OREGON FREIGHT PLAN – Appendices

An Element of the Oregon Transportation Plan

Adopted June 15, 2011
(Revised November 17, 2017, and March 9, 2023)

Oregon Department of Transportation

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Appendix A Stakeholder Consultation

Freight Plan Steering Committee and Working Group members for the development of the 2011 Oregon Freight Plan (OFP) are listed below. Following that is an overview of the stakeholder process for the 2017 amendment that focused on complying with recent federal requirements from the Fixing America's Surface Transportation Act (FAST Act). The 2023 amendment also utilized the Oregon Freight Advisory Committee as the stakeholder group.

A.1 FREIGHT PLAN STEERING COMMITTEE

- Dave Lohman, OTC Commissioner
- Mike Burton, Director - Affiliated Tribes of NW Indians
- Scott Cantonwine, President and CEO - Cascade Warehouse
- Mike Card, President, Combined Transport
- Gary Cardwell, Divisional Vice President - Northwest Containers, Inc.
- Peter Kratz, Executive Vice President of Operations - Harry & David's
- David Kronsteiner, Port Commission President, Int'l Port of Coos Bay
- Susie Lahsene, Manager, Transportation and Land Use Policy - Port of Portland
- Robin McArthur, Director of Planning and Development, Metro
- Linda Modrell, County Commissioner - Benton County
- Mike Montero, Partner - Montero & Associates
- Brock A. Nelson, Director of Public Affairs - Union Pacific Railroad
- Mike Noonan, President - Oregon Wheat Grower's League
- John Porter, President - AAA Oregon-Idaho
- Bob Russell, President - Oregon Trucking Associations
- Tom Zelenka, Vice President, Environmental and Public Affairs - Schnitzer Steel Industries, Inc.

A.2 FREIGHT INFRASTRUCTURE AND TRAFFIC ISSUES WORKING GROUP

- Mike Montero, Partner - Montero & Associates
- Bob Russell, President - Oregon Trucking Associations
- Kim B. Puzey, General Manager - Port of Umatilla
- Dan Clem, Director - Oregon Department of Aviation
- Terry Finn, Director of Government Affairs - BNSF Railway
- Steve Bates, Vice President -Redmond Heavy Hauling
- Jon Oshel, County Road Program Manager - Association of Oregon Counties
- Terry Tallman, Judge – Morrow County
- Joel Halloran, Senior Transportation Manager - Fred Meyers Inc.

- Ric Young, District Manager - ODOT

A.3 POLICY AND PROCESS WORKING GROUP

- Linda Modrell, County Commissioner - Benton County
- Susie Lahsene, Manager, Transportation and Land Use Policy - Port of Portland
- Steve Greenwood, Environmental and Public Policy Consultant - Oregon Solutions
- Glenn Vanselow, Executive Director - Pacific NW Waterways Association
- Dan Lovelady, Manager - City of Prineville Railroad
- Robin McArthur, Director of Planning and Development - Metro
- Richard W. Schmid, Transportation Program Director - Mid-Willamette Valley Council of Governments
- Rob Hallyburton, Planning Services Division Manager – DLCD
- Nick Fortey, Traffic Safety Engineer - FHWA Oregon Division
- Erik Havig, Region 2 Planning Manager - ODOT

A.4 FREIGHT AND THE ECONOMY WORKING GROUP

- Mike Burton, Director - Affiliated Tribes of NW Indians
- Martin Callery, Director of Communications & Freight Mobility - International Port of Coos Bay
- Gary Cardwell, Divisional Vice President - Northwest Containers, Inc.
- Tammy Dennee, Executive Director - Oregon Wheat Growers League
- Monte Grove, Region 5 Manager - ODOT
- Dave Harlan, Ports Program Manager – Business Oregon
- Shirley Kalkhoven, Mayor - City of Nehalem
- Peter Kratz, Executive VP Operations - Harry & David's
- Carrie Novick, Airport Manager - Redmond Municipal Airport
- Jonathan Schlueter, Executive Director - Westside Economic Alliance
- Brad Winters, Commissioner - South Central Oregon ACT

The Oregon Freight Advisory Committee served as the primary advisory committee during the development of the 2017 OFP amendment. A number of stakeholder and advisory groups were consulted as part of the 2017 amendment. The following is a description of those groups and processes.

A.5 OREGON FREIGHT ADVISORY COMMITTEE (2017)

- David Anzur - Anzur Logistics, LLC
- Wayne Bauer – WH Pacific and Westside Economic Alliance
- Jonathon Berndt - Expeditors Portland

- Gary Cardwell - Northwest Container Services
- Martin Callery - Citizen at large
- Timothy Collins - Metro
- Kevin Downing - Oregon Department of Environmental Quality
- Scott Drumm - Port of Portland
- Michael Eliason - Association of Oregon Counties
- Terry Fasel - Oregon Department of Agriculture
- Kristal Fiser - United Parcel Service
- Nick Fortey - Federal Highway Administration
- Greg Gilmer - NORPAC
- Jerry Grossnickle - Bernert Barge Lines, Inc.
- Dave Harlan - Oregon Business Development Department
- Brodie Harvey - Knife River Corporation
- Salvador Hernandez - Oregon State University
- Robert Hillier - City of Portland Bureau of Transportation
- Jana Jarvis - Oregon Trucking Associations
- Susie Lahsene - Port of Portland
- Mark Landauer - Oregon Public Ports Association
- Michael Montero - Montero & Associations, LLC
- Scott Parkinson - ARG Transportation Services
- Deena Platman - DKS Associates
- Mike Quilty - Rogue Valley Metropolitan Planning Organization
- Jeff Stone - Oregon Association of Nurseries
- Mitch Swecker - Oregon Department of Aviation
- Colleen Weatherford - Burlington Northern Santa Fe Railway
- Lonny Welter - Columbia County Road Department

The Oregon Freight Advisory Committee served as the primary advisory committee during the development of the 2023 amendment to the 2011 OFP, in addition to stakeholder interviews in selected freight related industries.

A.6 OREGON FREIGHT ADVISORY COMMITTEE (2023)

- David Anzur - Anzur Logistics, LLC
- Wayne Bauer – WH Pacific and Westside Economic Alliance
- Aaron Chase – United Parcel Service
- Mike Dunning – Oregon International Port of Coos Bay
- Timothy Collins - Metro
- Gary Neuschwander – Oregon Department of Agriculture

- Courtney Flathers - Oregon Business Development Department
- Nick Fortey - Federal Highway Administration
- Sorin Garber – Sorin Garber & Associates
- Mark Gibson – Siskiyou Transportation
- Brodie Harvey - Knife River Corporation
- Johann Hellman – BNSF Railway
- Salvador Hernandez - Oregon State University
- Mark Lear - City of Portland Bureau of Transportation
- Aaron Hunt – UP Railroad
- Jana Jarvis - Oregon Trucking Associations
- Mark Landauer - Oregon Public Ports Association
- Paul Langner – Teevin Brothers Inc.
- Michael Montero - Montero & Associations, LLC
- Tim Quayle – Port of Portland
- Mike Quilty - Rogue Valley Metropolitan Planning Organization
- Jeff Stone - Oregon Association of Nurseries
- Heather Peck - Oregon Department of Aviation

A.7 CRITICAL RURAL FREIGHT CORRIDOR WORKING GROUP

ODOT established the Working Group to provide review and advice on the Critical Rural Freight Corridor (CRFC) designation process. The group met twice in spring 2017 to review the federal requirements, proposed criteria and evaluation. It endorsed the recommended list of CRFCs at its final meeting. The group included the following members:

- Martin Callery - Oregon Freight Advisory Committee (OFAC)
- Mike Eliason - Association of Oregon Counties
- Tom Fellows - Umatilla County
- Thomas Gennarelli - Roseburg Forest Products
- Kevin Haugh - Portland & Western (Genessee & Wyoming)
- Gary Neal - Port of Morrow
- Bob Russell - Oregon Trucking Association
- Diane Schyler - Lowes
- Mitch Swecker - Oregon Department of Aviation
- Pia Welch - FedEx

A.8 CONSULTATION WITH METROPOLITAN PLANNING ORGANIZATIONS REGARDING CRITICAL URBAN FREIGHT CORRIDORS

ODOT provided information about the FAST Act requirements for the designation of Critical Urban Freight Corridors (CUFCs) to the metropolitan planning organizations (MPOs) at a meeting and distributed fact sheets in the fall of 2016. ODOT consulted with Metro several times as Metro developed its recommendation.[1] ODOT hosted a meeting in winter 2017 of all of the MPOs, at which it reviewed the FAST Act requirements, obtained input on potential criteria for designation, and discussed MPO proposed route designations. Based on feedback from the MPOs, ODOT assigned mileage targets to each MPO based primarily on Oregon Highway Plan freight route miles. It then worked individually with the various MPOs to finalize their recommendations.

A.9 FREIGHT HIGHWAY BOTTLENECK PROJECT TECHNICAL ADVISORY COMMITTEE

This group met three times to provide input and guidance to the Freight Highway Bottleneck Project. The committee provided input on the approach and results and endorsed the tiered bottleneck list at its final meeting. Membership was as follows:

- Emily Ackland - Association of Oregon Counties
- Steve Akre - OIA Global Logistics
- Steve Bates - V. Van Dyke Incorporated
- Shelly Boshart Davis - Boshart Trucking
- Martin Callery – OFAC
- Scott Drumm - Port of Portland
- Charlie Every - Every Trucking
- Jeremy Foreman – Walmart
- Nick Fortey - FHWA
- Chuck Ireland - Ireland Trucking
- Don McGinn -McGinn Brothers Trucking
- Amy Ramsdell - ODOT Motor Carrier Division
- Bud Reiff – Metro
- Bob Russell - Oregon Trucking Association
- Diane Schyler - Lowes

[1] Under the FAST Act, MPOs in urban areas with populations of 500,000 or more may designate CUFCs, in consultation with the state.

A.10 OREGON FREIGHT INTERMODAL CONNECTOR SYSTEM TECHNICAL ADVISORY COMMITTEE

The Oregon Freight Intermodal Connector System Technical Advisory Committee met throughout the course of the Oregon Freight Intermodal Connector System study to provide advice and guidance on methodology, review results, and make recommendations. The group included the ftollowing members:

- Shelly Boshart Davis - Boshart Trucking
- Martin Callery - OFAC
- Kelly Clarke - Central Lane MPO
- Mike Eliason - Union Pacific Railroad
- Jeremy Foreman - Walmart
- Nick Fortey - FHWA
- Phil Healy - Port of Portland
- Bob Hillier - City of Portland
- Jim Irvin - Portland & Western Railroad Inc
- Karl MacNair - City of Medford
- Gary Neal - Port of Morrow
- Bob Russell - Oregon Trucking Association
- Matt Wiederholt - City of Prineville Railway

A.11 HIGHWAY OVER-DIMENSION LOAD PINCH POINTS STUDY

The primary source of data for the Highway Over-Dimension Load Pinch Points study came from ODOT maintenance district staff as they coordinate the daily routing of over-dimension loads with the Motor Carrier Transportation Division.

A.12 MARINE NEEDS INVENTORY

ODOT consulted with the Oregon Business Development Department and Oregon Public Ports Association to develop the list of marine needs, which included a mix of inside-the-gate and near-port projects. In 2022, individual ports identified freight-related improvement needs that would benefit the marine industry and provided those items to ODOT staff. Appendix I includes the list of projects identified by the individual ports.

A.13 RAIL NEEDS INVENTORY

For the 2017 Freight Plan, ODOT staff received input from the Oregon Rail Advisory Committee and subsequently presented the list to OFAC. OFAC members provided feedback to help refine the description of needs for both the marine and rail transportation systems. With the 2022 update, ODOT staff consulted with Public Transportation & Rail Division staff to refine the list from the Rail Needs List which is an appendix to the State Rail Plan from 2020. It is expected that comments received during the public review period may also be incorporated into the

needs lists, as appropriate. Appendix I includes the freight-focused list of needs as refined from the Rail Needs List in the State Rail Plan

A.14 AVIATION NEEDS INVENTORY

ODOT consulted with the Oregon Department of Aviation and with the Port of Portland on aviation freight needs. The Port of Portland handles the vast majority of the cargo flowing by air in Oregon and provided a list of needs at their site. As individual cargo haulers that operate out of the airport are responsible for many of their specific needs, the list provided by the Port of Portland at PDX is generalized to landside needs that benefit all movements to and from the airport.

Appendix B Area Commissions on Transportation and Metropolitan Planning Organizations

B.1 AREA COMMISSIONS ON TRANSPORTATION

Area Commissions on Transportation (ACTs) are advisory bodies chartered by the Oregon Transportation Commission. ACTs address all aspects of transportation (surface, marine, air, and transportation safety) with a primary focus on the state transportation system.

B.1.1 Oregon Area Commissions on Transportation

- Northwest Oregon ACT
- Mid-Willamette Valley ACT
- Lane ACT
- Cascades West ACT
- South West ACT
- Rogue Valley ACT
- Lower John Day ACT
- Central Oregon ACT
- South Central Oregon ACT
- North East ACT
- South East ACT
- Region 1 ACT

B.2 METROPOLITAN PLANNING ORGANIZATIONS

Metropolitan planning organizations are responsible for planning, programming and coordination of federal highway and transit investments in urbanized areas.

The eight Oregon metropolitan planning organizations are:

- Portland Metro
- Salem-Keizer
- Central Lane
- Rogue Valley
- Corvallis
- Albany
- Bend
- Middle Rogue

Appendix C Consistency Analysis

C.1 OREGON FREIGHT PLAN CONSISTENCY WITH THE OREGON TRANSPORTATION PLAN AND STATEWIDE MODE AND TOPIC PLANS

The Oregon Freight Plan (OFP) is a multimodal topic plan called for in the 2006 Oregon Transportation Plan (OTP). The OTP requires mode and topic plans to show consistency with the OTP, which along with mode and topic plans comprises the state transportation system plan (see Figure 1.3). The discussion in the following sections shows how the OFP is consistent with the OTP and the following statewide mode and topic plans:

- 1999 Oregon Highway Plan
- 2020 Oregon Rail Plan
- 2021 Oregon Transportation Safety Action Plan
- 2018 Oregon Aviation Plan
- 2010 Oregon Statewide Port Strategic Plan

C.2 OREGON TRANSPORTATION PLAN

The 2006 OTP identifies seven goals:

- Mobility and Accessibility
- Management of the System
- Economic Vitality
- Sustainability
- Safety and Security
- Funding the Transportation System
- Coordination, Communication, and Cooperation

The OTP develops policies and strategies to define each goal further. A number of these policies and strategies address freight or goods movement. The OFP builds on this discussion by identifying strategies and actions that further define policies and strategies in the OTP. Together, the OFP strategies and actions address all seven OTP goals and many of its policies and strategies. Table C-1 provides a crosswalk between OFP strategies and selected OTP policies and strategies. For several OFP strategies, more than one OTP policy or strategy applies. Similarly, several OTP policies or strategies apply to multiple OFP strategies. The table establishes consistency between strategies in the OFP and selected strategies and policies in the OTP.

Table C-1 Oregon Freight Plan Strategies and Selected Oregon Transportation Plan Policies and Strategies

OREGON TRANSPORTATION PLAN (OTP)	OREGON FREIGHT PLAN (OFP)	
Policy 1.1 – Development of an Integrated Multimodal System	Strategy 3.2 Strategy 3.3	Strategy 4.1 Strategy 13.1
Policy 1.2 – Equity, Efficiency and Travel Choices	No OFP strategy. The State of Oregon will apply the applicable OTP strategies.	
Policy 1.3 – Relationship of Interurban and Urban Mobility	No OFP strategy. The State of Oregon will apply the applicable OTP strategies.	
Policy 2.1 – Capacity and Operational Efficiency	Strategy 2.4 Strategy 2.5 Strategy 6.1 Strategy 6.2	Strategy 11.1 Strategy 11.2 Strategy 11.3
Policy 2.2 – Management of Assets	Strategy 5.3	Strategy 10.1
Policy 3.1 – An Integrated and Efficient Freight System	Strategy 1.1 Strategy 1.2 Strategy 2.1 Strategy 2.2 Strategy 2.3 Strategy 2.6 Strategy 3.1 Strategy 5.1	Strategy 5.2 Strategy 5.3 Strategy 6.1 Strategy 7.1 Strategy 7.2 Strategy 11.1 Strategy 11.2 Strategy 11.3
Policy 3.2 – Moving People to Support Economic Vitality	No OFP strategy. The State of Oregon will apply the applicable OTP strategies.	
Policy 3.3 – Downtowns and Economic Development	No OFP strategy. The State of Oregon will apply the applicable OTP strategies.	
Policy 3.4 – Development of the Transportation Industry	Strategy 8.1	Strategy 8.2
Policy 4.1 – Environmentally Responsible Transportation System	Strategy 8.1 Strategy 8.2	Strategy 9.1
Policy 4.2 – Energy Supply	No OFP strategy. The State of Oregon will apply the applicable OTP strategies.	
Policy 4.3 – Creating Communities	No OFP strategy. The State of Oregon will apply the applicable OTP strategies.	
Policy 5.1 – Safety	Strategy 6.1 Strategy 6.2	Strategy 6.3 Strategy 10.1
Policy 5.2 – Security	Strategy 10.1 Strategy 11.1	Strategy 11.2 Strategy 11.3
Policy 6.1 – Funding Structure	Strategy 12.1 Strategy 12.2	Strategy 12.3

OREGON TRANSPORTATION PLAN (OTP)	OREGON FREIGHT PLAN (OFP)	
Policy 6.2 – Achievement of State and Local Goals	Strategy 1.1 Strategy 1.2 Strategy 2.1 Strategy 2.2 Strategy 2.3	Strategy 12.1 Strategy 12.2 Strategy 12.3 Strategy 13.2 Strategy 13.3
Policy 6.3 – Public Acceptability and Understanding	Strategy 15.1	
Policy 6.4 – Beneficiary Responsibilities	Strategy 12.3	
Policy 6.5 – Triage in the Event of Insufficient Revenue	Strategy 13.2	Strategy 13.3
Policy 7.1 – A Coordinated Transportation System	Strategy 14.1	Strategy 14.2
Policy 7.2 – Public/Private Partnerships	Strategy 13.2	Strategy 13.3
Policy 7.3 – Public Involvement and Consultation	Strategy 15.1	
Policy 7.4 – Environmental Justice	No OFP strategy. The State of Oregon will apply the applicable OTP strategies.	

