Freight

Report to the Rebuilding Our Transportation Vision Workgroup

October 2026

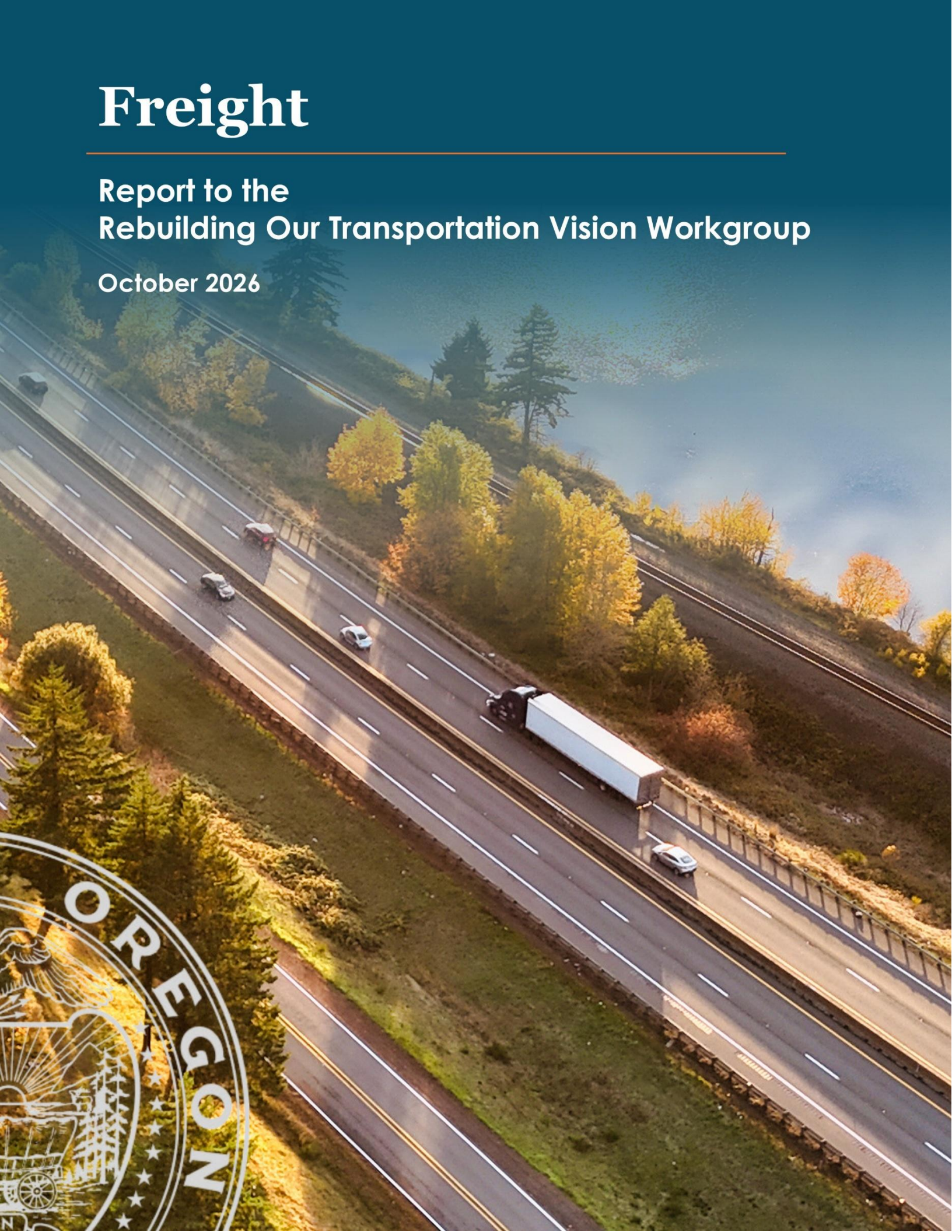


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Freight in Oregon Today

Preserving and enhancing the efficiency of Oregon's freight system is essential to supporting economic development, prosperity and quality of life in Oregon.

The system carries goods from Oregon manufacturers, farmers and other producers to markets and delivers goods to homes and stores.

