higher quality of life. The economic and social cost of neglect is simply too high. It is time for our policymakers to shore up our infrastructure and ensure Americans get the most bang for our transportation buck.

Appendix A: Oregon Counties, Ranked by Percentage of Structurally Deficient Bridges

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Curry County	81	12	14.80%	120,640	22,771
Clatsop County	147	20	13.60%	420,338	22,334
Lincoln County	155	19	12.30%	398,122	30,966
Linn County	512	57	11.10%	2,371,067	51,412
Gilliam County	36	4	11.10%	48,699	84
Wheeler County	30	3	10.00%	13,381	1,669
Yamhill County	133	13	9.80%	376,264	17,811
Wallowa County	95	9	9.50%	40,386	2,605
Grant County	106	10	9.40%	49,085	2,749
Josephine County	182	17	9.30%	718,412	107,070
Sherman County	45	4	8.90%	136,218	6,166
Wasco County	150	13	8.70%	430,825	1,135
Umatilla County	330	28	8.50%	583,892	21,682

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Polk County	153	11	7.20%	627,702	18,691
Tillamook County	171	12	7.00%	431,855	8,452
Douglas County	496	34	6.90%	2,199,033	145,795
Columbia County	122	8	6.60%	300,073	3,682
Jefferson County	62	4	6.50%	102,253	494
Union County	141	9	6.40%	244,028	10,141
Harney County	119	7	5.90%	44,351	391
Morrow County	69	4	5.80%	68,695	962
Baker County	175	10	5.70%	274,003	5,554
Multnomah County	463	26	5.60%	13,337,160	605,096
Coos County	196	11	5.60%	392,537	26,882
Jackson County	341	19	5.60%	1,656,519	108,261
Crook County	74	4	5.40%	94,131	3,305
Hood River County	60	3	5.00%	364,875	23,712
Marion County	350	15	4.30%	3,709,738	104,363
Washington County	307	13	4.20%	4,709,363	47,696
Clackamas County	319	13	4.10%	3,510,839	165,364
Deschutes County	134	5	3.70%	868,034	22,634
Malheur County	182	6	3.30%	234,331	602
Lane County	840	24	2.90%	4,663,921	235,821
Klamath County	228	6	2.60%	379,192	5,820
Benton County	165	3	1.80%	554,580	1,481
Lake County	80	0	0.00%	25,526	

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This report was written by Lilly Shoup, Nick Donohue and Marisa Lang with additional contributions from Tanya Mejia, Sean Barry, David Goldberg and Stephen Lee Davis for Transportation for America. Andrew Amey provided invaluable assistance compiling and analyzing the National Bridge Inventory data and Greg Vernon provided the GIS work. Our thanks to the U.S. DOT and FHWA for their cooperation.

About Transportation for America

TRANSPORTATION FOR AMERICA (T4 America) is the largest, most diverse coalition working on transportation reform today. We believe it is time for a bold new vision — transportation that guarantees our freedom to move however we choose and leads to a stronger economy, greater energy security, cleaner environment and healthier America. We're calling for more responsible investment of our federal tax dollars to create a safer, cleaner, smarter transportation system that works for everyone.

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