C.3 OREGON HIGHWAY PLAN

The 1999 Oregon Highway Plan and subsequent amendments to the plan reference six goals and a number of policies and actions for each goal. The Oregon Highway Plan identifies strategies and actions that further define policies and actions for four of the six OHP goals. Specifically, strategies within the OFP address the Oregon Highway Plan goals as follows:

- System Definition (OFP Strategies 1.1, 1.2, 2.2, 6.1, 6.2, 6.3, 11.1, and 12.1)
- System Management (OFP Strategies 2.5, 4.1, 13.2, 13.3, and 15.1)
- Travel Alternatives (OFP Strategies 2.1, 2.2, 2.3, 3.1, 3.2, 5.1, 5.2, 5.3 12.1, 12.2, and 12.3)
- Scenic and Environmental Resources (OFP Strategies 8.1, 8.2, and 9.1).

C.4 OREGON RAIL PLAN

The 2020 Oregon Rail Plan includes policies and strategies under the following goal areas:

- Goal 1: Partnership, Collaboration and Communication
- Goal 2: Connected System
- Goal 3: System Investments and Preservation
- Goal 4: Funding, Finance and Investment Principles
- Goal 5: System Safety
- Goal 6: Preserving and Enhancing Quality of Life
- Goal 7: Economic Development

The OFP identifies issues and strategies that further define related to Oregon Rail Plan goal areas.

C.5 OREGON TRANSPORTATION SAFETY ACTION PLAN

The 2021 Oregon Transportation Safety Action Plan reinforces OTP safety goals and policies, through 22 policies and 68 strategies under six goal areas, as well as implementing actions. Strategy 2.3.11 addresses coordination with freight interests and several implementing actions addresses commercial vehicles. The OFP discusses safety in various issues, strategies, and actions of the Chapter 7 "Freight Issues and Strategies" including:

- Freight Issue #4: Improvements to the efficiency, reliability and safety of long-haul freight corridors require collaboration between Oregon and neighboring states.
- Freight Issue #6: Freight needs to be able to move throughout the state in a manner that is as safe as possible. Its movement may impact safety in Oregon communities and risk to the environment.
- Freight Issue #10: New and emerging safety, security, and environmental regulations, though beneficial, can be confusing to shippers and carriers and be expensive to implement.

The strategy and action for Freight Issue #4 focuses primarily on coordinating freight initiatives, multistate coalitions, and freight groups in neighboring states. Strategies and actions in Freight Issue #6 concern the safe movement of goods and future actions to monitor and enhance freight safety considerations throughout Oregon's planning efforts. The strategy for Freight Issue #10 focuses on understanding the costs, unintended consequences, and requirements of new safety, security, and environmental regulations. These strategies and actions are peripherally related to freight-related actions in the Oregon Transportation Safety Action Plan.

C.6 OREGON AVIATION PLAN

The 2018 Oregon Aviation Plan provides various recommendations to improve the performance of Oregon's airport system, including land use actions to facilitate airport operation, construction, and expansion. The OFP supports the actions identified in the Oregon Aviation Plan recommendations. OFP Strategy 7.1 addresses integration of freight into regional and local land use planning processes.

C.7 OREGON STATEWIDE PORT STRATEGIC PLAN

The purpose of the 2010 Oregon Statewide Port Strategic Plan, also known as A New Strategic Business Plan for Oregon's Statewide Port System, is to

> "Define the State of Oregon's future role, interest and investment in the statewide port system based on a realistic assessment of port markets, and economic and business development opportunities. It will identify infrastructure, equipment, administrative, regulatory and governance needs of the ports, and also identify ways that Oregon's port system can best serve the interest of the State of Oregon and its residents."

The strategic plan defines the framework for a new business relationship between the Oregon Business Development Department and each Oregon port. The plan recommends the following:

- Changes to Oregon's state government institutional structure as it relates to ports
- A change in how the ports and state agencies interact and coordinate
- A new centralized infrastructure finance program
- A new marine transportation modal program

Regarding the latter, the plan recommends the creation of a Marine Transportation Mode Program within state government. One of the responsibilities of program staff would be to prepare a Marine Transportation Modal Plan similar to modal plans noted previously for freight, highway, rail, and air. The port strategic plan includes a set of goals and objectives but does not include policies, strategies, and actions similar to those noted previously for mode and topic plans. As of the 2022 update of the OFP, funding has not been allocated for a Marine Transportation Mode program or modal plan. The development of that program and plan would better lay the framework by which the four recommendations from the 2010 strategic plan could be carried out.

C.8 OREGON FREIGHT PLAN COMPLIANCE WITH FEDERAL AND STATE REGULATIONS

The Oregon Freight Plan (OFP) is required to comply with various federal and state regulations. At the federal level, requirements include those in the 2021 Infrastructure Investment and Jobs Act (IIJA and the Code of Federal Regulations. Other freight-related requirements at the federal level include those stipulated in the Passenger Rail Investment and Improvement Act of 2008, and Federal Aviation Administration policy and guidance for aviation system planning.

At the state level, the OFP is an element of the statewide transportation plan and is subject to requirements that apply to the statewide planning process. This includes meeting requirements of the State Agency Coordination agreement and with statewide land use planning goals, particularly Goal 12, and the Transportation Planning Rule.

OFP compliance with federal and state regulations is discussed in more detail in the following sections.

C.9 FEDERAL PLANNING REGULATIONS

C.9.1 SAFETEA-LU and the Code of Federal Regulations

Under IIJA the Code of Federal Regulations (CFR) continues to require states to develop statewide transportation plans. In developing these plans, states are required to conduct a transportation planning process that addresses a number of considerations, several of which are freight related as follows:

- Increase the accessibility and mobility of people and freight.
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.

The federal regulations also require that various groups are provided with a reasonable opportunity to comment on the proposed plan. Included in these groups are freight shippers and providers of freight transportation services.

Additionally, with the passage of the FAST Act in 2015, under 49 USC Sec. 70202 "each state that receives funding under section 167 of title 23 shall develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight." The statute also specifies minimum requirements with respect to the contents of a state freight plan. IIJA added requirements for freight plans including an inventory of commercial truck parking and considerations of military freight.

> **FINDING:** Accessibility and mobility of freight, along with integration and connectivity of the transportation system, are discussed in numerous parts of the OFP, including various strategies and actions in Chapter 7. See the OFP discussion on plan consistency for more detail. The public involvement process for the plan has provided opportunities for freight shippers and providers of freight transportation services to provide comments on the proposed OFP. The Oregon Freight Advisory Committee—consisting of shippers, transportation providers, and other freight stakeholders—is among the groups providing comments on the plan.
>
> Chapter 8, Federal Compliance, provides information about how the plan meets the federal freight provisions under 49 USC Sec. 70202.

The OFP complies with and supports federal transportation planning regulations as stated in IIJA and the Code of Federal Regulations.

C.9.2 Passenger Rail Investment and Improvement Act of 2008

The PRIIA of 2008 includes a provision that states may prepare and maintain a State rail plan in accordance with provisions of the PRIIA of 2008. The purposes of such a plan would be to:

- Set forth State policy involving freight and passenger rail transportation, including commuter rail operations, in the State.
- Establish the period covered by the State rail plan.
- Present priorities and strategies to enhance rail service in the State that benefits the public.
- Serve as the basis for Federal and State rail investments within the State.

The State of Oregon has prepared several state rail plans, the most recent of which is the 2014 Oregon State Rail Plan amended in August 2020 to incorporate updates to the statewide rail system and to stay current on federal requirements.

FINDING: Various strategies and actions in the OFP are consistent with the existing rail plan policies and actions, as shown in the OFP discussion on plan consistency. As an effort separate from the Oregon Rail Plan, the OFP is not subject to provisions in the PRIIA of 2008.

C.9.3 Federal Aviation Policy and Guidance for Aviation System Planning

The Federal Aviation Administration coordinates and partners with airport authorities on various planning activities. This includes the provision of funding for planning activities, such as the preparation of statewide aviation plans addressing the mobility of people and freight, funding needs, and a variety of other topics. In Oregon, coordination occurs primarily through the Oregon Department of Aviation. The 2018 Oregon Aviation Plan is the latest statewide aviation plan.

FINDING: Various strategies and actions in the OFP are consistent with the existing aviation plan recommendations and actions, as shown in the OFP discussion on plan consistency. The OFP is an effort separate from the Oregon Aviation Plan.

C.10 OREGON STATE PLANNING REGULATIONS

C.10.1 State Agency Coordination Agreement

ODOT's State Agency Coordination Agreement requires that the OTC adopt findings of fact when adopting long-range policy plans (OAR 731-015). Pursuant to these requirements, the

following findings support OTC adoption of the OFP. The State Agency Coordination program describes what agencies will do to comply with Oregon's land use planning program. Specifically, it describes how an agency will meet its obligations under Oregon Revised Statute (ORS) 197.180 to carry out its programs affecting land use in compliance with the statewide planning goals and in a manner compatible with acknowledged comprehensive plans.

C.10.2 Coordination Procedures for Adopting Final Modal Systems Plans, OAR 731-015-0055

1. Except in the case of minor amendments, the Department shall involve DLCD, metropolitan planning organizations, and interested cities, counties, state and federal agencies, special districts and other parties in the development or amendment of a modal systems plan. This involvement may take the form of mailings, meeting, or other means that the Department determines are appropriate for the circumstances. The Department shall hold at least one public meeting on the plan prior to adoption.

   FINDING: The development of the OFP used an open and ongoing public and agency involvement process that included the Department of Land Conservation and Development (DLCD), the metropolitan planning organizations, Area Commissions on Transportation (ACTs), cities, counties, state and federal agencies, stakeholder interest groups, and interested citizens.

2. The Department shall evaluate and write draft findings of compliance with all applicable statewide planning goals.

   FINDING: The OFP discussion below on "Oregon's Statewide Planning Goals" contains draft findings of compliance.

3. If the draft plan identifies new facilities which would affect identifiable geographic areas, the Department shall meet with the planning representatives of affected cities, counties and metropolitan planning organization to identify compatibility issues and the means of resolving them. These may include:
   - Changing the draft plan to eliminate the conflicts;
   - Working with the affected local governments to amend their comprehensive plans to eliminate the conflicts; or
   - Identifying the new facilities as proposals which are contingent on the resolution of the conflicts prior to the completion of the transportation planning program for the proposed new facilities.

   FINDING: The draft OFP does not identify new facilities.

4. The Department shall present to the Transportation Commission the draft plan, findings of compatibility for new facilities affecting identifiable geographic areas, and findings of compliance with all applicable statewide planning goals.

   FINDING: The draft findings were presented to the Commission for review at the December 15, 2010, OTC meeting. These findings were reviewed and approved by the OTC in 2011, revised in 2017 and revised again in 2023.

5. The Transportation Commission, when it adopts a final modal systems plan, shall adopt findings of compatibility for new facilities affecting identifiable geographic areas and findings of compliance with all applicable statewide planning goals.

   FINDING: Findings were presented at the June 15, 2011, OTC meeting for Commission consideration for adoption. The OFP does not identify any new facilities. These findings were reviewed and approved by the OTC in 2011, revised in 2017 and revised again in 2023.

6. The Department shall provide copies of the adopted final modal systems plan and findings to DLCD, the metropolitan planning organizations, and others who request to receive a copy.

   FINDING: The final OFP and final findings will be available on the OFP web page and will be distributed to the DLCD, the metropolitan planning organizations, and others who request a copy following adoption.

C.11 OREGON'S STATEWIDE PLANNING GOALS

The State of Oregon has established 19 statewide planning goals to guide state, local and regional land use planning. The goals express the State of Oregon's policies on land use and related topics. The findings are based on the content of the OFP. Included in the OFP are background information, issues, strategies, and actions. The OFP policies are expressed by the strategies and actions. The discussion for Goal 12 includes findings of compliance with the applicable provisions of the Transportation Planning Rule (OAR 660-012).

1. **Citizen Involvement** - Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." The purpose of Goal 1 (OAR 660-015-0000(1)) is "To provide a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process."

   FINDING: The development and review of the OFP provided a variety of opportunities for citizen involvement as described in the "Plan Development" section of Chapter 1. OFP Strategy 15.1 and associated actions support Goal 1 by

calling for ongoing interaction between freight industry representatives and community stakeholders in long-range planning and other community planning activities.

> *OFP Strategy 15.1: Continue to create opportunities for positive interaction between freight industry representatives and community stakeholders, including long-range planning or other community planning activities.*

The OFP complies with and supports Goal 1, Citizen Involvement.

2. **Land Use Planning** - The purpose of Goal 2 (OAR 660-015-0000(2)) is "To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions." Goal 2 outlines the basic procedures of Oregon's statewide planning program.

   FINDING: OFP Strategy 7.1 and Action 7.1.1 address the integration of freight into the land use planning process. This includes protecting industrial (freight-dependent) land uses and freight terminals.

   > *Strategy 7.2: Work with local and regional agencies and tribal governments to develop best practices for integrating freight land uses into the urban fabric in a manner that minimizes the impact on surrounding communities and the natural environment.*

The OFP complies with and supports Goal 2, Land Use Planning.

3. **Agricultural Lands** - The purpose of Goal 3 (OAR 660-015-0000(3)) is "To preserve and maintain agricultural lands." It requires counties to inventory such lands and to "preserve and maintain" them through exclusive farm use zoning (per ORS Chapter 215).

   FINDING: The OFP does not plan for uses on exclusive farm use lands. Oregon agricultural goods move by barge, rail, ship, truck, and airplane. The OFP includes a number of strategies and actions supporting development and improvement of a multimodal transportation system for the movement of agricultural goods as well as other commodities. Strategy 1.1 is an example of OFP policy support pertaining to a multimodal transportation system.

   > *Strategy 1.1: Establish a Strategic Freight System building on the system defined by the commodity flows of Oregon's major industries. This system should include those elements of the transportation infrastructure that*

> *best support the state's key industries. This system should be multimodal, when viable, and exist in both urban and rural areas as appropriate.*

The OFP complies with and supports Goal 3, Agricultural Lands.

4. **Forest Lands** – The purpose of Goal 4 (OAR 660-015-0000(4)) is "To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture."

   FINDING: The OFP does not propose specific uses to be located on forest lands. Oregon forest products move primarily by barge, rail, ship, and truck. The OFP includes a number of strategies and actions supporting development and improvement of a multimodal transportation system for the movement of timber products as well as other commodities. Strategy 1.1 is an example of OFP policy support pertaining to a multimodal transportation system.

   > *Strategy 1.1: Establish a Strategic Freight System building on the system defined by the commodity flows of Oregon's major industries. This system should include those elements of the transportation infrastructure that best support the state's key industries. This system should be multimodal, when viable, and exist in both urban and rural areas as appropriate.*

The OFP complies with and supports Goal 4, Forest Lands.

5. **Open Spaces, Scenic and Historic Areas, and Natural Resources** - The purpose of Goal 5 (OAR 660-015-0000(5)) is "To protect natural resources and conserve scenic and historic areas and open spaces." Goal 5 encompasses 12 different types of resources, including wildlife habitats, mineral resources, wetlands, and waterways.

   FINDING: The OFP does not plan for specific uses that would be located on lands protected by Goal 5. In Strategy 7.1 and Action 7.1.1, the OFP recognizes the need to protect the existing supply of industrial land and preserve undeveloped land adjacent to freight facilities. Action 7.1.1 also calls for comprehensive plans to include actions to prevent the encroachment of incompatible land uses. The uses may include lands protected by Goal 5.

   > *OTP Action 7.1.1: Support better integration of freight into the regional and local land use planning processes. Encourage local governments to*

integrate industrial land use planning into comprehensive plans and all other plans and actions relating to land use controls.

The OFP complies with and supports Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources

6. **Air, Water, and Land Resources Quality** - The purpose of Goal 6 (OAR 660-015-0000(6)) is "To maintain and improve the quality of the air, water and land resources of the state."

FINDING: The OFP addresses Goal 6 primarily through Strategies 8.1 and 8.2, and associated actions, which implement the Climate Action Plan to reduce pollutants and greenhouse gas emissions from sources within Oregon and consider climate change and environmental impacts in freight transportation planning activities.

Strategy 8.1: Implement strategies and methods noted in the Climate Action Plan to reduce pollutants and greenhouse gas emissions from freight sources within Oregon. Focus on existing efforts and strategies that have been identified in statewide plans and policy documents. (Updated)

Action 8.1.1: Ensure that new publicly funded transportation electrification infrastructure addresses freight needs, such as charging stations for medium and heavy-duty vehicles. (New)

Action 8.1.2: Incentivize and support the conversion of commercial fleets from gas and diesel-powered vehicles to near-zero and zero-emission vehicles.(New)

Action 8.1.3: Support congestion relief and idling reduction activities such as weigh-in-motion technology and the provision of electricity at truck stops for parked trucks. (Formerly 8.2.2)

Strategy 8.2: Consider climate change and environmental impacts in freight transportation planning activities.

