

ODOT Transportation Funding Needs Analysis

On-Road Freight Investments

Total Annual Funding Gap: \$8 million

One of the most significant safety issues for freight trucks is adequate parking. Truck drivers are required to park and rest at regular intervals. However, nearly all rest areas along Oregon’s interstates lack adequate capacity and truck parking statewide is deficient. A total additional investment of \$51 million, annualized to \$2 million for 30 years, would support increased parking at five rest areas and enable technology for drivers to plan ahead, ensuring drivers can rest when required and be alert on the road. There are also critical safety needs for rail lines that crossroads. Improvements are needed for warning systems, barriers, and separations. With a total additional investment of \$180 million, annualized to \$6 million per year for 30 years, grade separation could be added at six intersections and crossing signals could be added or upgraded across the state. The total additional freight safety needs for on-road investments total \$8 million per year.

Annual Freight Safety Needs	\$8,000,000
Truck Parking/Rest Area Expansion/Modernization	\$2,000,000
Highway/Rail Crossings	\$6,000,000

Overall Investment Benefits

- Dedicating \$2M annually will build out additional truck parking at four locations on I-5 and one location on I-84.
 - Truck parking is a top need identified in the Oregon Freight Plan and by the Oregon Trucking Association.
 - Oregon does not have adequate parking to meet the needs of truck drivers that are required by Federal and State rules to take long and short rest breaks.
 - Providing more parking will reduce the number of drives exceeding service hours, as well as the number of trucks parking unsafely on shoulders, ramps, or in neighborhoods
- Infusing an additional \$6M annually for rail crossings will result in 2 grade separated crossings, 5 new rail crossings, and over 20 signal upgrades over the next 30 years
 - Grade separation reduces vehicle collisions 100%
 - Installing gates and signs reduces crashes 94%
 - Upgrading signs to flashing lights reduces crashes 78%

Truck Parking/Rest Area Expansion/Modernization

The need for added public sector truck parking, and better utilization of existing parking is detailed in the Oregon Commercial Truck Parking Study completed in 2020. To address the long-term need of additional parking spaces, 4 rest areas on I-5 and 1 on I-84 would be modernized at an estimated cost of around \$51 million total, or an annual investment of around \$1.7 million (rounded to \$2 million) per year for 30 years. The estimate for rest area modernization work was developed by using a study from the State of Texas.

Highway Rail Crossings

Improvements identified are those that focus on the most critical safety needs (where crashes have occurred at the crossing) as well as locations that lead to significant traffic delay. A 30-year annual investment of \$6 million (or \$180 million total) would support 2 grade separated crossings, 5 new rail crossings which include new roadways, and 13 signal upgrades on 4-lane roads and 14 signal upgrades on 2-lane roads.