Oregon's multimodal freight system moves the state's economy. In 2023, trucks, trains, aircraft, marine vessels, pipelines and combinations of these modes moved 325.7 million tons of freight valued at $409 billion within, into and out of Oregon. Trucking, freight and related industries support 107,190 jobs, or 1 in 16 jobs statewide.[i]

A functioning freight system is in the background for most Oregonians and not something they think about, except when there are supply chain issues. When certain products are unavailable, for example, toilet paper during the height of the COVID pandemic, or when there are delays in critical specialty items like medical supplies for hospitals and the health care industry, what's normally invisible is revealed to be vital. Furthermore, the cost and reliability of shipping raw materials and finished goods

Problem Statement

Oregon's interconnected freight network, which includes inland/coastal ports, highways and railways, is one of the state's highest value assets which supports Oregon's economic growth, job creation, cost of business and more. The freight network is not working and will lead to increased costs for businesses, loss of jobs, increased costs for consumers and a reduction in Oregon's economic competitiveness. The main causes of these impacts are:

- **Deteriorating infrastructure condition** – Roadways, bridges, rail track and ties, rail spurs/sidings, port docks and warehouse/staging areas, airport runways and taxi ways and more are deteriorating faster than they can be repaired and replaced.
- **Congestion creates delays and increased costs** – Oregon is home to three of the top 100 truck bottleneck locations in the country (ATRI, 2026) and Oregon's Class 1 Railroads share space with passenger rail that can impede the volume and frequency of freight rail movements.
- **Lack of quality connections and access** – Oregon's freight system is multimodal and requires all modes of freight to access and connect with each other through key terminal locations like ports, reload centers, distribution centers and more. There are missing connections in parts of the system and other connections have reduced access due to poor conditions and competing facility uses.
- **Lack of Safety Investments** – Freight related crashes continue to be a significant part of Oregon's fatal and serious crashes. A lack of safe truck parking impacts both the traveling public, but also the truck driver. Additionally, crashes at highway – railroad crossings are often tragic.

directly affect the competitiveness of Oregon businesses, with delays and disruptions increasing costs and creating uncertainty in the marketplace.

Without a quality freight system that supports healthy freight-related industries and provides necessary goods to the broader public, Oregon will lose its overall economic vitality, resulting in a loss of potential businesses and jobs and higher costs to all Oregon citizens.



Figure 1 – Freight rail connects ports and trucks to the end consumers. *Photo by Oregon Department of Transportation*

When any segment of the freight network is not operating efficiently, it places additional pressure on other modes, increasing the cost of moving goods, limiting available capacity and creating safety risks as freight becomes concentrated on already-constrained systems.

Freight in Oregon Uses Roads, Rails and Ports to Reach Consumers

Highway and Roadway Freight

Pavement conditions today generally meet performance goals for the interstate highways and some freight routes on the National Highway System. However, many other state highways and local roads fall below performance targets and will likely decline significantly because of the system's age and continued funding shortages. *For more details on the rate of decline, refer to the Maintenance, Operations, Preservation and Emergency Response memo.*

Today, there are numerous bridges on the state highway system with at least one weight restriction and there are 987 bridges on county roads with weight restrictions. These restrictions reduce freight efficiency by forcing trucks onto less efficient routes. In some cases, no alternate route exists, so carriers must divide loads between two or three smaller trucks. Bridge conditions are forecasted to decline significantly in the future, again due to the age of the system and lack of funding. Trucks are the only mode that directly serves 77% of Oregon communities.[ii] So, weight-restricted bridges negatively affect accessibility of freight necessary to provide critical goods.

Congestion areas continue to get worse and are significantly impacting freight flows and costs. Oregon is home to three of the top 100 truck bottlenecks in the country.[iii] Congestion in Oregon is costing trucking companies about $500 million annually in direct delay costs and up to $1 billion a year in total costs.

Truck safety has declined for several years. Crashes involving trucks, as well as lack of safe truck parking areas, have a significant negative cost impact for freight operators and other road users. Additionally, trucks often lose physical space in urban areas as housing and other land uses are located within major urban freight corridors and industrial areas – this can increase the safety risk for both truck drivers and people walking and biking.

Trucking often must connect with critical freight centers – many of which provide connections to other modes. Reaching these centers often requires travel on local roadways that are in very poor or unsafe conditions. Known as first- and last-mile freight connections, these local routes are often neglected as local governments have focused their limited funds in other areas of their communities.

Non-Highway Freight

Existing rail, marine and aviation infrastructure have been deteriorating for a long time.