Action 8.2.1: Incorporate methods of considering greenhouse gas impacts in freight transportation planning and decision-making processes. Consider emissions reduction benefits when awarding funds to freight projects. (Updated)

Action 8.2.2: Work with private-sector freight stakeholders to identify the most cost-effective approaches to address climate change impacts from freight, in particular those strategies that also support and benefit shippers. (Formerly 8.1.2)

Action 8.2.3: Ensure that freight transportation planning activities are consistent with OHP Policy 5A for highway-related projects, and best practices for non-highway modes, in order to minimize freight impacts on flooding, storm water runoff, and wildlife habitat loss.

The OFP complies with and supports Goal 6, Air, Water, and Land Resources Quality.

7. **Areas Subject to Natural Disasters and Hazards** - The purpose of Goal 7 (OAR 660- 015-0000(7)) is "To protect people and property from natural hazards." This goal deals with development in places subject to natural hazards such as floods or landslides.

   FINDING: While the OFP does not specifically address natural hazards, it recognizes the need for transportation system redundancy when disruptions occur, for example, during emergencies. Natural hazards may be a cause of such disruptions. Strategy 11.1 and associated actions address the need to identify critical locations that are vulnerable from a freight mobility perspective, and the identification of alternative routes where disruptions would be most acutely experienced.

   Strategy 11.1: Create a statewide emergency management plan that identifies critical vulnerable points from a freight mobility perspective and places where there is a lack of system redundancy. Create freight movement emergency plans for disruptions at these locations that include information about possible alternative routes.

   Action 11.1.1: Create an emergency transportation system map that includes alternative route identification as well as transportation modal alternative information. The map should be flexible enough to be used when single transportation components are compromised or when entire portions of the system have suffered a disruption.

   Action 11.1.2: Identify and track those places where disruptions would be most acutely felt. This includes those places where there are no, or few, parallel route options, so a disruption means a lack of connectivity. This also means places that tend to be subject to natural or weather-related disruptions including mountain passes, single-lane infrastructure, rail tracks that tend to be affected by heavy rains and snows, and inland waterway passages that are heavily influenced by water levels and drought.

   Action 11.1.3: Create plans that facilitate the movement of goods on alternative routes.

The OFP complies with and supports Goal 7, Areas Subject to Natural Disasters and Hazards.

8. **Recreational Needs** - The purpose of Goal 8 (OAR 660-015-0000(8)) is "To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts." This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them.

   FINDING: The OFP does not address Goal 8, Recreational Needs.

9. **Economic Development** - The purpose of Goal 9 (OAR 660-015-0000(9)) is "To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens." This goal calls for diversification and improvement of the economy. Under this goal communities are required to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

   FINDING: The OFP includes several strategies and actions that recognize the importance of an efficient transportation system for helping Oregon businesses to compete in the world economy more effectively. This includes helping increase the public's understanding of freight's economic importance. Several of these policies and actions are as follows.

   Action 1.1.1: Monitor and maintain freight systems identified in modal plans. Update modal plans to meet identified strategic needs and incorporate analysis of current economy and economic forecasts periodically.

   Action 1.1.3: Develop performance measures and gather necessary data on an ongoing basis to support continued updating of identified freight routes as the Oregon's economy evolves and the state reacts to changing economic conditions.

   Strategy 7.1: Work to better integrate freight into the land use planning process and to protect the existing supply of industrial (freight-dependent) land uses and freight terminals.

   Strategy 15.1: Continue to create opportunities for positive interaction between freight industry representatives and community stakeholders, including long-range planning or other community planning activities.

The OFP complies with and supports Goal 9, Economic Development.

10. **Housing** - The purpose of Goal 10 (OAR 660-015-0000(10)) is "To provide for the housing needs of citizens of the state." This goal specifies that each city inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs.

    FINDING: The OFP does not address Goal 10, Housing.

11. **Public Facilities and Services** - Goal 11 calls for efficient planning of public services such as sewer, water, law enforcement, and fire protection. The stated purpose of Goal 11 (OAR 660-015-0000(11)) is "To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development."

    FINDING: The OFP does not include project proposals for public facilities and services as addressed in Goal 11. However, the OTP does include a strategy for better integrating freight into the land use planning process. This could include integration with planning for public facilities and services.

    > *Strategy 7.1: Support better integration of freight into the regional and local land use planning process. Encourage local governments to integrate industrial land use planning into comprehensive plans and all other plans and actions relating to land use controls.*

The OFP complies with and supports Goal 11, Public Facilities and Services.

12. **Transportation** - The purpose of Goal 12 (OAR 660-015-0000(12)) is "To provide a safe, convenient and economic transportation system."

    FINDING: The OFP addresses the provision of a safe, convenient, and economic freight transportation system through a number of OFP strategies and actions. The OFP does not include project proposals for specific transportation improvements.

    > *Administrative Rule 660-012, also known as the Transportation Planning Rule (TPR), implements Goal 12, Transportation. Much of the TPR applies to regional and local transportation planning, planning for transportation facilities, or planning for people movements. One of the purposes of the TPR is specifically freight related:*
    >
    > *(1)(h): Facilitate the safe flow of freight, goods and services within region and throughout the state through a variety of modes including road, air, rail and marine transportation.*

The following discussion shows how the OFP addresses applicable sections of the Transportation Planning Rule.

Section 660-012-0015 calls for the preparation and coordination of Transportation System Plans. This includes the preparation and coordination of a state Transportation System Plan (TSP). The OTP and statewide mode and topic plans comprise the statewide TSP. The Oregon Freight Plan is a multimodal topic plan that is an element of the state TSP.

Section 660-012-0030 calls for determining transportation needs, including needs for movement of goods and services to support industrial and commercial development. Chapter 6 of the OFP addresses freight-related funding needs as developed for the 2006 OTP. The OFP also addresses needs in terms of freight demand, as discussed in Chapter 2.

The OFP complies with and supports Goal 12, Transportation, including applicable sections of the Transportation Planning Rule.

13. **Energy Conservation** - Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles." The purpose of Goal 13 (OAR 660-015- 0000(13)) is "To conserve energy."

    FINDING: The OFP does not specifically address Goal 13. However, the OFP does discuss reducing freight-related greenhouse gas emissions and adverse climate change impacts, which may result in reduced energy consumption for goods movement. Strategy 8.1 and 8.2 and their associated Actions 8.1.1, 8.1.2., 8.1.3, and Actions 8.2.1, 8.2.2, 8.2.3 address greenhouse gas emissions and climate change impacts.

The OFP complies with and supports Goal 13, Energy Conservation.

14. **Urbanization** – The purpose of Goal 14 (OAR 660-015-0000(14)) is "To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities."

    FINDING: The OFP does not address Goal 14, Urbanization.

15. **Willamette Greenway** - Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River. The purpose of Goal 15 (OAR 660-015-0005) is "To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway."

    FINDING: The OFP does not address Goal 15, Willamette Greenway.

16. **Estuarine Resources** - The purpose of Goal 16 (OAR 660-016-0010(1)) is "To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries."

    FINDING: The OFP does not address Goal 16, Estuarine Resources.

17. **Coastal Shorelands** - The purpose of Goal 17 (OAR 660-017-0010(2)) is "To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands."

    FINDING: The OFP does not address Goal 17, Coastal Shorelands.

18. **Beaches and Dunes** - The purpose of Goal 18 (OAR 660-015-0010(3)) is "To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and to reduce the hazard to human life and property from natural or man induced actions associated with these areas." Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes but allows other types of development if they meet key criteria.

    FINDING: The OFP does not address Goal 18, Beaches and Dunes.

19. **Ocean Resources** - The purpose of Goal 19 (OAR 660-015-0000(19)) is "To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations." It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea.

    FINDING: The OFP does not address Goal 19, Ocean Resources.

C.12 CONCLUSION

Based on the findings in this appendix, the OFP complies with the applicable statewide planning goals.

Appendix D Public Involvement Process

D.1 OUTREACH STRATEGY GOAL

The Oregon Freight Plan Outreach Strategy has four primary purposes:

1. Share the draft Oregon Freight Plan (OFP) with stakeholders and citizens in order to gain their ideas, concerns and comments and incorporate, as appropriate.
2. Coordinate plan elements with federal, state and local government partners.
3. Document compliance with federal and state public involvement requirements.
4. Publicize plan contents and information about the value of freight operations, services and infrastructure to Oregon businesses and citizens.

D.2 OUTREACH STRATEGY TIMETABLE

TIMELINE	OUTREACH ACTIVITY
November 2010	Created stakeholder communication loops through electronic media
November 2010	Prepared public meeting materials—executive summary, freight fact sheets, visual displays, and power point presentation
November through December 2010	Organized two public meetings in each ODOT region coordinating with Metropolitan Planning Organizations and Area Commissions on Transportation; crafted multiple avenues to receive comments
December 2010	Updated Freight Plan website—posted draft Oregon Freight Plan upon Oregon Transportation Commission approval; used multiple social media avenues to point people to the draft plan on the website
December 2010 through February 2011	Communicated with stakeholders and the public through electronic media
December 2010	Sent hard copy of plan by mail to stakeholders that do not have reliable access to computer service
December 2010 through February 2011	Media news releases- Worked with statewide, local and foreign language media outlets to announce availability of draft Oregon Freight Plan for comment and to advertise public meetings
January through February 2011	Conducted public meetings in coordination with Metropolitan Planning Organizations, Area Commissions on Transportation, and local officials
January through May 2011	Performed interagency consultation and coordination
February through April 2011	ODOT staff and consultants reviewed and responded to public comments; shared comments and responses with Freight Plan Steering Committee; and developed recommendations to revise Freight Plan based on comments
May 2011	Submitted comment summaries, responses and plan revision recommendations to the Oregon Transportation Commission
June 2011	Oregon Transportation Commission action to adopt Oregon Freight Plan

TIMELINE	OUTREACH ACTIVITY
July 2011	Implemented Oregon Freight Plan
Summer/Fall 2016	Prepared and distributed informational materials regarding amendment to Oregon Freight Advisory Committee, Metropolitan Planning Organizations, Area Commissions on Transportation, and other stakeholders through electronic media and briefings
Winter/Spring 2017	Held meetings with Metropolitan Planning Organizations, Working Group and Oregon Freight Advisory Committee to obtain input on amendment
July 2017	Provided Oregon Transportation Commission with briefing on amendment
July through September 2017	Public Comment Period on amendment, including public hearing at September Oregon Transportation Commission meeting
September through October 2017	ODOT staff and consultants reviewed and responded to public comments, shared comments and responses with Oregon Freight Advisory Committee; developed recommendations to revise amendment based on comments
November 2017	Oregon Transportation Commission action to adopt the Oregon Freight Plan amendment
Spring/Summer 2022	Prepared and distributed informational materials regarding amendment to Oregon Freight Advisory Committee, Area Commissions on Transportation, and other stakeholders through electronic media and briefings
Summer 2022	Held meetings with Oregon Freight Advisory Committee and Area Commissions on Transportation to obtain input on amendment.
November 2022 through January 2022	Public comment period on amendment, including public hearing held by ODOT staff
January through February 2023	ODOT staff and consultants reviewed and responded to public comments; shared comments and responses with Oregon Freight Advisory Committee; developed recommendations to revise amendment based on comments
March 2023	Oregon Transportation Commission action to adopt Oregon Freight Plan amendment

D.3 OUTREACH AUTHORITIES, POLICIES AND REQUIREMENTS

The OFP is a topic plan under the statewide Oregon Transportation Plan that must be developed in accordance with state and federal laws, administrative rules, Oregon Transportation Commission policies and ODOT guidance. Below is a brief description of public involvement policies and regulations followed during development of the Oregon Freight Plan.

Under ODOT policies (Oregon Transportation Plan, Public Involvement and Consultation – Policy 7.3 and Public Involvement Policy, Oregon Transportation Commission-11), ODOT must

develop statewide transportation plans in consultation and cooperation with affected state and federal agencies, local jurisdictions, transportation system owners, advisory committees and other stakeholders. These policies further call for providing a minimum of 45 days for public comment and compels the Oregon Transportation Commission to consider and respond to written comments prior to plan adoption.

The Oregon Transportation Planning Rule (OAR 660-012) links the Oregon Freight Plan as a component of transportation system plans that identify a network of facilities and services to meet overall transportation needs. In turn, transportation system plans must be compatible with acknowledged local comprehensive plans. Further, under the rule governing Coordination Procedures for Adopting the Final Modal System Plan (OAR 731-015-055), an evaluation and findings of compliance with applicable statewide planning goals is required. Finally, federal Title IV requirements to evaluate the plan's impact on and proactively seek involvement from minority, disadvantaged and low income groups as well as *SAFETEA-LU engagement requirements* must be documented. The ODOT Freight Mobility Unit relied upon guidance provided in the *Public Involvement Policy Resources Handbook for Statewide Planning and STIP Development* (ODOT Planning Section, August 2009) in performing outreach activities.

D.4 OUTREACH ACTIVITY FRAMEWORK

- Post draft Oregon Freight Plan on ODOT Freight Plan website
- Notify stakeholders of draft Oregon Freight Plan availability; publicize comment process
- Use ODOT Freight Plan website, electronic media and news releases—including foreign language media outlets—to advertise public meetings and encourage public comment
- Hold at least two meetings in each ODOT region in consultation with Metropolitan Planning Organizations, Area Commissions on Transportation and local officials
- Confirm public meeting rooms are Americans with Disabilities Act accessible; offer interpreters at public meetings upon advance request
- Record and respond to each comment received; review comments and responses with Freight Plan Steering Committee; recommend plan revisions, as appropriate
- Perform internal ODOT consistency review with the Oregon Transportation Plan
- Work with Department of Land Conservation and Development to evaluate and write draft findings of compliance with Statewide Planning Goals
- Retain public meeting sign-in sheets and cards designed to document compliance with federal Title IV and SAFETEA-LU requirements
- Report compliance with state and federal regulations
- Implement Oregon Freight Plan upon final Oregon Transportation Commission adoption
- Amend and update, as necessary

Appendix E Glossary of Freight Transportation Terms

The definitions below are intended to provide clarification on freight-specific terms used throughout the Oregon Freight Plan (OFP). Many of the definitions used here were taken from the FHWA.[2]

Average Annual Daily Truck Traffic (AADTT) – The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.

Barge – The cargo-carrying vehicle that inland water carriers primarily use. Basic barges have open tops, but there are covered barges for both dry and liquid cargoes.

Bottleneck – A section of a highway or rail network that experiences operational problems such as congestion. Bottlenecks may result from factors such as reduced roadway width or steep freeway grades that can slow trucks.

Bulk cargo – Cargo that is unbound as loaded; it is without count in a loose unpackaged form. Examples of bulk cargo include coal, grain, and petroleum products.

Capacity – The physical facilities, personnel and process available to meet the product of service needs of the customers. Capacity generally refers to the maximum output or producing ability of a machine, a person, a process, a factory, a product, or a service.

Cargo-oriented development (COD) – The development of manufacturing and distribution businesses in select locations that benefit from access to multiple types of freight transportation, proximity to complimentary businesses, and a large local industrial workforce.

Carload – unit of rail freight equivalent to one freight car.

Carrier – An organization which transports goods or people via land, sea or air.

Class I railroad – A large freight railroad company having annual carrier operating revenues greater than $504,803,294.

Class II railroad – A (regional) mid-sized freight-hauling railroad having annual carrier operating revenues between $40,387,772 and $504,803,297.

[2] FHWA website: http://ops.fhwa.dot.gov/freight/fpd/glossary/index.htm#u

Class III railroad – A (local or short-line) small-scale freight hauling railroad with an annual operating revenue of less than $40,387,772.

Commodity – An Item that is traded in commerce. The term usually implies an undifferentiated product competing primarily on price and availability.

Commodity flow – the movement of commodities within a region or between regions.

Container – A "box"' typically ten to forty feet long, which is used primarily for ocean freight shipment. For travel to and from ports, containers are loaded onto truck chassis' or on railroad flatcars.

Critical Rural Freight Corridors (CRFCs) – These are public roads not in an urbanized area that provide access and connection to the PHFS and the interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

Critical Urban Freight Corridors (CUFCs) – These are public roads in urbanized areas (more than 50,000 population), which provide access and connection to the PHFS and the interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

Distribution center (DC) – The warehouse facility that holds inventory from manufacturing pending distribution to the appropriate stores.

Dock – A space used or receiving merchandise at a freight terminal.

Drayage – Transporting of rail or ocean freight by truck to an intermediate or final destination; typically a charge for pickup/delivery of goods moving short distances (e.g., from marine terminal to warehouse).

Durable Goods – Generally, any goods whose continuous serviceability is likely to exceed three years.

Fixing America's Surface Transportation Act (FAST Act) – The FAST Act is a long-term surface transportation authorization enacted by Congress in 2015. It included a greater emphasis on freight planning both at the federal and state level.

Freight Highway Bottlenecks Project (FHBP) – Initiated by ODOT to identify locations on Oregon's highway network that were experiencing significant freight truck delay, unreliability and increased transportation costs.

Freight movements – The transportation of goods between particular locations.

Global Positioning System (GPS) – Global Positioning System, is a radio navigation system that allows land, sea, and airborne users to determine their exact location, velocity, and time 24 hours a day, in all weather conditions, anywhere in the world.

