

Municipality	Population	Established Paving Program?	Street Network Size	Staffing for Paving	Staff Costs	Owned Equipment	Funding	Other Info
Portland	630,498	Yes; 20 miles annually	4,900 miles	In-house (chip seal & slurry contracted)	\$18 million	Trucks, milling machines, pavers, rollers, patch trucks, excavators, backhoes, crack sealers (\$4,720,000 initial purchase; \$542,353 annually M&R)	General fund, State & local gas tax	
Linn County	131,496	No (program ended in 2020 due to lack of funding)	1,117 centerline miles	Contracted	68 FTEs for Road Department - \$8.5M annually	Grades, rollers, backhoes, track hoes, dump trucks, spray equipment, asphalt pull box \$1 million annual fleet budget \$500k annual M&R budget	County apportionment of State Road Fund & grants	Recommends beginning with rental and staff training for 3-4 years before committing to a purchase
Gresham	110,685	Yes (\$1.5M annually; 3-4 miles of paving + 30 miles of slurry)	900 lane miles	Combination contracted (paving), in-house (patching), temporary (patching)	-	Grinder, compact roller, 10-ton dump trucks, sweeper (each costing \$100k+)	State gas tax & franchise fees	
Benton County	97,713	Yes (established 2023); last year performed 2400 tons	273 miles	Combination contracted & in-house	-	Leeboy paver (\$215k), 5 12-yard dump trucks	State gas tax	Existing PW crew had prior paving experience so they decided to establish the program; in-house only does thin overlay & contractors do large grind/overlay/reconstruction "I get the desire to do something inhouse but I don't think Sweet Home is big enough to justify it."
Beaverton	96,945	No (suspended 3 years ago due to lack of funding)	232 centerline miles	(When active) Combination contracted, in-house, temporary	-	Small Lee Boy Paver, large Cat 655 paver, 7 ton roller, 2 ton roller, 2 Lee Boy tac trailers, crack sealer, 3 10yd dump trucks \$30k budgeted annual maintenance for Cat paver alone	State gas tax	Previously - residential overlays performed in-house, arterial overlays contracted out Program was approved for 5 temporary workers but were not successful in filling all positions Typically had to rent additional 3-5 trucks Seeking a Transportation Utility Fee this year
Medford	85,098	Yes; 15 lane miles + 40-120 ADA ramp upgrades annually	312 centerline miles	All three (10 FT, 4 temps for in-house pothole repair, small overlay, ADA, crack seal, and digout repair)	-	Large paver, small paver, 3 rollers, distributor truck, service trucks, bobcat, small sweeper, dump trucks, crack sealer + more; planning to purchase grinder, small paver & lowboy for \$1.6 million (for digout repairs)	Gas taxes & street user fee	Planning to move all paving to contractors
Albany	57,053	No; provides patching for water/wastewater and then reactive to customer complaints	417 lane miles	Combination contracted, in-house (8 FTEs, 3 temps)	-	2 10-yard dump trucks, 5 -yard dump truck, paver	Sewer & water in-lieu of franchise fees, Transportation System Development Charges, gas taxes	Local streets only receive slurry seal; no funding for large local projects
Grants Pass	39,149	Yes; \$1 million annually	186 miles	Contracted	N/A	N/A	State gas tax & Street Utility Fee	SUF brings in \$1.2M annually; potholes performed in-house
Keizer	38,564	Yes; 2 miles (\$1M annually)	(did not provide)	Contracted	N/A	N/A	State Gas Tax	Pothole repair performed in house
Redmond	37,009	Preservation only (chip seal, slurry seal, crack seal)	365 lane miles	Contracted (large projects) & in-house	(not provided)	(not provided)	General fund, State gas tax, 12.5% rental car tax	Project \$2M revenue from rental car tax
Lebanon	19,726	No	-	Contracted	N/A	N/A		Patching performed in-house
Dallas	17,644	Yes; annual mileage varies (rehabbed & paved 11 miles since 2021)	63 miles	Contracted	N/A	5-yard dump truck - \$180k Backhoe - \$148k Other equipment too old to know costs	2021 loan against state gas tax revenue + Federal exchange revenue	Potholes & patches performed in-house; priorities determined by \$50k scanning survey that established street condition
The Dalles	15,786	Yes (\$400k annually)	166 lane miles	In-house	7 equipment operators (\$1.2 million)	Paving machine, multiple rollers, asphalt zipper	State gas tax, General Fund, 3-cent local gas tax	\$3.4 million annual Streets Fund revenues \$750k annually from General Fund \$500k annually from local gas tax Utilized City Engineer to assist with improving processes to lower costs Participates in IGA to exchange services (County chip seals, City paves)
Monmouth	11,270	Yes; 3-4 blocks of grind and pave annually (no cost provided)	36 lane miles	Contracted	N/A	N/A	State & Federal gas tax	Potholes & pavement markings performed in house

Independence	10,247	Yes; \$50k annually (450' of arterial replaced this year)	30 centerline miles	Contracted	N/A	N/A	State gas tax & SDCs	Pothole repairs performed in-house; regarding taking additional work in-house "the ROI is terrible for our small town"
Molalla	10,103	Yes; \$500k annually	37 miles	Contracted	N/A	N/A	State gas tax & ODOT exchange	Seeking a local gas tax or street fee in coming fiscal year
North Bend	10,054	Yes; 0.25 miles annually (~\$400k annually)	63 miles	Contracted	N/A	Crack sealer - \$105k (new) Asphalt zipper - \$110k (2014) Roller - \$42k (2021)	State & Federal gas tax	Minor patching performed in-house Noted quality issues with small crews and contractors who do not pave consistently through most of the year
Stayton	8,225	Yes; 4-6 blocks of inlay & 10-12 blocks of crack seal/slurry	42 miles	Contracted	N/A	N/A	State gas tax, local gas tax, supplements from General Fund	
Madras	7,744	No	63 centerline miles	Contracted	N/A	Plate compactor - \$3k Crack sealer - \$90k	State gas tax, SDCs, franchise fees, Surface Transportation Program	Potholes, crack sealing, thermos marking performed in-house
Junction City	7,072	No	50 lane miles	Contracted	N/A	N/A	Franchise fees & ODOT exchange	Crack sealing performed in-house
Philomath	5,714	No	18.25 centerline miles	Contracted	N/A	N/A	SDCs, grants, State gas tax, Street Utility Fee	Pothole repairs performed in-house