- Some critical marine dock infrastructure dates to World War II and are well past their service life.
- Some steel rails lines date to 1890. Many of these systems are past the basic maintenance options and must be replaced to maintain functionality.

The Class 1 Rail operators in Oregon are operating at or near capacity in key areas – such as the Willamette Valley. Freight trains in this area must also share tracks

Definitions

Class 1 Rail Operators

In Oregon, there are Union Pacific (UP) and Burlington Northern Santa Fe Railway (BNSF). The railroads are designated as Class I, Class II, or Class III, according to annual revenue. Class I has a revenue of greater than $250 million.

Critical Freight Routes

Highways that ODOT has identified as important to the safe and efficient movement of freight throughout Oregon in support of the State's economy.

Transfer Locations

Are places where freight moves between different travel modes. For example, from a ship to rail or rail to trucks.

with passenger trains, affecting the number and size of freight trains that can use the rail system. The lack of system capacity will increase the cost to ship by rail and create costly delays for Oregon businesses.

Maintaining navigable channels through dredging remains a continuing challenge for marine freight. Maritime shipping has steadily moved toward larger ships, that have deeper drafts and require deeper shipping lanes in waterways. Dredging is an ongoing maintenance need, yet many smaller ports do not have the steady revenue streams to conduct this work and must rely on discretionary grants to retain viable freight facilities.

Key terminals and transfer locations (places where freight moves between different travel modes) must be protected and enhanced to more efficiently transport goods and commodities to markets. Of particular concern is ensuring Oregon's deepwater ports can continue to move goods internationally and connect those goods to rail and truck systems. Without these ports, Oregon will not be able to compete effectively in the international economy. Additionally, the demand for freight continues to grow – many existing terminals across all modes do not have sufficient connections, warehousing, storage, or other facilities necessary to serve Oregon businesses.

As Oregon's industrial makeup changes, new and expanding businesses often lack connections to non-highway freight systems that could help give them more options to move goods. Many smaller operators (ports, short-line railroads and municipal airports) can barely cover operating costs and lack revenue streams to preserve and upgrade their infrastructure and support systems to continue supporting their niche in shipping.



Figure 2 – Freight traveling on roadways must deal with all of the same issues that other roadway users do: safety, declining infrastructure and traffic. Plus, there are added constraints that add pressures such as hour restrictions for drivers and cost increases to goods as the sit in traffic. *Photo by Oregon Department of Transportation*

Funding and Programs

Freight infrastructure funding comes from varied public and private sources.

- **For highway freight** - There is no specific state funding source. Rather trucking needs are addressed through existing programs funded by the State Highway Fund (SHF):
  - Fix-It (system asset preservation).
  - Safety.
  - Highway Enhancement.
- **For non-highway freight** - The Connect Oregon Program provides a public funding source that requires local/private matching funds.
  - Connect Oregon is a discretionary grant program that awards funds through a competitive process whenever a funding pool of at least $50 million becomes available.
  - Connect Oregon does not exclusively fund freight projects – some portion each round goes to other project types like general and commercial aviation, passenger rail terminals, etc.



Figure 3 – The Oregon International Port of Coos Bay Rail Bridge Rehabilitation Project made rail bridge repairs and replacements on the Coos Bay Rail Line. The project replaced the Vaughn Bridge and Coal Bank Slough Bridge and repaired five swing-span bridges. The project was completed in late 2025 and awaits final on-site inspection. *Photo by Port of Coos Bay*

Freight in Oregon Tomorrow

Without additional funding, trucking and multimodal freight movement will suffer.

Scenario 1: No Additional Funding

A key concern is inflation's effect on the state's ability to address the many needs and challenges for moving freight by all modes. Oregon is already seeing the consequences of a lack of critical investment in the freight system (all modes) that will continue to grow if there is no additional funding in the next 10 years, across state, local and privately owned systems.

Collectively, these challenges will increase the cost and complexity of moving freight in Oregon, putting additional pressure on businesses, consumers and the state's overall economy.

Objective

Highway Freight

- Focus funds on system preservation on key freight corridors. *See more in the Maintenance, Operations, Preservation and Emergency Response Memo.*
- Oregon Department of Transportation (ODOT) continues to focus on safety-critical maintenance and improvements that will benefit truck freight.
- Local agencies protect and improve critical intermodal connectors on local facilities; particularly to the most critical terminal locations.