Greater Portland Metropolitan Area - The area includes Portland and the neighboring cities of Vancouver, Beaverton, Gresham, Hillsboro, Milwaukie, Lake Oswego, Oregon City, Fairview, Wood Village, Troutdale, Tualatin, Tigard, West Linn, Battle Ground, Camas and Washougal.

Gross State Product (GSP) – Gross State Product, a measure of the value added to products and services by all businesses within the state.

Highway Over-dimensional Load Pinch Points Study (HOLPP Study) – A study developed by ODOT to identify highway "pinch points" or facilities that restrict movement of over-dimensional (OD) loads due to height, length, width, or weight constraints.

Hub – A common connection point for devices in a network. Referenced for a transportation network as in "hub and spoke" which is common in the airline and trucking industry.

Intermodal – Transferring from mode to another or between two modes.

Intermodal connectors – The links that facilitate transfers between modes, such as local roads between a designated freight route and a port or rail reload facility.

Intermodal terminal – A location where links between different transportation modes and networks connect. Using more than one mode of transportation in moving persons and goods. For example, a shipment moved over 1,000 miles could travel by truck for one portion of the trip, and then transfer to rail at a designated terminal.

Inventory – The number of units and/or value of the stock of good a company holds.

Just-in-Time (JIT) – Cargo or components that must be at a destination at the exact time needed. The container or vehicle is the movable warehouse.

Last Mile (Connectors) – The local streets that connect a designated freight route with a freight generating or receiving facility.

Line haul – The movement of freight over the road/rail from origin terminal to destination terminal, usually over long distances.

Lock – A channel where the water rises and falls to allow boats to travel a dammed river.

Logistics – All activities involved in the management of product movement, delivering the right product from the right origin to the right destination, with the right quality and quantity, at the right schedule and price.

Moving Ahead for Progress in the 21+ Century Act (Map-21) - In 2012, MAP-21 authorized over $105 billion in federal funding for surface transportation programs for fiscal years 2013 and 2014. It was extended until the signing of the FAST Act in December 2015.

Multimodal trip – Employing various modes of transport within a single trip.

National Freight Strategic Plan (NFSP) – Established by the U.S. Department of Transportation under MAP-21 requirements, the intent of the NFSP is to describe the existing U.S. freight transportation system and future demands on it, identify major corridors and gateways, assess barriers to improving the system, and specify best practices for enhancing it.

National Highway Freight Network (NHFN) – Established by the U.S. Department of Transportation under MAP-21 requirements, the NHFN comprises four subsystems of roadways intended to help states strategically direct resources toward improving performance of highway portions of the U.S. freight transportation system: the PHFS, portions of the interstate system not part of the PHFS, CRFCs and CUFCs.

National Highway Freight Program (NHFP) – Established by the FAST Act, the NHFP provides $6.3 billion in formula funds over five years for states to invest in freight projects on the NHFN.

National Multimodal Freight Network (NMFN) – Building upon the NHFN created by MAP-21, the FAST Act required the creation of an interim and final NMFN to bring greater focus on multimodal freight planning for the U.S.

National Multimodal Freight Policy (NMFP) – Established by the FAST Act, the NMFP sets national goals to guide decision-making to ensure the safe, efficient and reliable movement of freight in the U.S.

Node – A fixed point in a firm's logistics system where goods come to rest; includes plants, warehouses, supply sources, and markets.

Nondivisible load – A load which is unable to be divided into smaller parts- like a piece of equipment or a steel beam.

North American Industry Classification System (NAICS) – standard used by Federal statistical agencies in classifying business establishments.

On-dock rail – Direct shipside rail service. Includes the ability to load and unload containers/breakbulk directly from rail car to vessel.

Oregon Area Commissions on Transportation (ACTs) - The ACTs are advisory bodies of local and regional officials and other stakeholders chartered by the OTC; the 11 ACTs cover all parts of Oregon except the Portland Metro area and Hood River County. They provide comment on transportation plans and play an important advisory role in the State Transportation Improvement Program (STIP) in establishing area project priorities.

Oregon Freight Advisory Committee (OFAC) – Formalized in 2001 through the passage of House Bill 3364 (now ORS 366.212), the OFAC advises the director of the Oregon Department of Transportation and the Oregon Transportation Commission on issues, policies and programs that impact multimodal freight mobility in the state.

Oregon Freight Intermodal Connector System (OFICS) Study– Identified additional freight intermodal connectors in the state besides the existing designated National Highway System freight intermodal connectors.

Oregon Freight Plan (OFP) – Developed in parallel with MAP-21 and adopted in 2012 as an element of the Oregon Transportation Plan, the OFP is a resource designed to guide freight-related operation, maintenance and investment decisions.

Oregon Office of Economic Analysis (OEA) - provides objective forecasts of the state's economy, revenue, population, corrections population, and Youth Authority population. These forecasts are used by the Governor, the Legislature, state agencies, and the public to achieve their goals.

Oregon Statewide Integrated Model (SWIM) - Model that integrates the Oregon economy, land use and transportation system into one dynamic interactive environment. This model design characterizes the synergies between these three major components of Oregon's economic activity.

Primary Highway Freight System (PHFS) – The network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consists of 41,518 centerlines miles, including 37,436 centerline miles of interstate and 4,082 centerline miles of non-interstate roads.

Rail carload – Quantity of freight (in tons) required to fill a railcar; amount normally required to qualify for a carload rate.

Rail mainline – The principal artery of a railway system.

Rail unit trains – A train of a specified number of railcars handling a single commodity type which remain as a unit for a designated destination or until a change in routing is made.

Reliability – Refers to the degree of certainty and predictability in travel times on the transportation system. Reliable transportation systems offer some assurance of attaining a given destination within a reasonable range of an expected time. An unreliable transportation system is subject to unexpected delays, increasing costs for system users.

Shipper – An entity that prepares goods for shipment, by packaging, labeling, and arranging for transit, or who coordinates the transport of goods.

Short-sea shipping – Also known as coastal or coastwise shipping, describes marine shipping operations between ports along a single coast or involving a short sea crossing.

Shunting – Sorting rail cars into complete train sets.

State Highway Freight System – Freight system designated by the Oregon Highway Plan to facilitate efficient and reliable interstate, intrastate and regional truck movement. This system comprises interstate highways and certain statewide, regional and district highways, and includes routes that carry significant tonnage of freight by truck and serve as the primary interstate and intrastate highway freight connection to ports, intermodal terminals, and urban areas.

Supply Chain – Starting with unprocessed raw materials and ending with final customer using the finished goods.

"Through" tonnage – The amount (by weight) of goods transported that have neither an origin nor a destination within the state or region.

Throughput – Total amount of freight imported or exported through a seaport measured in tons or TEUs.

Ton-mile – A measure of output for freight transportation; reflects weight of shipment and the distance it is hauled; a multiplication of tons hauled by the distance traveled.

Transit time – The total time that elapses between a shipment's delivery and pickup.

Transloading - Transferring bulk shipments from the vehicle/container of one mode to that of another at a terminal interchange point.

Truck Travel Time Reliability Index (TTTR Index) – National performance measure established by the U.S. Department of Transportation to assess freight movement on interstate highways.

Truckload (TL) – Quantity of freight required to fill a truck, or at a minimum, the amount required to qualify for a truckload rate.

Vehicle Miles Traveled (VMT) – A measurement of miles traveled by vehicles within a specified region for a specified time period.

Warehouse – Storage place for commodities. Principal warehouse activities include receipt of commodity, storage, shipment and order picking.

Winglets – Blade tip devices attached to the back doors of tractor-trailers that reduce drag, and improve fuel efficiency of heavy trucks in this context.

Appendix F Oregon Plan Implementation Support for Federal Freight Goals

NATIONAL MULTIMODAL FREIGHT POLICY GOALS 49 USC 70101	OFP STRATEGY AND ACTION THAT SATISFIES	NATIONAL HIGHWAY FREIGHT PROGRAM GOALS 23 USC 167	OFP STRATEGY AND ACTION THAT SATISFIES
1. To identify infrastructure improvements, policies, and operational innovations that: a) Strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States; b) Reduce congestion and eliminate bottlenecks on the National Multimodal Freight Network; and c) Increase productivity, particularly for domestic industries and businesses that create high-value jobs	Action 1.1.1 Action 1.1.2 Action 1.1.3 Action 1.3.2 Action 2.1.1 Action 2.2.1 Action 2.3.1 Action 2.4.1 Action 2.5.2 Action 4.1.2 Action 5.1.2 Action 8.2.2 Action 11.1.3 Action 12.3.1 Strategy 2.3	1. To invest in infrastructure improvements and to implement operational improvements on the highways of the United States that: a) Strengthen the contribution of the National Highway Freight Network to the economic competitiveness of the United States; b) Reduce congestion and bottlenecks on the National Highway Freight Network; c) Reduce the cost of freight transportation; d) Improve the year-round reliability of freight transportation; and e) Increase productivity, particularly for domestic industries and businesses that create high-value jobs	Action 1.1.1 Action 1.1.2 Action 1.1.3 Action 1.3.2 Action 2.1.1 Action 2.2.1 Action 2.3.1 Action 2.4.1 Action 2.5.2 Action 4.1.2 Action 5.1.2 Action 8.2.2 Action 11.1.3 Action 12.3.1 Strategy 2.3
2. To improve the safety, security, efficiency, and resiliency of multimodal freight transportation	Action 2.1.1 Action 5.2.1 Action 6.1.1 Action 6.1.2 Action 6.2.1 Action 11.1.1 Strategy 6.1 Strategy 11.1 Strategy 11.3	2. To improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas	Action 2.1.1 Action 5.2.1 Action 6.1.1 Action 6.1.2 Action 6.2.1 Action 11.1.1 Strategy 6.1 Strategy 11.1 Strategy 11.3

NATIONAL MULTIMODAL FREIGHT POLICY GOALS 49 USC 70101	OFP STRATEGY AND ACTION THAT SATISFIES	NATIONAL HIGHWAY FREIGHT PROGRAM GOALS 23 USC 167	OFP STRATEGY AND ACTION THAT SATISFIES
3. To achieve and maintain a state of good repair on the National Multimodal Freight Network	Action 1.2.1 Action 2.1.1 Action 5.2.1 Action 6.1.1 Action 7.1.2 Action 12.3.1 Strategy 1.2 Strategy 5.1 Strategy 5.2	3. To improve the state of good repair of the National Highway Freight Network	Action 1.2.1 Action 2.1.1 Action 5.2.1 Action 6.1.1 Action 7.1.2 Action 12.3.1 Strategy 1.2 Strategy 5.1 Strategy 5.2
4. To use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network	Action 6.1.3 Action 8.2.2 Strategy 2.5	4. To use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Highway Freight Network	Action 6.1.3 Action 8.2.2 Strategy 2.5
5. To improve the economic efficiency and productivity of the National Multimodal Freight Network	Action 1.1.1 Action 1.1.2 Action 1.1.3 Action 1.3.2 Action 2.1.1 Action 2.4.1 Action 2.5.2 Action 4.1.2 Action 5.1.1 Action 5.1.2 Action 12.3.1 Strategy 5.3	5. To improve the efficiency and productivity of the National Highway Freight Network	Action 1.1.1 Action 1.1.2 Action 1.1.3 Action 1.3.2 Action 2.1.1 Action 2.4.1 Action 2.5.2 Action 4.1.2 Action 5.1.1 Action 5.1.2 Action 12.3.1 Strategy 5.3
6. To improve the reliability of freight transportation	Action 2.1.1		

NATIONAL MULTIMODAL FREIGHT POLICY GOALS 49 USC 70101	OFP STRATEGY AND ACTION THAT SATISFIES	NATIONAL HIGHWAY FREIGHT PROGRAM GOALS 23 USC 167	OFP STRATEGY AND ACTION THAT SATISFIES
7. To improve the short- and long-distance movement of goods that- a) Travel across rural areas between population centers; b) Travel between rural areas and population centers; and c) Travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network	Action 1.1.1 Action 1.1.2 Action 1.1.3 Action 2.5.2 Action 3.1.1 Action 3.2.2 Action 3.2.3 Action 3.3.1 Action 5.2.1 Action 5.3.1 Action 6.1.4 Action 7.1.2 Action 11.1.3 Action 12.3.1 Strategy 3.1		
8. To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity	Action 3.2.1 Action 3.2.2 Action 4.1.1 Action 4.1.2 Action 14.2.1 Strategy 2.4 Strategy 3.3 Strategy 4.1	8. To improve the flexibility of States to support multi-State corridor planning and the creation of multi-state organizations to increase the ability of States to address highway freight connectivity	Action 4.1.1 Action 4.1.2 Action 14.2.1 Strategy 2.4 Strategy 4.1

NATIONAL MULTIMODAL FREIGHT POLICY GOALS 49 USC 70101	OFP STRATEGY AND ACTION THAT SATISFIES	NATIONAL HIGHWAY FREIGHT PROGRAM GOALS 23 USC 167	OFP STRATEGY AND ACTION THAT SATISFIES
9. To reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network	Action 2.5.4 Action 2.6.1 Action 4.1.2 Action 6.1.4 Action 8.1.1 Action 8.1.2 Action 8.1.3 Action 8.2.1 Action 8.2.2 Action 8.2.3 Strategy 2.6 Strategy 8.1 Strategy 8.2	9. To reduce the environmental impacts of freight movement on the National Highway Freight Network	Action 2.5.4 Action 2.6.1 Action 4.1.2 Action 6.1.4 Action 8.1.1 Action 8.1.2 Action 8.1.3 Action 8.2.1 Action 8.2.2 Action 8.2.3 Strategy 2.6 Strategy 8.1 Strategy 8.2
10. To pursue the goals described in this subsection in a manner that is not burdensome to State and local governments	Action 1.3.1 Action 1.3.2 Action 2.3.1 Action 2.5.4 Action 3.2.1 Action 3.2.2 Action 3.2.3 Action 3.3.1 Action 8.2.2		

Appendix G Critical Freight Corridors

Table G-1. Critical Rural Freight Corridors

STATE	ROUTE[1]	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	U.S. 97	84.00	84.50	0.50	Guardrail too close to travel lane with frequent strikes by trucks.
OR	U.S. 97	118.25	118.75	0.50	Trans-shipment facility located 1/2 mile east of U.S. 97 on O'Neil Highway. O'Neil Highway Junction with U.S. 97 has exceeded statewide average crash rates. The 2015 crash rate was two times the statewide average. A closer review of the crash data suggested that it is concentrated at the intersection of U.S. 97 and O'Neil Highway. Side street approaches must wait for gaps in highway traffic. The volume-to-capacity ratio was over 1.0, which is significantly above the 0.70 to 0.75 standard for this area and causes delay to freight movement.
OR	U.S. 97	124.40	133.39	8.99	During the 10 years between 2009 and 2013, 12 serious injury and fatal crashes occurred on U.S. 97 between Bend and Redmond. Many of these were lane departure crashes, sometimes resulting in high-speed head on collisions. In addition, there are a number of driveways on U.S. 97 between Bend and Redmond, and as traffic volumes grow, there are fewer gaps in traffic to facilitate motorists entering and exiting the highway at driveways. These conflicting movements can result in crashes, and probably are responsible for the many of the 25 rear end crashes reported between 2009 and 2013. Significant delay to freight and passenger vehicles associated with crashes.

[1] Routes without mile start and end points in this table are intermodal connectors

STATE	ROUTE[1]	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	U.S. 97	155.00	156.00	1.00	Highway U.S. 97 is the main north-south transportation corridor through Central Oregon and a critical part of the state's transportation system. Demand continues to increase along U.S. 97, with average traffic rates of over 12,000 vehicles per day. Safety is a concern due to limited passing opportunities, leading to lengthy following times that sometimes result in drivers making passing maneuvers with high speeds and limited sight distances.
OR	U.S. 97	173.70	172.70	1.00	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement. Widen roadway to extend existing passing lanes from 1 mile to 2 miles.
OR	U.S. 97	192.20	193.20	1.00	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement. Widen roadway to extend existing passing lanes from 1 mile to 2 miles.
OR	U.S. 97	200.40	199.30	1.10	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement. Widen roadway to extend existing passing lanes from 1 mile to 2 miles.
OR	U.S. 97	211.10	212.10	1.00	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement. Widen roadway to extend existing passing lanes from 1 mile to 2 miles.
OR	U.S. 97	220.90	221.90	1.00	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement. Widen roadway to extend existing passing lanes from 1 mile to 2 miles.

STATE	ROUTE[1]	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	U.S. 97	237.00	239.00	2.00	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement. Widen roadway to extend existing passing lanes from 1 mile to 2 miles.
OR	U.S. 97	244.20	244.70	0.50	Wide/Long
OR	U.S. 97	256.50	255.40	1.10	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement. Widen roadway to extend existing passing lanes from 1 mile to 2 miles.
OR	U.S. 97	259.32	262.77	3.45	Rockfall location above the highway
OR	U.S. 97	264.00	266.91	2.91	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement. Widen roadway to extend existing passing lanes from 1 mile to 2 miles. Rockfall location above highway at south end of segment.
OR	U.S. 97	272.69	272.89	0.20	Vertical Clearance
OR	U.S. 97	280.40	281.80	1.40	Wide/Long
OR	U.S. 730	168.20	168.30	0.10	Wide/Long
OR	U.S. 730	184.77	184.97	0.20	Wide/Long
OR	U.S. 730	197.65	198.10	0.45	Wide/Long
OR	U.S. 395	1.57	1.77	0.20	Two pinch points
OR	U.S. 395	0.00	0.50	0.50	Wide/Long
OR	U.S. 30	21.38	21.58	0.20	Vulnerable seismic bridge
OR	U.S. 30	36.30	37.15	0.85	Narrow bridge regional need/seismic bridge/wide/long pinch point/seismic landslide
OR	U.S. 30	40.64	40.84	0.20	Vulnerable seismic bridge
OR	U.S. 30	52.95	53.15	0.20	Vulnerable seismic bridge
OR	U.S. 30	55.20	55.40	0.20	Potentially Vulnerable seismic bridge

STATE	ROUTE[1]	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	U.S. 30	60.80	61.25	0.45	Two vulnerable seismic bridges
OR	U.S. 30	70.50	71.00	0.50	Vulnerable seismic bridge
OR	U.S. 30	77.10	77.40	0.30	Vulnerable seismic bridge
OR	U.S. 30	82.50	83.00	0.50	Vulnerable seismic bridge and wide/long pinch point
OR	U.S. 30	85.25	86.50	1.25	Three vulnerable seismic bridges
OR	U.S. 30	92.40	92.65	0.25	Potentially Vulnerable seismic bridge
OR	U.S. 30	94.00	99.00	5.00	Downtown Astoria heavy truck volumes on Commercial Street creates operational and safety problems; John Day Bridge to Astoria City Limits/high truck volumes creates safety and mobility problems for non-freight traffic.
OR	U.S. 30	72.50	73.00	0.50	Vulnerable seismic bridge
OR	U.S. 26	57.30	54.30	3.00	Existing truck climbing lane ends before crest of the hill. Slow trucks impede/disrupt laminar flow. Extend climbing lane.
OR	U.S. 26	18.00	19.00	1.00	Freight delay area at junction with OR 126 and OR 370
OR	U.S. 26	18.00	21.00	3.00	Elsie, near junction with OR 103, area freight activity conflicts with uncontrolled roadside environment
OR	U.S. 26	21.93	22.13	0.20	Vertical Clearance
OR	U.S. 20	18.70	21.00	2.30	Narrow shoulders on steep grade in Horse Ridge fails to provide a safe recovery zone for vehicles which crash or spin out. Lack of operating room makes vehicle recovery difficult and leads to significant delays to freight movement.
OR	U.S. 20	127.75	131.75	4.00	Freight delay area
OR	U.S. 20	193.70	201.00	7.30	Curves and narrow spots restrict over-dimension loads between Burns and Vale. U.S. 20 is the paired route to I-84 and frequently is used for over-dimensional loads when work is occurring on I-84.
OR	U.S. 20	202.70	210.45	7.75	Curves and narrow spots restrict over-dimension loads between Burns and Vale. U.S. 20 is the paired route to I-84 and frequently is used for over-dimensional loads when work is occurring on I-84.

STATE	ROUTE[1]	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	U.S. 20	211.88	214.10	2.22	Curves and narrow spots restrict over-dimension loads between Burns and Vale. U.S. 20 is the paired route to I-84 and frequently is used for over-dimensional loads when work is occurring on I-84.
OR	U.S. 20	216.20	216.90	0.70	Curves and narrow spots restrict over-dimension loads between Burns and Vale. U.S. 20 is the paired route to I-84 and frequently is used for over-dimensional loads when work is occurring on I-84.
OR	U.S. 20	258.00	258.20	0.20	High accident intersection at Cairo Junction makes through freight and local agricultural freight movements dangerous.
OR	U.S. 20	266.30	266.50	0.20	Vertical Clearance
OR	U.S. 20	30.47	30.67	0.20	Vertical Clearance
OR	U.S. 199	28.75	29.00	0.25	Vertical Clearance
OR	U.S. 101	0.00	3.71	3.71	Wide/Long, Vertical Clearance
OR	U.S. 101	63.90	64.70	0.80	Wide/Long
OR	U.S. 101	196.83	197.03	0.20	Vulnerable seismic bridge
OR	U.S. 101	202.62	202.82	0.20	Vulnerable seismic bridge
OR	U.S. 101	211.10	213.25	2.15	Three vulnerable seismic bridges
OR	U.S. 101	223.11	223.31	0.20	Vulnerable seismic bridge
OR	U.S. 101	229.33	229.53	0.20	Vulnerable seismic bridge
OR	U.S. 101	232.70	236.40	3.70	Incorporates pinch point, intermodal connectors, and seismic bridges in Coos Bay/North Bend
OR	U.S. 101	238.30	239.80	1.50	Incorporates pinch point, bottleneck, intermodal connectors, and seismic bridges in Coos Bay/North Bend
OR	U.S. 101	241.50	244.31	2.81	Incorporates pinch point and seismic bridges in Coos Bay/North Bend
OR	R3T1P03			3.14	Congestion, roadway designation upgrade, impacts from train movements
OR	OR 99W	20.00	23.00	3.00	Newberg-Dundee Bypass - unfunded project phases
OR	OR 99W	24.20	24.50	0.30	Vulnerable seismic bridge
OR	OR 99W	27.00	31.00	4.00	Newberg-Dundee Bypass - unfunded project phases
OR	OR 99W	34.05	34.25	0.20	Wide/Long, Vertical Clearance

STATE	ROUTE[1]	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	OR 99W	40.90	41.20	0.30	Wide/Long, Vertical Clearance
OR	OR 99E	28.90	29.70	0.80	Vertical Clearance
OR	OR 99E	24.55	24.80	0.20	Wide/Long, Vertical Clearance
OR	OR 7	50.45	50.65	0.20	Wide/Long, Vertical Clearance
OR	OR 6	0.42	0.62	0.20	Vertical Clearance
OR	OR5P			0.38	Pavement condition improvement, congestion relief
OR	OR 58	14.30	14.66	0.36	Multiple roll-over and other crashes at this location. Many have involved freight trucks, some carrying hazardous materials. Trestle crossing is at an oblique angle and is too narrow. Tight/blind corners on both sides.
OR	OR 58	23.30	23.80	0.50	Rockfall location above the highway
OR	OR 58	31.64	32.38	0.74	There are only a few passing lanes on OR 58. The problem will be compounded if ODOT implements a lane reduction in Oakridge.
OR	OR 58	37.26	38.47	1.21	There are only a few passing lanes on OR 58. The problem will be compounded if ODOT implements a lane reduction in Oakridge.
OR	OR 58	44.10	44.80	0.70	Two landslide locations below the highway.
OR	OR 58	49.03	50.45	1.42	Steep terrain along this segment causes trucks and RVs to slow. This in turn causes other driver to make risky passing maneuvers.
OR	OR 58	55.50	56.05	0.55	The chain-up area becomes congested with commercial vehicles which spill into the travel lane, causing a safety concern and a mobility issue.
OR	OR4P_2			0.22	Pavement condition improvement, wider roadway, improved safety at rail crossing, improved turning movements for one-way portion, improved pedestrian facilities
OR	OR4P_1			0.16	Pavement condition improvement, wider roadway, improved safety at rail crossing, improved turning movements for one-way portion, improved pedestrian facilities
OR	OR 47	83.60	83.85	0.25	Vertical Clearance
OR	OR 47	86.25	86.50	0.25	Wide/Long
OR	OR 42	38.00	45.00	7.00	Tight curves result in truck turnovers on OR 42

STATE	ROUTE[1]	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	OR 42	73.20	76.70	3.50	
OR	OR 39	3.30	3.70	0.40	Wide/Long, Vertical Clearance
OR	OR 38	4.00	4.20	0.20	Vulnerable seismic bridge
OR	OR 38	5.66	5.86	0.20	Vulnerable seismic bridge
OR	OR 38	13.14	13.34	0.20	Vulnerable seismic bridge
OR	OR 38	16.25	16.60	0.35	Vulnerable seismic bridge
OR	OR 38	28.18	28.38	0.20	Vulnerable seismic bridge
OR	OR 38	56.35	56.70	0.35	Vulnerable seismic bridge
OR	OR 35	72.66	76.86	4.20	Wide/Long
OR	OR 34	56.17	56.79	0.62	
OR	OR 34	0.17	1.50	1.33	
OR	OR 331	4.34	4.54	0.20	Wide/Long
OR	OR2P			2.93	
OR	OR22P			1.72	Pavement condition improvement, congestion relief, improved pedestrian facilities, turning movement improvement for safety
OR	OR 22	0.20	0.40	0.20	Wide/Long
OR	OR 214	38.50	38.70	0.20	Wide/Long
OR	OR 201	30.00	31.83	1.83	High accident intersection at OR 201/SW 18th and OR 201 at Railroad Avenue (OR 201 connects U.S. 20 to I-84 and is on the I-84 paired route for over-dimensional loads) is a safety issue. Additionally, this location is a key transportation pinch point that complicates industrial development in the adjacent vacant lands.
OR	OR1P			0.33	
OR	OR 18	-0.22	0.20	0.42	Vulnerable seismic bridge
OR	OR 18	3.90	4.05	0.15	Vulnerable seismic bridge
OR	OR 18	5.30	6.50	1.20	Two vulnerable seismic bridges and a wide/long pinch point
OR	OR 18	18.65	18.95	0.30	Vulnerable seismic bridge

STATE	ROUTE[1]	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	OR 18	21.45	21.65	0.20	Vulnerable seismic bridge
OR	OR 18	23.67	23.87	0.20	Vulnerable seismic bridge and wide/long pinch point
OR	OR 18	27.15	30.40	3.25	Four seismic bridges
OR	OR 18	33.60	33.85	0.25	Two seismic bridges
OR	OR 18	36.00	38.00	2.00	Two vulnerable seismic bridges
OR	OR 18	44.00	46.40	2.40	Five seismic bridges
OR	OR 18	51.30	51.80	0.50	Two seismic bridges and a heavy load pinch point
OR	OR 140	18.10	18.30	0.20	Wide/Long
OR	OR 138	17.85	18.05	0.20	Wide/Long, Vertical Clearance
OR	OR 138	12.30	12.45	0.15	Wide/Long
OR	OR 126	3.00	3.20	0.20	Wide/Long, Vertical Clearance
OR	OR 126	0.22	0.32	0.10	Wide/Long
OR	OR 126	18.09	18.29	0.20	Wide/Long
OR	OR 11	0.01	0.21	0.20	Vertical Clearance
OR	OR 11	19.52	19.72	0.20	Vertical Clearance

Table G-2. Critical Urban Freight Corridors

STATE	ROUTE	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	OR 99E	OR 34 Interchange	Albany City Limits	1.68	This is a first/last segment linking industrial and distribution facilities to I-5. Segment is on the NHS. Lack of pedestrian facilities create safety concerns and opportunities for conflict with fast moving traffic and freight. Sidewalk infill projects as in the AAMPO RTP constrained project list will facilitate safe freight travel.
OR	Albany Ave SE	Old Salem Rd NE	OR 99E / Albany	0.30	Albany Ave SE and Old Salem Rd is a first/last segment connecting manufacturing and freight logistics facilities. It is also within a corridor of a route on the PHFS and is an alternate route.
OR	Old Salem Rd NE (At RR Trestle, junction with Century Drive)	South of I-5 MP 236	North of I-5 MP 235	0.30	Albany Ave SE and Old Salem Rd is a first/last segment connecting manufacturing and freight logistics facilities. It is also within a corridor of a route on the PHFS and is an alternate route.
OR	U.S. 20	Willamette River	North Albany Rd.	0.50	This is a first/last segment on U.S. 20 between Albany's urban downtown and the Coast. This segment is on an NHS route.
OR	U.S. 97	Bend north City Limits (MP 133.39)	Empire Ave (MP 135.46)	2.07	Important segment of the U.S. 97 Statewide freight corridor on the north end of Bend that connects U.S. 97 to the City's largest industrial area on Empire Ave. This area experiences congestion, delay and safety issues.
OR	Empire Avenue	U.S. 20 Connection	U.S. 97 NB ramps	0.25	Important freight corridor that connects U.S. 20 and U.S. 97 to the largest concentration of industrial land in Bend. This is a key first/last mile connection to distribution and industrial facilities.

STATE	ROUTE	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	U.S. 20	Cooley Road (MP 17.40)	U.S. 97 SB on-ramp at Division (MP 19.76)	2.36	Important segment of the U.S. 20 Statewide freight corridor. Important connection to distribution and industrial facilities along Empire Ave in Bend. Additionally, there will be significant land use development (light industrial and mixed employment) along this highway segment.
OR	U.S. 20	Webster Street (MP 20.19)	Greenwood Ave (MP 20.99)	0.80	Important segment of the U.S. 20 Statewide freight corridor that experiences congestion and delay.
OR	U.S. 20	3rd Street (MP 0.51)	8th Street (MP 0.94)	0.43	Important segment of the U.S. 20 Statewide freight corridor that experiences congestion and delay.
OR	U.S. 20	Old Bend-Redmond Highway intersection (MP 16.70)	Old Bend-Redmond Highway intersection (MP 16.79)	0.09	Important segment of the U.S. 20 Statewide freight corridor that experiences safety and congestion issues.
OR	Randy Pape Beltline	Prairie Road	Delta Hwy	3.60	Supports regional mobility, freight movement and access to the NHFS.
OR	OR 126	I-5	OR 126 WB off-ramp	1.30	Supports regional mobility, freight movement and access to the NHFS.
OR	OR 126 at 52nd Ave	West of 52nd Ave	East of 52nd Ave	0.20	Supports regional mobility, freight movement and access to the NHFS.
OR	42nd St (Springfield)	OR126	Rail line	1.10	Connects Lane Forest Product to NHS.
OR	OR 126 at Mohawk Blvd	West of OR126 WB on/off-ramp	East of OR126 EB on/off-ramp	0.40	Supports freight movement and access to the NHFS.
OR	OR 99 (Franklin Blvd) in Goshen	Franklin Blvd north of 30th Ave (at point of its east/west alignment)	I-5 NB off ramp at MP 188	1.20	Supports industrial land in Goshen and access to the NHFS.

STATE	ROUTE	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	Eugene Airport	Airport Rd between Old Airport Rd and OR 99	Airport Rd between Old Airport Rd and OR 99	0.60	Connects Mahlon Sweet Municipal Airport to NHS. Currently a NHS Intermodal Connector and identified as a proposed Tier 1 Intermodal Connector in the ODOT Intermodal Connector Study.
OR	Eugene Airport	Green Hill Rd/Northrop Rd between Airport Rd and Lockheed Rd, Lockheed Dr between Greenhill Rd/Northrop Rd and the Passenger Terminal	Green Hill Rd/Northrop Rd between Airport Rd and Lockheed Rd, Lockheed Dr between Greenhill Rd/Northrop Rd and the Passenger Terminal	0.80	Connects Mahlon Sweet Municipal Airport to NHS. Currently a NHS Intermodal Connector and identified as a proposed Tier 1 Intermodal Connector in the ODOT Intermodal Connector Study.
OR	Irving Rd/Prairie Rd	OR 99 to Prairie on Irving; Irving Rd to OR 99 on Prairie	OR 99 to Prairie on Irving; Irving Rd to OR 99 on Prairie	1.50	Connects Kinder Morgan Eugene, Lane Forest Products, Jerry Brown Co. and Paktech intermodal facilities to the NHS. Identified as a proposed Tier 2 Intermodal Connector in the ODOT Intermodal Connector Study.
OR	U.S. 20/OR 34 Interchange with OR 99W over Marys River	U.S. 20/OR 34 Inter Change over Mary's River	U.S. 20/OR 34 Interchange over Marys River	0.10	Add an off ramp to the existing interchange for eastbound traffic turning to south OR 99W. The Interchange is on FAU system and is a major missing link on the existing Freight Routes.
OR	U.S. 20/OR 34 (Philomath Blvd)	35th Street	Separation point of U.S. 20/OR 34 west of Philomath	4.50	The link is in FAU and is a major Freight Route for lumber trucks. Improve intersections and install dedicated truck signal (ITS).

STATE	ROUTE	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	OR 199	MP 0.69	MP 4.29	3.60	Freight corridor serving industrial/commercial areas with connection to I-5. This project is ODOT RTP # 510, Key 20104 and is currently in the TIP. Grind out existing pavement and replace with asphalt. Note: Project 510 extends from MP 0.69 in Grants Pass, west along OR 199 to MP 6.92.
OR	Table Rock Road	Table Rock Road	Vilas Road	0.10	Freight corridor that connects major industrial area to OR62, a connector to I-5. This project is Central Point RTP # 219, widen and add turn lanes.
OR	OR 62	OR 62	Dahlia Terrace	0.50	Freight route that connects industrial/commercial area to OR 62, a connector to I-5. This project is Eagle Point RTP # 339, Urban upgrade (collector) with bike lanes and sidewalks.
OR	North Phoenix/Foothills Road	Dry Creek	Vilas Road	1.10	Identified as a regional priority as an alternative North/South route to I-5. Provides a connection from the south valley to OR 140. Identified by ODOT as part of a resiliency plan in case of a major disaster (i.e. Cascadia quake.) This project is Jackson County RTP # 859. Widen to rural major collector standards.
OR	North Phoenix/Foothills Road	Vilas Road	Corey Road	1.70	Identified as a regional priority as an alternative North/South route to I-5. Provides a connection from the south valley to OR 140. Identified by ODOT as part of a resiliency plan in case of a major disaster (i.e. Cascadia quake.) This project is Jackson County RTP # 860. Widen to rural major collector standards.