Non-Highway Freight

- ODOT continues funding the Connect Oregon program following the existing program criteria, rules and selection processes. This may mean only running three competitive cycles in the next 10 years.[iv]



Figure 4 – The Port of Portland is a destination for much of the state's freight. *Photo by Oregon Department of Transportation*

Outcome

Highway Freight



Figure 5 – A culvert collapse under U.S. 101 north of Gold Beach caused a traffic detour while crews replaced the culvert pipe. *Photo by Oregon Department of Transportation*

- **Declining pavement conditions and an increasing number of load-restricted bridges**, particularly on highways outside the Interstate system, will increase the cost of operating trucks and moving freight. These conditions require longer routes, additional vehicle wear and maintenance and increased operating costs for carriers and shippers.
- **Deteriorating infrastructure will result in more closures, restrictions and delays.** These disruptions, including failed culverts and other roadway/bridge deficiencies, reduce reliable access to rural communities and businesses, increase shipping times and costs and make Oregon products less competitive.
- **Additional safety risks for commercial vehicles and other road users** from the poor roadway conditions, deteriorating safety infrastructure and load-restricted bridges. When trucks are forced off primary freight routes and onto local roads because of weight restrictions or closures, it increases traffic on roads that are not designed to safely accommodate higher volumes of heavy trucks.
- **Worsening congestion and freight delays without the completion of critical projects**, including the Interstate Bridge Replacement and Rose Quarter projects. Current congestion already costs Oregon motorists an estimated $3.2 billion annually, with trucking companies incurring at least $500 million in additional costs each year.[v] Without investment in key transportation projects, these costs are expected to increase significantly, with congestion potentially adding more than $1 billion per year to trucking costs within the next decade.

Non-Highway Freight

- A**pproximately 30 Connect Oregon projects, or more, will not be completed over the next 10 years**.
- **Continued significant deterioration of existing infrastructure**, including rail lines, short-line rail facilities, ports and other freight assets. Some assets could eventually become unusable or too costly to repair or replace, threatening the long-term viability of the businesses and communities that depend on them.

- **Reduced ability to maintain and expand the capacity of non-highway freight modes.** Fewer projects would be funded each cycle, with most awards likely limited to smaller projects and only one or two larger projects receiving funding. As the capacity and reliability of rail and port infrastructure declines, more freight could be shifted to trucks, placing additional pressure on Oregon's already-constrained highway system.
- **Increased costs for shippers and reduced competitiveness of Oregon businesses.** In some cases, declining infrastructure conditions could contribute to the closure of rail lines, smaller ports, or businesses that rely on them, particularly in rural and underserved communities. The potential loss of the federal grant match program would further reduce Oregon's ability to leverage federal funding for critical freight projects.
- **Applicants will need to know well in advance when the next competitive round will be held** so they can plan and prepare their projects to compete and be ready to expend those funds if selected.

Funding and Revenue Considerations

- As part of the 2026 Legislative Session, the Legislature chose to reallocate unobligated Connect Oregon funds to help fill the maintenance and operations funding gap for ODOT. This resulted in eliminating the Connect Oregon fund balance that has been used to supplement Privilege Tax receipts to open a new competitive round every two years.
- While the Privilege Tax provides some protection against inflation because revenues generally increase with vehicle sales and prices, it remains vulnerable to economic downturns. During a recession, consumers typically purchase fewer new vehicles and may spend less on higher-priced vehicles, reducing the revenue available for Connect Oregon and other freight investments.
- Under this scenario, ODOT will not be able to continue the new federal grant match program where Connect Oregon funding can be used as matching funds for a potential federal grant (instead of Connect Oregon funds traditionally covering 70% of total project costs, the federal grant match program generally reduces Connect Oregon's share to about 20% of total project costs).

Additional Funding Needs

The following section describes two future funding scenarios for Oregon's budget for highway and non-highway freight.

Scenario 2: Sustain Core Services

Scenario 2 is a continuation of existing conditions and declining performance. This scenario allows ODOT to continue the current level of maintenance services while asset conditions continue to decline but at a slower rate. This scenario also does not address the backlog of repairs to equipment and facilities across the state.

Objective

Highway Freight

- The majority of the funds will go to system preservation focusing on pavement, bridges and culverts on key freight corridors.
- ODOT should continue to consider safety projects that would benefit truck freight.
- Local agencies should look to protect and improve critical intermodal connectors on local facilities – particularly to the most critical terminal locations.