STATE	ROUTE	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	North Phoenix/Foothills Road	McAndrews	Delta Waters	1.30	Identified as a regional priority as an alternative North/South route to I-5. Provides a connection from the south valley to OR 140. Identified by ODOT as part of a resiliency plan in case of a major disaster (i.e. Cascadia quake.) This project is the City of Medford RTP # 5043. Widen to 3 lanes with bike lanes and sidewalks.
OR	OR 99	OR 99	I-5	0.50	Freight corridor serving industrial areas with connection to I-5. This project is ODOT project RTP #951. Realigns and widens Bear Creek Bridge, adds turn lanes to S.Valley View Rd.
OR	Salem Rivercrossing aka "3rd Bridge"	Liberty St	Wallace Rd	1.13	Proposed bridge will provide a route for freight movement between I-5, the Willamette Valley and the Oregon Coast that does not go through downtown Salem, reducing travel time.
OR	OR 22E	I-5	25th St	1.18	OR 22 is designated as an Oregon Highway Plan Freight Route and intersects with I-5 in Salem. OR 22 is also one of the major routes for freight between central Oregon, the Willamette Valley and the Oregon Coast. Part of this segment is identified as a corridor with high freight delay (#57 in the Freight Highway Bottlenecks List as part of the Oregon Freight Plan). ODOT has completed a Facility Plan that includes recommendations along OR 22E part of the proposed CUFC segment.

STATE	ROUTE	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	Center St Bridge	Commercial St	Murlark Dr	0.70	The Center St bridge provides the main freight route between the Willamette Valley and the Oregon Coast. OR 22 is designated as an Oregon Highway Plan Freight Route. The SKATS MPO is funding a study by ODOT to determine the seismic upgrades (and the cost) needed on this regional and statewide significant bridge.
OR	25th St	OR 22E	Madrona Av	0.84	Connects a major industrial area (Fairview Industrial) and the airport (which includes industrial uses as well as air freight trans-shipment) to OR 22E, which then connects to the Primary Highway Freight System (PHFS).
OR	McGilchrist St	12th St	25th St	1.00	Provides access to the surrounding industrial area, which is an enterprise and electronic commerce zone. Adding capacity and providing complete facilities is a high priority for the city of Salem, which is in the process of completing a street design for McGilchrist Street; the draft FY 2018-2023 SKATS TIP includes $3.6 million of federal and local match funds for right-of-way purchasing in 2018.
OR	Kuebler Blvd	I-5	Aumsville Hwy	2.12	Connects a major industrial area (Fairview Industrial) and a major logistic and industrial area (Mill Creek Corporate Center – a 500+ acre major logistic area and the largest "shovel ready" industrial site on I-5) to the Primary Highway Freight System (PHFS).

STATE	ROUTE	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	Cordon Rd/OR 22E Interchange	Aumsville Hwy	Gaffin Rd	0.97	Proposed interchange will provide access to traffic from/to central Oregon and the Mill Creek Corporate Center, a 500+ acre major logistic area and the "largest shovel ready" industrial site on I-5 between Seattle and Sacramento. OR 22 is designated as an Oregon Highway Plan Freight Route. OR 22 is also one of the major routes for freight between central Oregon, the Willamette Valley and the Oregon Coast. Also, would provide a bypass to the OR 22E / I-5 interchange to reduce travel distance.
OR	Cordon Rd	Gaffin Rd	State St	1.34	Provides for an alternate route around Salem if I-5 is closed. Also, provides connections to central Marion County (via Hazelgreen Rd and Silverton Rd) and central Oregon (via proposed OR 22E/Cordon Rd interchange).
OR	OR 217	U.S. 26	I-5	7.20	On Regional Freight Network as a Main Roadway Route and is on the NHS. Included on an earlier draft of National Multimodal Freight Network. Origins and destinations of freight; corridor that MPO and state identify as important.
OR	U.S. 26 (Sunset Hwy.)	I-405	Brookwood Parkway	12.70	On Regional Freight Network as a Main Roadway Route, is on the NHS, and connects to the region's high tech industries. Included on an earlier draft of National Multimodal Freight Network. Origins and destinations of freight; volume, value and strategic importance of freight; economic factors, including balance of trade.

STATE	ROUTE	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	U.S. 30	NW Kittridge	St. Johns Bridge	2.80	U.S. 30 is on the National Highway System (NHS). U.S. 30 is the main freight highway to energy pipelines and installations. Access to seaports and pipelines; intermodal links that promote connectivity; access to energy installation and production areas.
OR	NW Kittridge Road	NW Front Ave	U.S. 30	0.20	Access to seaports and pipelines; Intermodal links that promote connectivity; access to energy installation and production areas.
OR	NW 26th Drive	NW Front Ave	Terminal 2 Access	0.10	Terminal 2 has direct ship to rail transfers and ships forest products, steel and bulk cargo. Economic factors including balance of trade; Volume, value, tonnage, and strategic importance of freight; Inland intermodal facilities, and first and last mile facilities
OR	OR 99E	SE Holgate Blvd.	SE Harold St	0.80	On Regional Freight Network as a Main Roadway Route and is on the NHS. Important connection to Brooklyn Rail Yard and other intermodal connections. Intermodal link that promotes connectivity; major distribution centers and first/last mile links; corridor that MPO and State of Oregon identify as important.
OR	OR 212/224	I-205	SE Foster Road	5.70	On Regional Freight Network as a Main Roadway Route and is on the NHS. Key last mile connection to distribution and industrial facilities along OR 212. Origins and destinations of freight; major distribution centers and first/last mile links; corridor that MPO and State of Oregon identify as important.

STATE	ROUTE	START POINT	END POINT	LENGTH (MILES)	DESCRIPTION OF IMPORTANCE (OTHER COMMENTS)
OR	NE Alderwood Road	NE Cornfoot Road	NE Columbia Blvd.	0.40	On Regional Freight Network as a road connector route. Provides freight connectivity to Portland International Airport and air cargo facility. Volume, value and strategic importance of freight; access to Portland International Airport and air cargo facility; intermodal link that promotes connectivity.
OR	Marine Drive	I-84 (west end of frontage road)	Sundial Road	1.00	Connects a major freight route and interstate highway (I-84) to major a distribution center and Troutdale Airport. Origins and destinations of freight; distribution centers and first/last mile links.
OR	238th/242nd/Hogan Road	I-84	Burnside Road	2.80	On Regional Freight Network as a road connector route and is on the NHS. Provides key north/south freight connection between U.S. 26 and I-84, Troutdale Airport, and key distribution centers in the Columbia Corridor. Intermodal link that promotes connectivity; origins and destinations of freight; corridor that MPO identifies as important.
OR	Boones Ferry Road/ Basalt Creek	Grahams Ferry Road	I-5 via Boones Ferry Road	1.00	

Appendix H Highway Inventories of Need

Table H-1. Freight Highway Delay Areas

ROUTE	BEG MP	END MP[1]	CITY/COUNTY	ODOT REGION	NEEDS	TIER
I-405	0.0	0.8	Portland	1	Delay and unreliability at I-5 interchange	1
I-5	292.9	290.2	Tigard/Lake Oswego	1	Delay and unreliability at OR 217	1
I-5	294.1	297.3	Portland	1	Delay and unreliability at SW Multnomah Blvd	1
I-5	297.3	300.2	Portland	1	Delay and unreliability at I-405 interchange	1
I-5	299.3	299.5	Portland	1	Delay and unreliability at I-405 interchange	1
I-5	299.6	301.6	Portland	1	Delay and unreliability at the Marquam Bridge	1
I-5	302.3	303.1 (Connection 001TO)	Portland	1	Delay and unreliability at Eliot (between I-405 and I-84)	1
I-5	302.7	304.7	Portland	1	Delay and unreliability at Boise (between U.S. 30B and I-405)	1
I-5	302.7	0.5 (I-84)	Portland	1	Delay and unreliability at Eliot (between I-405 and about 0.5 mi. onto I-84)	1
I-5	304.5	305.4	Portland	1	Delay and unreliability at Boise (between U.S. 30B and I-405)	1
I-5	305.3	306.5	Portland	1	Delay and unreliability between OR 99E and U.S. 30B	1
I-5	306.2	307.4	Portland	1	Delay and unreliability between OR 99E and U.S. 30B	1
I-5	307.2	308.0	Portland	1	Delay and unreliability at the Interstate Bridge	1
OR 217	7.0	7.5	Tigard/Lake Oswego	1	Delay and unreliability at I-5 interchange	1
OR 99E	6.03	6.5	Portland	1	Delay and unreliability at I-5 interchange	1
SW Kelly Ave	0.0	0.2	Portland	1	Delay at I-5 access	1

[1] Beginning and ending mile points indicate the approximate location of freight delay but do not indicate the direction of delay and may not include the cause of delay. More details can be found in Freight Highway Bottlenecks Project Final Report, March 14, 2017, prepared for ODOT by WSP.

ROUTE	BEG MP	END MP[1]	CITY/COUNTY	ODOT REGION	NEEDS	TIER
I-205	0.5	0.0	Tualatin	1	Delay and unreliability at I-5 interchange	2
I-205	9.3	10.7	Clackamas County	1	Delay and unreliability at OR 213	2
I-205	14.6	18.1	Clackamas County	1	Unreliability on I-205 at Sunnyside	2
I-205	18.1	21.4	Portland	1	Delay and unreliability south of I-84	2
I-205	21.3	24.3	Portland	1	Delay and unreliability north of I-84	2
I-405	0.8	1.0	Portland	1	Delay and unreliability at SW Broadway	2
I-405	1.9	2.9	Portland	1	Delay and unreliability through downtown Portland	2
I-405	2.5	2.7	Portland	1	Delay and unreliability through downtown Portland	2
I-405	2.8	3.7	Portland	1	Delay and unreliability at the Fremont Bridge	2
I-5	283.5	289.7	Tualatin/Wilsonville	1	Unreliability on I-5 south of I-205 to Wilsonville	2
OR 212	4.9	5.0	Clackamas County	1	Delay at I-205 interchange	2
OR 224	4.13	4.4	Clackamas County	1	Delay at OR 213 interchange	2
U.S. 30	0.9	1.3	Portland	1	Delay and unreliability at the I-405 interchange	2
U.S. 30	0.95	1.3	Portland	1	Delay and unreliability at the I-405 interchange	2
U.S. 30	1.6	1.9	Portland	1	Delay and unreliability at NW Industrial	2
U.S. 30	2.0	3.9	Portland	1	Delay at BNSF Lake Yard	2
I-84	1.0	3.0	Portland	1	Delay and unreliability at NE 33rd Avenue	3
I-84	3.4	6.3	Portland	1	Delay and unreliability west of I-205	3
OR 217	0.4	1.0	Beaverton	1	Unreliability on OR 217 in Beaverton	3
OR 217	1.4	2.0	Beaverton	1	Delay on OR 217 at SW Canyon Rd interchange	3
OR 8	2.9	3.5	Beaverton	1	Delay at OR 217	3
OR 99E	-4.6	-3.8	Portland	1	Delay east of I-5	3
U.S. 26	68.8	71.5	Beaverton	1	Delay and unreliability at OR 217	3
U.S. 26	71.5	73.9	Portland	1	Delay at Washington Park	3
U.S. 30	0.1	0.4	Portland	1	Delay at U.S. 30B (St. Johns Bridge - ramp north of bridge)	3

ROUTE	BEG MP	END MP[1]	CITY/COUNTY	ODOT REGION	NEEDS	TIER
U.S. 30	0.1	0.5	Portland	1	Delay at U.S. 30B (St. Johns Bridge - ramp south of bridge)	3
U.S. 30B	1.3	3.0	Portland	1	Delay at University Park	3
U.S. 30B	3.0	5.1	Portland	1	Delay at Arbor Lodge	3
I-5	240.7	241.8	Marion County	2	Delay and unreliability on I-5 south of Salem	2
I-5	242.5	243.7	Linn County/Marion County	2	Unreliability on I-5 south of Salem	2
I-5	244.4	248.6	Marion County	2	Unreliability on I-5 south of Salem	2
Ferry St. SE	5.3	5.5	Salem	2	Delay on Ferry St. SE in Salem	3
I-5	177.1	178.3	Lane County	2	Unreliability on I-5 near Saginaw	3
I-5	182.9	188.4	Lane County	2	Unreliability on I-5 near Goshen/OR 58 interchange	3
I-5	263.2	282.3	Marion County	2	Unreliability on I-5 south of Wilsonville	3
OR 214	49.4	50.6	Silverton	2	Delay on OR 214 in Silverton	3
OR 22	1.2	7.9 (OR-22/ OR-99E)	Salem	2	Delay on OR 22 west of I-5 in Salem	3
OR 34	1.2	56.1[2]	Corvallis/Linn County	2	Delay in Corvallis near the Van Buren Bridge and to the south and east on OR 34	3
OR 99E	4.7	4.9	Salem	2	Delay on OR 99E in Salem	3
OR 99W	34.8	37.0	McMinnville	2	Delay on OR 99W in McMinnville	3
I-5	0.0	0.9	Jackson County	3	Delay on I-5 near the border with California	3
OR 42	73.4	76.2	Winston	3	Delay at Dillard/Winston connection to I-5	3
U.S. 101	239.1	239.5	Coos Bay	3	Delay on U.S. 101 at Bunker Hill	3
U.S. 101	273.9	277.5	Bandon	3	Delay on U.S. 101 through Bandon	3
U.S. 20/U.S. 97 Business Route	17.9	2.6	Bend	4	Delay and unreliability on U.S. 20/U.S. 97 Business Route north of downtown Bend and on U.S. 20 east of downtown Bend	2

[2] The length of this need is approximately two miles but looks longer based on MP due to changes in route name.

ROUTE	BEG MP	END MP[1]	CITY/COUNTY	ODOT REGION	NEEDS	TIER
U.S. 26	18.3	18.7	Crook County	4	Delay on U.S. 26 at Prineville/OR 126	3
U.S. 97	-0.2	7.5	Sherman County	4	Delay at Biggs Junction/I-84 interchange and to the south on U.S. 97	3
OR 207	8.7	12.6	Hermiston	5	Delay north of I-84 interchange in Hermiston*	3
U.S. 20	128.1	131.5	Burns	5	Delay on U.S. 20 at Hines/Burns	3
U.S. 26	154.0	162.3	Grant County	5	Delay on U.S. 26 at John Day/Mt. Vernon	3

*Delay may have been due to construction project during 2015 when data was captured.

Table H-2. Freight Intermodal Connectors

INTERMODAL CONNECTOR ROADS	CONNECTING HIGHWAY OR INTERMODAL CONNECTOR	CITY/COUNTY	ODOT REGION	NEEDS[3]	TIER
Front Avenue between Kittridge Avenue and 61st Street, 61st Street between Culebra Avenue and Front Avenue, Culebra Avenue between Balboa Avenue and 61st Street.	U.S. 30	Portland	1	Poor pavement condition (2015 data)	1
Front Avenue between Kittridge and Nicolai, Nicolai Street between Yeon Avenue and Front Street.	U.S. 30	Portland	1	Poor pavement condition (2015 data)	1
Interstate Avenue between Going Street and Larrabee Avenue, Russell Street between Interstate Avenue and Rail Facility, Going Street between Basin and I-5, Larrabee Avenue between Broadway Street and Interstate Avenue.	I-5, U.S. 30	Portland	1	Congestion relief, reduced mixing of traffic, poor pavement condition (2015 data), intersection improvements	1
Terminal 5 Access Road between Lombard Street and Terminal 5.	OR13P	Portland	1	Impacts of train movements, poor pavement condition (2015 data)	1
U.S. 30 BY between U.S. 30 and Ivanhoe St, Ivanhoe St between U.S. 30 BY and N Saint Louis, N Saint Louis between Lombard Blvd and Ivanhoe St, Burgard St and Lombard St between Columbia Blvd and N Saint Louis, Lombard St and Marine Dr between Columbia Blvd and Hwy 120, Hwy 120 between beginning (now Portland Rd) and I-5 connection, Columbia Blvd between I-5 and Lombard St, OR99E between Columbia Blvd and I-5, Columbia Way between Columbia Blvd and leg of Hwy 120.	I-5	Portland	1	Bridge issues, congestion, queueing, impacts of train movements, safety, weight restrictions, height restrictions, interchange improvements, mixing with traffic, poor pavement condition between I-5 and NE Lombard (2015 data)	1

[3] Where information was not available, cell was left blank.

INTERMODAL CONNECTOR ROADS	CONNECTING HIGHWAY OR INTERMODAL CONNECTOR	CITY/COUNTY	ODOT REGION	NEEDS[3]	TIER
North Pacific Gateway Boulevard between North Marine Drive and Terminal 6.	OR13P	Portland	1	Poor pavement condition (2015 data)	1
North Terminal Road between Lombard Street and Terminal 4.	OR13P	Portland	1	Poor pavement condition (2015 data)	1
Going Street between Basin Street and I-5 (See Albina Yards UP Portland).	I-5	Portland	1	Intersection improvements, poor pavement condition OR 99W to I-5 (2015 data)	1
Greely Avenue between I-5 connection to Going Street.	I-5	Portland	1	Intersection improvements	1
Port Access Road between Yeon Street and Front Avenue (NW 26th Dr).	U.S. 30	Portland	1	Poor pavement condition (2015 data)	1
Holgate Boulevard between McLoughlin Boulevard, OR 99E and UPRR Track.	OR 99E	Portland	1	Queueing outside of the gate and poor pavement condition (2015 data)	1
Columbia Boulevard between U.S. 30 (Killingsworth Street) and I-5, U.S. 30 BY (Killingsworth St) between Columbia Blvd and I-205 connection.	I-5, I-205	Portland	1	Congestion, turning movement, poor pavement condition (2015 data) on Columbia Blvd from 82nd Ave to NE Killingsworth (U.S. 30 BY)	1
47th Avenue between Columbia Boulevard and Cornfoot Road, Cornfoot Road between 47th and Alderwood Road, Alderwood Road between Cornfoot Road and 82nd Avenue, Airtrans Road between Cornfoot Road and Air Freight Terminals.	OR8A	Portland	1	Expansion constraints, poor pavement on Cornfoot Rd, 47th Ave and Airtrans Way (2015 data), needs sidewalks and bike lanes	1
82nd Avenue between Airport Way and Columbia Boulevard.	OR8A	Portland	1	Congestion, safety	1
Airport Way between I-205 and Portland International Airport Terminal.	I-205	Portland	1	Congestion, safety	1
Balboa Avenue between Culebra Avenue and U.S. 30.	I-205	Portland	1	Poor pavement condition (2015 data)	1
North Rivergate Blvd	OR13P_02	Portland	1		1

INTERMODAL CONNECTOR ROADS	CONNECTING HIGHWAY OR INTERMODAL CONNECTOR	CITY/COUNTY	ODOT REGION	NEEDS[3]	TIER
North Leadbetter Road to North Marine Drive.	OR13P_02	Portland	1		1
Northeast Alderwood Road between NE Columbia Blvd and NE Cornfoot Rd.	OR8A	Portland	1		1
Northwest Street Helens Road to NW Yeon Ave (U.S. 30).	U.S. 30	Portland	1		2
Northwest Doane Avenue Between NW St Helens Rd (U.S. 30) and Front Ave.	OR10L	Portland	1		2
North River Street to North Albina Avenue to North Loring Street to N Lewis Avenue to North Tillamook Street.	OR 99W	Portland	1		2
Thunderbird Way to N. Crosby Ave.	OR12R_01	Portland	1		2
Southeast Mailwell Drive to Southeast Main Street.	OR 99E	Milwaukie	1	Pavement condition improvement, congestion relief, more truck parking,	2
North Force Avenue.	OR13P	Portland	1	Pavement condition improvement, congestion relief, safety issues	2
N. Bybee Lake Rd	OR13P_02	Portland	1		2
Northeast Sundial Road to Northwest Marine Drive to NE Marine Dr to NE 223rd Ave.	I-84	Fairview	1		3
North Port Center Way	OR23P_01	Portland	1		3
Southeast Capps Road to Southeast 130th Avenue.	OR 224	Clackamas	1		3
Southwest Wood Street.	OR 219	Hillsboro	1		3
Northwest Commercial Street to Northwest Glencoe Road.	U.S. 36	North Plains	1		3
N. Columbia Frontage Rd. to N. Peninsular Avenue	OR13P_02	Portland	1		3
NE Marx Dr. to NE 87th Ave.	OR8A_01	Portland	1		3
N. Suttle Rd.	OR 120	Portland	1	Poor pavement (Google Streetview Mar 2017)	3

INTERMODAL CONNECTOR ROADS	CONNECTING HIGHWAY OR INTERMODAL CONNECTOR	CITY/COUNTY	ODOT REGION	NEEDS[3]	TIER
Lockheed Drive between Passenger Terminal and Nortrup Dr. Nortrup Dr between Lockheed Dr and Airport Rd, Airport Rd between Lockheed Dr and OR 99.	OR 99	Eugene	2		1
Garfield Street between 7th Avenue and Cross Street, Cross Street between Garfield Street and Cleveland Street, Cleveland Street between Cross and Roosevelt, Roosevelt Boulevard between Cleveland Street and OR 99.	OR 99	Eugene	2		1
Hamburg Street between U.S. 101 and Industry Street, Industry Street between Hamburg Street and Portway Street, Portway Street between U.S. 101 and Pier 1.	U.S. 101	Astoria	2	Poor pavement on Portway St south of Gateway Ave, Industry St and Hamburg Ave (2015 data)	1
25th Street Southeast.	OR 22	Salem	2		2
Southeast Marine Scenic Drive.	U.S. 101	Newport	2		2
Dike Road to Rockcrest Street.	U.S. 30	Rainier	2	Congestion, turning movements	2
SW Altree Ln to Bay Blvd, SE Butler Bridge Rd to NW 1st St to NW A St to W Highway 20.	U.S. 20	Toledo	2	Congestion, truck length restrictions, safety improvements, signage improvements, pedestrian issues	2
Kallunki Road to Quincy Mayger Road to Beaver Falls Road to Northwest 5th Street to Nehalem Street.	U.S. 30	Clatskanie	2		2
Prairie Road and Irving Road between OR99.	OR 99	Eugene	2		2
Salem Industrial Drive Northeast to Cherry Avenue.	OR 99E BUS	Salem	2		2
Southwest Scoggins Valley Road.	OR 47	Washington County	2		2

INTERMODAL CONNECTOR ROADS	CONNECTING HIGHWAY OR INTERMODAL CONNECTOR	CITY/COUNTY	ODOT REGION	NEEDS[3]	TIER
Tongue Point Road to Old Columbia River Highway to Maritime Road.	U.S. 30	Astoria	2	Pavement condition	3
Westport Ferry Road.	U.S. 30	Clatskanie	2		3
Northwest 13th Street.	OR 104	Warrenton	2		3
Old Portland Road to Millard Road.	U.S. 30	St. Helens	2		3
E Street.	U.S. 30	Columbia City	2		3
Crabtree Drive to Cold Springs Road.	OR 226	Crabtree	2		3
Oak Street Northeast to Butteville Road to Ehlen Road Northeast.	I-5	Donald	2		3
Foch Street to Roosevelt Boulevard.	OR17R	Eugene	2		3
Brooklake Road Northwest.	I-5	Brooks	2		3
West 1st Avenue.	OR 99	Junction City	2	Congestion, truck parking, impacts from train movements	3
Milliron Road.	OR 99	Junction City	2		3
Industrial Way.	U.S. 20	Lebanon	2	Survey response completed - no issues identified	3
North 15th Street to College Street to North 19th Street.	U.S. 20	Philomath	2		3
Fayetteville Drive.	OR 99E	Shedd	2		3
1st Street to Boston Mill Road.	OR 99E	Shedd	2		3
B Street to Young Street.	OR 99E	Woodburn	2		3
Northeast Sunset Street.	OR 47	Banks	2		3
Green Hill Road	OR 126	Eugene	2		3

INTERMODAL CONNECTOR ROADS	CONNECTING HIGHWAY OR INTERMODAL CONNECTOR	CITY/COUNTY	ODOT REGION	NEEDS[3]	TIER
Pine Street and Biddle Road between I-5 (Hwy 001) and OR 62 (Hwy 22), Airport Road between Biddle Road and Biddle Road.	I-5, OR 62	Medford	3	Poor pavement Airport Rd and Terminal Loop (2015 data)	1
Transpacific Pkwy between U.S. 101 and Jordan Cove Road, Jordan Cove Road between Transpacific Parkway and Private Road.	U.S. 101	North Bend	3	Congestion relief, improved pedestrian facilities, turning movement improvement for safety, poor pavement midsection of Transpacific Highway (2015 data)	1
California Avenue between Sherman Avenue U.S. 101 and the Dock Facility.	U.S. 101	North Bend	3	Poor pavement condition (2015 data), wider roadway, improved safety at rail crossing, improved turning movements for one-way portion, improved pedestrian facilities	1
Sheridan Avenue between U.S. 101 Port Facility.	U.S. 101	North Bend	3	Poor pavement condition (2015 data), wider roadway, improved safety at rail crossing, improved turning movements for one-way portion, improved pedestrian facilities	1
Newport Avenue between U.S. 101 and Edwards Street, Mullen Street between U.S. 101 and the Nickle and Chip Terminals, Edwards Street between U.S. 101 and Newport Avenue.	U.S. 101	Coos Bay	3	Poor pavement condition (2015 data), congestion relief	1
Trans Pacific Parkway to Jordan Cove Road.	OR22P	North Bend	3	Congestion, roadway designation upgrade, impacts from train movements	1
Airport Way to West Airport Way to Maple Leaf Street to Maple Street to Virginia Avenue.	OR 540	North Bend	3	Pavement condition, safety, striping, mixing with bike traffic	2
14th Street to Avenue G.	OR 140	White City	3		2
6th Street to Avenue C to 7th Street to Antelope Road.	OR 140	White City	3		2
Sage Road.	OR 238	Medford	3	Congestion, overpass with no bike lanes or sidewalks	2

INTERMODAL CONNECTOR ROADS	CONNECTING HIGHWAY OR INTERMODAL CONNECTOR	CITY/COUNTY	ODOT REGION	NEEDS[3]	TIER
South Cedar Point Road.	OR 42	Coquille	3		2
Lower Harbor Road.	U.S. 101	Brookings	3	Congestion, safety, signage, mixing with traffic	3
Boat Basin Road.	OR 540	Coos Bay	3	Survey response completed - no issues identified	3
Dock Road to Harbor Drive.	U.S. 101	Port Orford	3	Pavement condition, roadway width, parking, striping, signage, turning movements, mixing with pedestrians	3
Avenue F to 8th Street.	OR 140	White City	3		3
5th Street.	OR 140	White City	3		3
Pacific Avenue.	OR 140	White City	3		3
South Fir Street to Barnett Road.	OR 99	Medford	3	Impacts from train movements	3
South Stage Road.	OR 99	Medford	3		3
North River Road to Classick Drive to Depot Street.	I-5	Rogue River	3		3
Northeast Beacon Drive.	U.S. 199	Grants Pass	3		3
Southeast M Street.	U.S. 199	Grants Pass	3		3
Hauser Depot Road.	U.S. 101	North Bend	3		3
East Hall Avenue.	U.S. 101	Coos Bay	3		3
Airport Way to Joe Wright Road to Washburn Way.	OR 140/ U.S. 97	Klamath Falls	4	Congestion, shoulder and roadway width, safety, signage, turning movements, impacts from train movements, not designed for truck traffic.	2
Southeast Veterans Way to Southeast Airport Way.	U.S. 97	Redmond	4		2
Northwest Bus Evans Lane.	U.S. 26	Prineville	4		2
Port Island Road.	I-84	Arlington	4		3

INTERMODAL CONNECTOR ROADS	CONNECTING HIGHWAY OR INTERMODAL CONNECTOR	CITY/COUNTY	ODOT REGION	NEEDS[3]	TIER
Bargeway Lane.	I-84	Biggs Junction	4		3
Bargeway Road to Webber Street.	U.S. 30	The Dalles	4		3
Northwest Lamonta Road to Northwest Gumpert Road.	U.S. 26	Prineville	4		3
Memorial Drive	OR 140	Klamath Falls	4		3
Boardman-Irrigon Road (Ullman to Coyote State Road), Ullman Boulevard (Boardman Road to Port Facility), Marine Drive (Ullman to Tier 3 Access Road), connection, Laurel Road (Boardman-Irrigon Road to I-84 connection).	I-84	Boardman	5		1
Airport Road.	U.S. 30	Pendleton	5	Survey response completed - no issues identified	2
Roxbury Road to Beach Access Road to Launch Lane to Bud Draper Lane	U.S. 730	Umatilla	5	Pavement condition	2
Olson Road to Columbia Avenue Northeast.	OR2P	Boardman	5		2
Rail Loop Drive to Lewis and Clark Drive to Columbia Boulevard to Dewey West	OR2P	Boardman	5		2
Patterson Ferry Road.	U.S. 730	Irrigon	5		3

Table H-3. High-Priority Over-Dimensional Load Pinch Points

ROUTE	BEG MP	END MP	COUNTY	REGION	NEEDS
I-205	11.05	11.05	Clackamas	1	Wide/Long
I-205	18.61	18.61	Multnomah	1	Vertical Clearance
I-405	0.95	0.95	Multnomah	1	Wide/Long
I-405	3.20	3.20	Multnomah	1	Vertical Clearance
I-405	3.84	3.84	Multnomah	1	Wide/Long
I-5	295.042	295.042	Multnomah	1	Vertical Clearance, Heavy Loads
I-5	303.93	303.93	Multnomah	1	Wide/Long
I-5	304.48	304.48	Multnomah	1	Wide/Long
I-5	306.86	306.86	Multnomah	1	Wide/Long, Vertical Clearance
I-5	308.18	308.18	Multnomah	1	Vertical Clearance
I-84	0.20	0.20	Multnomah	1	Wide/Long
I-84	6.74	6.74	Multnomah	1	Vertical Clearance
I-84	24.99	24.99	Multnomah	1	Vertical Clearance
I-84	46.35	46.35	Hood River	1	Vertical Clearance
OR 217	1.50	1.50	Washington	1	Wide/Long
OR 217	3.82	3.82	Multnomah	1	Vertical Clearance
OR 35	72.70	73.30	Hood River	1	Wide/Long
OR 99E	1.55	1.55	Clackamas	1	Wide/Long
OR 99W	12.20	12.20	Multnomah	1	Heavy Loads
U.S. 26	17.55	17.55	Clackamas	1	Vertical Clearance
U.S. 26	62.45	62.45	Multnomah	1	Vertical Clearance
U.S. 30	1.04	1.04	Multnomah	1	Vertical Clearance
I-105	0.90	0.90	Lane	2	Wide/Long
I-105	3.36	3.36	Lane	2	Wide/Long
OR 126E	3.72	3.78	Lane	2	Wide/Long
I-5	184.24	184.24	Lane	2	Vertical Clearance

ROUTE	BEG MP	END MP	COUNTY	REGION	NEEDS
OR 126	3.10	3.10	Lane	2	Wide/Long, Vertical Clearance
OR 18	6.25	6.25	Lincoln	2	Wide/Long
OR 18	23.77	23.77	Polk	2	Wide/Long
OR 18	51.77	51.77	Yamhill	2	Heavy Loads
OR 214	38.60	38.60	Marion	2	Wide/Long
OR 22	0.33	0.33	Polk	2	Wide/Long
OR 22	5.01	5.01	Marion	2	Vertical Clearance
OR 34	0.13	0.13	Linn/Benton	2	Vertical Clearance, Heavy Loads
OR 47	83.72	83.72	Washington	2	Vertical Clearance
OR 47	86.34	86.34	Washington	2	Wide/Long
OR 6	0.53	0.53	Tillamook	2	Vertical Clearance
OR 99E	24.67	24.67	Marion	2	Wide/Long, Vertical Clearance
OR 99E	29.09	29.09	Linn/Lane	2	Vertical Clearance
OR 99W	17.82	17.82	Yamhill	2	Vertical Clearance
OR 99W	34.15	34.15	Yamhill	2	Wide/Long, Vertical Clearance
OR 99W	41.00	41.00	Yamhill	2	Wide/Long, Vertical Clearance
U.S. 101	0.00	3.71	Clatsop	2	Wide/Long, Vertical Clearance
U.S. 101	64.22	64.22	Tillamook	2	Wide/Long
U.S. 20	10.44	10.44	Linn/Benton	2	Vertical Clearance
U.S. 20	30.57	30.57	Linn	2	Vertical Clearance
U.S. 20	23.38*	23.38*	Lincoln	2	Heavy Loads
U.S. 30	36.48	36.48	Columbia	2	Wide/Long
U.S. 30	48.67	48.67	Columbia	2	Vertical Clearance
U.S. 30	82.84	82.84	Clatsop	2	Wide/Long
I-5	119.18	119.18	Douglas	3	Vertical Clearance
I-5	124.17	124.17	Douglas	3	Wide/Long
I-5	125.08	125.08	Douglas	3	Vertical Clearance

ROUTE	BEG MP	END MP	COUNTY	REGION	NEEDS
I-5	136.51	136.51	Douglas	3	Wide/Long
I-5	139.12	139.12	Douglas	3	Wide/Long
OR 138	12.36	12.36	Douglas	3	Wide/Long
OR 138	17.95	17.95	Douglas	3	Wide/Long, Vertical Clearance
OR 140	-1.16	-1.16	Jackson	3	Wide/Long
OR 140	-0.20	-0.20	Jackson	3	Wide/Long
U.S. 101	236.28	236.28	Coos	3	Vertical Clearance
U.S. 101	238.40	238.40	Coos	3	Vertical Clearance
U.S. 101	244.31	244.31	Coos	3	Vertical Clearance
U.S. 199	0.22	0.22	Josephine	3	Vertical Clearance
U.S. 199	28.85	28.85	Josephine	3	Vertical Clearance
OR 140	18.23	18.23	Klamath	4	Wide/Long
OR 39	3.44	3.44	Klamath	4	Wide/Long, Vertical Clearance
OR 126	0.22	0.22	Deschutes	4	Wide/Long
OR 126	18.19	18.19	Crook	4	Wide/Long
U.S. 26	22.03	22.03	Crook	4	Vertical Clearance
U.S. 395	0.00	0.50	Lake	4	Wide/Long
U.S. 97	134.93	134.93	Deschutes	4	Vertical Clearance
U.S. 97	244.20	244.70	Klamath	4	Wide/Long
U.S. 97	272.79	272.79	Klamath	4	Vertical Clearance
U.S. 97	280.40	281.80	Klamath	4	Wide/Long
I-82	10.61	10.61	Umatilla	5	Wide/Long
I-84	187.24	187.24	Umatilla	5	Vertical Clearance
I-84	347.84	347.84	Baker	5	Vertical Clearance
I-84	376.98	376.98	Malhuer	5	Vertical Clearance
OR 11	0.14	0.14	Umatilla	5	Vertical Clearance
OR 11	19.62	19.62	Umatilla	5	Vertical Clearance

ROUTE	BEG MP	END MP	COUNTY	REGION	NEEDS
OR 207	11.45	11.45	Umatilla	5	Wide/Long, Vertical Clearance
OR 331	4.44	4.44	Umatilla	5	Wide/Long
OR 7	50.56	50.56	Baker	5	Wide/Long, Vertical Clearance
U.S. 20	266.40	266.40	Malhuer	5	Vertical Clearance
U.S. 395	1.66	1.66	Umatilla	5	Vertical Clearance
U.S. 395	1.68	1.68	Umatilla	5	Wide/Long
U.S. 730	168.23	168.23	Morrow	5	Wide/Long
U.S. 730	184.87	184.87	Umatilla	5	Wide/Long
U.S. 730	197.65	198.10	Umatilla	5	Wide/Long

*Pinch point addressed through the completion of the Pioneer Mountain - Eddyville highway alignment project.