Non-Highway Freight

- Continue focusing Connect Oregon investments on the most impactful mix of projects.
- Increased funding from Scenario 2 will allow the program to run five competitive cycles.



Figure 6 – Rail Compliance Inspector Greg Rastatter performs an inspection. *Photo by Oregon Department of Transportation*

Outcome

Highway Freight

- Scenario 2 slows the rate of decline but does not stop it. Compared with Scenario 1, there would be incremental improvements, but the changes would not transform the system.
- Pavement and bridge conditions on non-interstate freight routes would decline at a lower rate than Scenario 1, but only marginally.

- Freight to and from isolated or rural areas would remain at risk, particularly due to weight-restricted bridges; resulting in lost GDP and jobs.

Non-Highway Freight

- The federal grant match option would not continue.
- Increasing Connect Oregon projects around the state would create more multimodal freight options, with increased jobs and business growth as the program could run five competitive rounds over the next 10 years.

Additional Revenue Need

- This scenario would increase State Highway Funds by 5.3% annually to keep pace with average annual inflation.
- Funding to Connect Oregon from $40 million to $50 million per biennium.
- ODOT should work with the Legislature to leverage these funds by developing a financing plan to address the funding gap for the Interstate Bridge and Rose Quarter projects.

Scenario 3: Critical Investments

Scenario 3 would not address the full scale of maintenance and preservation needs across the state or in cities and counties. Its funding levels would sustain existing service levels and support critical proactive maintenance across a larger share of the network. Asset conditions would continue to decline overall, but at a slower rate. Modernization needs for congestion relief, corridor state of good repair or corridor reliability would likely not be available.

Objective

While still not meeting all needs statewide, this scenario does improve outcomes for freight, safety and reliability.

Highway Freight

- Funds will be focused on system preservation including pavement, bridges and culverts on key freight corridors.
- ODOT should continue to consider safety projects that would benefit truck freight. Including using a small portion of these funds to help create a truck parking program (in partnership with TIC) to leverage federal grant programs.
- Local agencies should look to protect and improve critical intermodal connectors on local facilities – particularly to the most critical terminal locations.

Non-Highway Freight

- The Connect Oregon program will focus investments on the most impactful mix of projects, as statutorily required.
- Increased funding from Scenario 3 will yield a few additional projects each cycle.
- Continue to allocate funds to the federal grant match program to help increase federal funds coming to Oregon where every state dollar can generally bring three federal dollars.

Outcome

Highway Freight

- This level of funding should ensure that the interstate highways and most critical freight routes are addressed. Additionally, ODOT would have the funds necessary to maintain and operate critical freight routes.
- This level of funding will allow local agencies to address some of their most critical pavement and bridge needs, including some of the critical freight connections and first- and last-mile facilities.
- ODOT and the Legislature will have more options to leverage State funds to develop financing plans to help complete the Interstate Bridge and Rose Quarter projects – or at least some portions of them.
- This funding increase should also improve safety, such as increased truck parking.

Non-Highway Freight

- About five competitive Connect Oregon cycles over the next decade, as well as consistent access to the federal grant match program resulting in about 20–30 projects funded each cycle. A typical award would be about $2 million to $4 million. The program could support two to four larger projects with requests of $8 million to $14 million.
    - Examples include:
        - Class 1 Railroad capacity improvements that also help passenger rail movement.
        - Container-shipping support, such as cranes or major terminals.
        - Major rehabilitation of existing infrastructure in very poor condition, such as docks, rail bridges, etc.

Additional Revenue Need

- This scenario will increase State Highway Funds by 20% from Scenario 2.
- Funding to Connect Oregon will increase from $40 million to $60 million per biennium.
- ODOT should work with the Legislature to leverage these funds by developing a financing plan to address the funding gap for the Interstate Bridge and Rose Quarter projects. A portion of these funds should be used to help continue progress on other key truck delay bottlenecks, such as Boone Bridge, I-205, etc.

Policies, Regulations and Other Efficiencies

Laws and regulations that may be well-intentioned can slow down construction of freight-related projects, which invariably leads to higher costs due to construction delays and project uncertainty.

The following are various ideas and concepts that should be further explored to determine if they would result in more efficient project delivery and reduced costs.

Reduce Project Delays

Consider Reducing the Number of Potential Appeal Opportunities

- Oregon's land-use laws provide project opponents multiple avenues to delay or stop transportation projects. Project opponents can appeal certain land-use actions and decisions through multiple avenues and court levels that can add years to a project. Consider options to streamline these appeals, decisions and potentially limit the number of options available for those appeals.
- Additionally, many large projects must complete a federal National Environmental Policy Act (NEPA) process and obtain a federal decision. People can also challenge these actions. Consider options that would better streamline both federal and state actions. For example, consider exempting certain regulations where a major project also must obtain a federal decision.

Consider Permitting Reform Actions

- Federal, state and local permitting can be lengthy, again creating delays and increased project costs. Consider implementing a mandatory permitting timeline – like Utah's two-year review period limit for major projects. This would also promote more concurrent permitting activities across different state and federal agencies.

Consider Tools to Limit Major Project Scope Growth

- Major projects are complex and affect communities in different ways and it is important to build local support for these projects. However, sometimes to gain broad support, additional project elements are added beyond the initial purpose and need. Consider requiring local agencies that want to expand project scope to help contribute to the costs of those elements.

Address Connect Oregon Match Challenges

- HB 2017 changed the match for Class 1 railroads to 50% while all other applicants had a 30% match requirement. Reducing the minimum railroad match to 30% would align it with requirements for other applicants and likely increase the number of Connect Oregon projects on the Class 1 lines.
- Evaluate the recent legislation (SB 1585) that allows reduced match levels for small cities to ensure it is not creating unanticipated issues or new equity challenges.

Support and Fund Development of a State Marine System Plan

- Oregon does not have a statewide plan for marine transportation. While ODOT funds cannot fully pay for this plan because of limits on the State Highway Fund, other funding sources could support it. The legislature should provide funding to prepare this plan. This plan would be a joint plan between ODOT and Oregon Business Development Department (OBDD), which oversee Oregon's ports.
- A State Marine Plan would help bring all ports together for a comprehensive analysis to agree on the highest priority needs across the marine sector. It would strengthen future Connect Oregon applications and, more importantly, demonstrate clear statewide support for federal grant opportunities. This plan could also help clarify the state's commitment to ports, including financial, policy and regulatory.

Additional Recommendations

Other concepts that would help improve freight mobility and accessibility, ensure key infrastructure is protected and support regular program effectiveness include:

Evaluate Key Land Use Regulations and Goals That Could Benefit Freight

- Stronger rules to protect industrial zones and areas with significant freight terminals and generators.
- It is critical to protect these areas as economic centers and to protect the infrastructure that is necessary for connecting and serving these areas. Many of these facilities have competing uses that impact the ability of trucks to access these areas safely, including:
    - Carefully consider locating housing around these critical centers as these uses generate more walking and biking trips that must use the same physical space as trucks and often create safety issues.
    - Ensure trucks have adequate physical space and capacity on critical freight routes (including connectors) to accommodate current and future freight demand. Requiring 12-foot travel lanes on these routes would help maintain space for trucks.

- While trucking freight understands and supports safe walking and biking systems, ensure that policies don't have unintended consequences to truck safety – such as reducing lane widths, reducing corner radii that could lead to truck trailers riding up onto sidewalks, etc.
- Periodically evaluate safety improvements on critical freight routes at the city, county and state level to review the effects of proposed solutions on truck safety and operations.

Protect and Enhance Fuel Storage Capacity for Current and Future Energy Needs in the Transportation Sector

- An estimated 90% of the liquid fuel for the state is distributed through the Critical Energy Infrastructure (CEI) Hub in NW Portland. Limited fuel infrastructure and storage in other locations increases energy and transportation costs and any potential decrease in storage capacity reduces supply chain resilience and limits the ability to transition to lower carbon fuel types.
- During the transition to lower-carbon fuels, storage tank capacity is critical to supply multiple types of fuel. Sufficient tank capacity and infrastructure are also critical for growing demand for aviation fuel. The CEI Hub and regional infrastructure capacity should be maintained to ensure continuity of freight operations across Oregon.

Promote Incentive Programs for Cleaner, Low- or Zero-Carbon Fuel Sources for All Modes of Freight

- Tailor existing and future programs toward overall emissions reductions and matching the most appropriate fuel source for each mode of shipment.
- An example of this type of program at the federal level for trucking is the EPA's Diesel Emissions Reduction Act (DERA) which funds grants and rebates for improvement of air quality and reducing harmful emissions from diesel engines.

Ensure the Effectiveness of the Connect Oregon Program

- ODOT will regularly review the Connect Oregon program rules and processes to help ensure the program is meeting the intent of the statutory considerations.

Provide More Flexibility to Allow Private and Public Truck Parking

- Increase the supply of parking available for truckers to take mandated rest periods through land use law reform. Current land use law limits placing truck parking facilities outside urban areas; however, these uses require large areas of land and often are not desirable within urban communities. Navigating the current land use law for these types of facilities can add many years – for example, relocating the rest area near Ashland took over a decade to complete.
- Oregon currently has a shortage of safe truck parking areas and the need will only grow in the future – reducing the regulatory barriers for expanding existing facilities and adding new facilities is a public safety priority. Currently there is only one parking space for every 11 trucks on Oregon's roadways.

Without safe locations for trucks to park, there is an increased risk of severe crashes between passenger vehicles and a parked truck.

Additionally, trucks parked in unsafe areas increases the risk of harm to the truck driver. This was the impetus behind Jason's Law. Which was named after Jason Rivenburg, who was a driver that was robbed and murdered in 2009 while resting overnight at an abandoned gas station in South Carolina because there was no safe parking near his delivery destination.



Figure 7 – Truck drivers have strict driving time regulations which require stopping for a designated timeframe to rest or sleep. This requirement helps keep all roadway users safe. However, Oregon has limited locations for truck parking and they are often at capacity. *Photo by Oregon Department of Transportation*

Overall Recommendations

A robust freight system, across all modes, enables Oregon businesses to be competitive in a global market and provides residents with access to goods at affordable prices.

Allowing the system to deteriorate due to underinvestment and lack of preservation will drive up costs for all freight-dependent industries with ripples throughout the entirety of the state's economy. The growing list of freight-related needs did not emerge overnight and has been exacerbated by the failure to increase funding for projects that address these needs and the state's failure to keep up with peer states for investment levels.

Scenario 3 Represents the Minimum Investment to Sustain Oregon's Freight and Economic System

Scenario 3 funding levels will reduce the economic impacts to Oregon from failing to act. The increased funding would ensure that highways and the most critical freight routes are maintained and local roads serving trucks would be enhanced. These higher funding levels would maximize the multimodal investment benefits of the Connect Oregon program by increasing the number of projects over the next 10 years along with leading to more significant project types to be constructed.

Subgroup Members

ODOT and the Governor's Office would like to thank the Freight Subgroup for dedicating their time and expertise to this memo.

Subgroup Chair: Jana Jarvis, Oregon Trucking Association

Vision Workgroup Liaison: Gale Castillo, Brown Castillo LLC

Subgroup members:

David Anzur, OFAC / Anzur Logistics

Frank Bubenik, City of Tualatin

Kristopher Forten Grijalva, Oregon Environmental Council

Matt Friesen, Port of Coos Bay

Morgan Gratz-Weiser, Port of Portland

Johan Hellman, BNSF

Ross Lane, GWRR

Mike Quilty, Central Point City Council

Cindy Robert, Union Pacific (UP)

Jim Simnitt, Simnitt Nursery

ODOT Liaison: Erik Havig, Statewide Policy and Planning Section Manager

ODOT Staff: John Boren, Susan Peithman, Thor Morris and Kat Silva

Consultant Support: Brandy Steffen, JLA Public Involvement

[i] American Transportation Research Institute (ATRI), ATRI Fast Facts 2026, https://chambermaster.blob.core.windows.net/userfiles/UserFiles/chambers/9399/File/ATRI/2026_Fast_Facts/ATRIFastFacts_2026_OR40.pdf

[ii] American Transportation Research Institute (ATRI), ATRI Fast Facts 2026, https://chambermaster.blob.core.windows.net/userfiles/UserFiles/chambers/9399/File/ATRI/2026_Fast_Facts/ATRIFastFacts_2026_OR40.pdf

[iii] American Transportation Research Institute (ATRI), ATRI Fast Facts 2026, https://chambermaster.blob.core.windows.net/userfiles/UserFiles/chambers/9399/File/ATRI/2026_Fast_Facts/ATRIFastFacts_2026_OR40.pdf

[iv] ODOT must have at least $50 million in the fund to run a competitive program.

[v] ODOT, 2026.