Table H-4. Phase 1 and 2 Seismic Bridges

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
09743B	Hwy 64 SB Conn to Hwy 1 SB over Hwy 1	I-205	1.04	Washington	1	Retrofit
09740	Hwy 64 NB over Prosperity Park Road	I-205	2.08	Clackamas	1	Retrofit
09740A	Hwy 64 SB over Prosperity Park Road	I-205	2.10	Clackamas	1	Retrofit
09738A	Hwy 64 SB over Borland Road	I-205	3.81	Clackamas	1	Rehab+
09738	Hwy 64 NB over Borland Road	I-205	3.82	Clackamas	1	Rehab+
09737A	Tualatin River, Hwy 64 SB	I-205	4.08	Clackamas	1	Retrofit
09737	Tualatin River, Hwy 64 NB	I-205	4.10	Clackamas	1	Retrofit
09735	Hwy 64 NB over Woodbine Road	I-205	5.14	Clackamas	1	Rehab+
09735A	Hwy 64 SB over Woodbine Road	I-205	5.19	Clackamas	1	Rehab+
09734	Hwy 64 NB over Blankenship Road	I-205	5.84	Clackamas	1	Retrofit
09734A	Hwy 64 SB over Blankenship Road	I-205	5.90	Clackamas	1	Retrofit
09728	Hwy 64 NB over 10th Street (West Linn)	I-205	6.40	Clackamas	1	Retrofit
09728A	Hwy 64 SB over 10th Street (West Linn)	I-205	6.42	Clackamas	1	Retrofit
13514D	Hwy 64 over Hwy 2 WB Conn to Hwy 64 SB	I-205	6.64	Clackamas	1	Rehab+
09403	Willamette R & Hwys 1E & 3, Hwy 64 (Geo Abernethy)	I-205	9.03	Clackamas	1	Rehab+
09702	Hwy 64 over Main St (Oregon City)	I-205	9.51	Clackamas	1	Retrofit
N8837B	Clackamas River, Hwy 64 NB (Park Place)	I-205	10.72	Clackamas	1	Retrofit
S8837A	Clackamas River, Hwy 64 SB (Park Place)	I-205	10.72	Clackamas	1	Retrofit
09717	Hwy 64 NB over UPRR	I-205	13.76	Clackamas	1	Retrofit
09717A	Hwy 64 SB over UPRR	I-205	13.76	Clackamas	1	Retrofit
09711	Hwy 64 NB over SE 92nd Ave	I-205	16.80	Multnomah	1	Retrofit
09711A	Hwy 64 SB over SE 92nd Ave	I-205	16.80	Multnomah	1	Retrofit
13541	Johnson Cr & Mt Scott Blvd (Flavel St), Hwy 64 NB	I-205	17.22	Multnomah	1	Retrofit
13541A	Johnson Cr & Mt Scott Blvd (Flavel St), Hwy 64 SB	I-205	17.22	Multnomah	1	Retrofit
13540	Hwy 64 NB over Portland Traction RR (Abandoned)	I-205	17.43	Multnomah	1	Retrofit
13540A	Hwy 64 SB over Portland Traction RR (Abandoned)	I-205	17.43	Multnomah	1	Retrofit

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
13538	Hwy 64 NB over SE Woodstock Blvd & SE Foster Rd	I-205	17.80	Multnomah	1	Rehab+
13538A	Hwy 64 SB over SE Woodstock Blvd & SE Foster Rd	I-205	17.80	Multnomah	1	Rehab+
13537	Hwy 64 over SE Harold St	I-205	18.11	Multnomah	1	Retrofit
13531	Hwy 64 over Hwy 26 (SE Powell Blvd)	I-205	19.12	Multnomah	1	Retrofit
16302	Hwy 64 over MAX LRT	I-205	19.82	Multnomah	1	Retrofit
13516A	Hwy 64 over Hwy 2	I-205	21.57	Multnomah	1	Retrofit
13514I	Hwy 64 NB over Light Rail	I-205	22.24	Multnomah	1	Retrofit
13514C	Hwy 64 over Hwy 64 SB Conn to Hwy 2 EB	I-205	22.71	Multnomah	1	Rehab+
16055A	Columbia Slough & NE Alderwood Rd, Hwy 64 SB	I-205	24.27	Multnomah	1	Retrofit
16055	Columbia Slough & NE Alderwood Rd., Hwy 64 NB	I-205	24.34	Multnomah	1	Retrofit
13507A	Hwy 64 SB over NE Airport Way	I-205	24.67	Multnomah	1	Retrofit
13507	Hwy 64 NB over NE Airport Way	I-205	24.75	Multnomah	1	Retrofit
09555	Columbia River N Channel, Hwy 64 (Glenn Jackson)	I-205	26.32	Multnomah	1	Rehab+
08591F	Hwy 1 NB Conn to Hwy 61 NB over Conns	I-405	0.48	Multnomah	1	Retrofit
08591E	Hwy 61SB Conn to Hwy 1 SB over SW Water Ave	I-405	0.53	Multnomah	1	Rehab+
08591A	Hwy 61 SB to Hwy 1 NB over Hwy 1 (W Marquam Int)	I-405	1.07	Multnomah	1	Retrofit
09254E	Hwy 61 NB Conn #2 to Hwy 47 WB over Hwy 61 & Conns	I-405	1.57	Multnomah	1	Rehab+
09268N	Hwy 61 NB over City Streets	I-405	2.84	Multnomah	1	Rehab+
09268S	Hwy 61 SB over City Streets	I-405	2.84	Multnomah	1	Rehab+
09268	Hwy 61 over NW Front Ave & RR (W Fremont Approach)	I-405	3.10	Multnomah	1	Retrofit
09268W	Hwy 61 SB Conn to Hwy 2W WB	I-405	3.24	Multnomah	1	Rehab+
08958G	Ivy St Conn to Hwy 61 SB over Hwy1 (E Fremont Int)	I-405	3.29	Multnomah	1	Retrofit
02529	Willamette River, Hwy 61 (Fremont)	I-405	3.32	Multnomah	1	Retrofit
08958	Hwy 61 over City Streets (E Fremont Approach)	I-405	3.58	Multnomah	1	Retrofit
08958B	Hwy 61 over City Strs & RR (E Fremont Bridge Appr)	I-405	3.72	Multnomah	1	Rehab+
08958D	Hwy 61 NB to Hwy 1 SB over Strs (E Fremont Intchg)	I-405	3.77	Multnomah	1	Retrofit
08958H	Hwy61 NB Conn to Hwy1 NB over Hwy1 (E Fremont Int)	I-405	3.88	Multnomah	1	Rehab+

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
08958I	Hwy1 SB Conn to Hwy61 SB over Conn (E Fremont Int)	I-405	3.88	Multnomah	1	Retrofit
08958F	Hwy 61 NB Conn (Kerby) over Hwy 1 (E Fremont Int)	I-405	3.89	Multnomah	1	Retrofit
02254A	Willamette River, Hwy 1 (Boone Bridge)	I-5	283.11	Clackamas	1	Retrofit
09743C	Hwy 1 NB Conn to Hwy 64 NB over Hwy 1 SB Conn	I-5	288.48	Washington	1	Retrofit
09743	Hwy 1 NB over Hwy 1 SB Conn to Hwy 64 NB	I-5	288.51	Washington	1	Retrofit
09743A	Hwy 1 SB over Hwy 1 SB Conn to Hwy 64 NB	I-5	288.51	Washington	1	Retrofit
07494B	Beaver Dam Creek (Nyberg Creek), Hwy 1 SB	I-5	289.38	Washington	1	Reconstruct
07494C	Beaver Dam Creek (Nyberg Creek), Hwy 1 NB	I-5	289.38	Washington	1	Reconstruct
08882	Hwy 1 over N Columbia Blvd & UPRR	I-5	305.92	Multnomah	1	Retrofit
08883	Columbia Slough & Hwy 1 Conn, Hwy 1	I-5	306.27	Multnomah	1	Retrofit
09316A	Hwy 1 over N Victory Blvd	I-5	306.70	Multnomah	1	Retrofit
16526	Oregon Slough & N Jantzen Dr, Hwy 1 & 120	I-5	307.59	Multnomah	1	Retrofit
13514F	Hwy 2 WB over Hwy 2 WB Conns to Hwy 64	I-84	6.94	Multnomah	1	Retrofit
07043A	Hwy 2 over NE 122nd Ave	I-84	10.08	Multnomah	1	Retrofit
07044A	Hwy 2 over NE 148th Ave	I-84	11.43	Multnomah	1	Retrofit
07088A	Hwy 2 over NE 162nd Ave	I-84	12.13	Multnomah	1	Retrofit
07089A	Hwy 2 over NE 181st Ave	I-84	13.03	Multnomah	1	Rehab+
06945	Hwy 2 EB over Conn #2 (Jordan Rd)	I-84	17.82	Multnomah	1	Reconstruct
06945A	Hwy 2 WB over Conn #2 (Jordan Rd)	I-84	17.82	Multnomah	1	Reconstruct
02176	Hwy 2 WB over Hwy 100 & UPRR (Dodson)	I-84	35.12	Multnomah	1	Reconstruct
02176A	Hwy 2 EB over Hwy 100 & UPRR (Dodson)	I-84	35.12	Multnomah	1	Rehab+
08692	Hwy 2 over Conn to Warrendale	I-84	37.12	Multnomah	1	Retrofit
02193B	McCord Creek, Hwy 2 EB	I-84	37.83	Multnomah	1	Retrofit
02194A	Moffett Creek, Hwy 2 WB	I-84	38.98	Multnomah	1	Reconstruct
02062A	Tanner Creek, Hwy 2 WB	I-84	40.14	Multnomah	1	Rehab+
02062B	Tanner Creek, Hwy 2 EB	I-84	40.14	Multnomah	1	Retrofit
06924	Hwy 2 over Bonneville Dam Conn	I-84	40.27	Multnomah	1	Retrofit

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
09382	Eagle Creek Viaduct, Hwy 2 WB	I-84	41.31	Multnomah	1	Rehab+
02063	Eagle Creek, Hwy 2 EB	I-84	41.55	Multnomah	1	Rehab+
09377	Ruckel Creek & UPRR, Hwy 2	I-84	41.96	Multnomah	1	Rehab+
08609	Hwy 2 over Hwy 100 EB	I-84	43.66	Hood River	1	Retrofit
08610	Hwy 2 EB over Moody St (Cascade Locks)	I-84	43.93	Hood River	1	Retrofit
08610W	Hwy 2 WB over Moody St (Cascade Locks)	I-84	43.93	Hood River	1	Retrofit
08611	Hwy 2 EB over Hazel St (Cascade Locks)	I-84	44.40	Hood River	1	Retrofit
08611W	Hwy 2 WB over Hazel St (Cascade Locks)	I-84	44.40	Hood River	1	Retrofit
07403A	Herman Creek, Hwy 2	I-84	46.10	Hood River	1	Retrofit
08623	Hwy 2 over Herman Creek Conn	I-84	47.31	Hood River	1	Retrofit
08604	Hwy 2 over Conn (Wyeth Intchg)	I-84	50.99	Hood River	1	Retrofit
08534	Hwy 2 over Conn Viento Intchg	I-84	56.04	Hood River	1	Retrofit
07496	Hwy 2 WB overJaymar Rd (Westcliff Dr)	I-84	63.02	Hood River	1	Retrofit
07496A	Hwy 2 EB over Jaymar Rd (Westcliff Dr)	I-84	63.02	Hood River	1	Retrofit
02443	Hwy 2 WB over UPRR	I-84	63.41	Hood River	1	Rehab+
08662	Hwy 2 EB over UPRR	I-84	63.41	Hood River	1	Retrofit
02444	Hood River, Hwy 2 EB	I-84	64.15	Hood River	1	Rehab+
02444A	Hood River, Hwy 2 WB	I-84	64.15	Hood River	1	Retrofit
09519	Hwy 1W over Hwy 144	OR99W	8.65	Washington	1	Retrofit
02532	Hwy 1W over PNWR (Tigard)	OR99W	9.21	Washington	1	Reconstruct
02533	Fanno Creek, Hwy 1W	OR99W	9.37	Washington	1	Reconstruct
01417N	Tualatin River, Hwy 1W NB	OR99W	12.18	Washington	1	Rehab+
01417S	Tualatin River, Hwy 1W SB	OR99W	12.20	Washington	1	Reconstruct
01578	Rock Creek, OR 99W SB (Onion Flat)	OR99W	13.82	Washington	1	Reconstruct
01578A	Rock Creek, OR 99W NB (Onion Flat)	OR99W	13.83	Washington	1	Retrofit
09268B	Hwy 2W EB Conn to Hwy 61 SB	U.S. 30	1.24	Multnomah	1	Rehab+
09268A	NB Hwy 61 Conn to Hwy 2W WB	U.S. 30	1.26	Multnomah	1	Rehab+

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
09268E	Hwy 2W EB Conn to Hwy 61 NB	U.S. 30	1.46	Multnomah	1	Rehab+
01740	McCarty Creek, Hwy 2W	U.S. 30	13.19	Multnomah	1	Retrofit
07861A	Martin Creek, Hwy 1 NB	I-5	169.58	Lane	2	Retrofit
07865A	Hwy 1 over Taylor Ave	I-5	173.40	Lane	2	Rehab+
07864A	Hwy 1 over 16th Street (Landess Rd)	I-5	173.84	Lane	2	Retrofit
07830	Hwy 1 SB over OP&ERR (Abandoned)	I-5	174.41	Lane	2	Retrofit
07830A	Hwy 1 NB over OP&ERR (Abandoned)	I-5	174.41	Lane	2	Retrofit
07833A	Hwy 1 SB over Row River Rd (Cottage Grove)	I-5	174.74	Lane	2	Retrofit
07833B	Hwy 1 NB over Row River Rd (Cottage Grove)	I-5	174.74	Lane	2	Retrofit
07828A	Creek, Hwy 1 NB at MP 175.84	I-5	175.84	Lane	2	Rehab+
07828B	Creek, Hwy 1 SB at MP 175.84	I-5	175.84	Lane	2	Retrofit
07793A	Brown Creek, Hwy 1 NB	I-5	177.89	Lane	2	Retrofit
07743B	Tunnel Mill Race, Hwy 1 NB	I-5	180.49	Lane	2	Retrofit
07740A	Hill Creek, Hwy 1 SB	I-5	182.63	Lane	2	Retrofit
07740C	Hill Creek Hwy 001KR NB at MP 182.63	I-5	182.63	Lane	2	Retrofit
07738A	Old Lane Creek (Hill Slough), Hwy 1 SB	I-5	183.04	Lane	2	Retrofit
07738D	Old Lane Creek (Hill Slough), Hwy 1 NB	I-5	183.04	Lane	2	Retrofit
07736A	Camas Swale, Hwy 1 NB	I-5	185.46	Lane	2	Retrofit
08870	Hwy 1 over Hwy 225 Conn (McVay Access)	I-5	190.76	Lane	2	Retrofit
08180N	McKenzie Oflow, Hwy 1 NB at MP 196.19	I-5	196.19	Lane	2	Retrofit
08180S	McKenzie Oflow, Hwy 1 SB at MP 196.19	I-5	196.19	Lane	2	Rehab+
08178N	McKenzie Oflow, Hwy 1 NB at MP 196.69	I-5	196.69	Lane	2	Retrofit
08178S	McKenzie Oflow, Hwy 1 SB at MP 196.69	I-5	196.69	Lane	2	Retrofit
08171N	Muddy Creek, Hwy 1 NB	I-5	200.50	Lane	2	Retrofit
08171S	Muddy Creek, Hwy 1 SB	I-5	200.50	Lane	2	Retrofit
08251N	Small Creek, Hwy 1 NB at MP 205.34	I-5	205.34	Linn	2	Retrofit
08251S	Small Creek, Hwy 1 SB at MP 205.34	I-5	205.34	Linn	2	Retrofit

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
08246N	Muddy Creek, Hwy 1 NB	I-5	210.39	Linn	2	Retrofit
08246S	Muddy Creek, Hwy 1 SB	I-5	210.39	Linn	2	Rehab+
08245N	Little Muddy Creek, Hwy 1 NB	I-5	210.92	Linn	2	Retrofit
08245S	Little Muddy Creek, Hwy 1 SB	I-5	210.92	Linn	2	Retrofit
08241N	Courtney Creek, Hwy 1 NB	I-5	216.97	Linn	2	Retrofit
08241S	Courtney Creek, Hwy 1 SB	I-5	216.97	Linn	2	Retrofit
08240N	Courtney Creek Oflow, Hwy 1 NB	I-5	217.20	Linn	2	Retrofit
08240S	Courtney Creek Oflow, Hwy 1 SB	I-5	217.20	Linn	2	Retrofit
08239N	Sodom Ditch Oflow, Hwy 1 NB	I-5	217.39	Linn	2	Retrofit
08239S	Sodom Ditch Oflow, Hwy 1 SB	I-5	217.39	Linn	2	Retrofit
08238N	Calapooia Oflow, Hwy 1 NB at MP 217.85	I-5	217.85	Linn	2	Retrofit
08238S	Calapooia Oflow, Hwy 1 SB at MP 217.85	I-5	217.85	Linn	2	Retrofit
08236N	Calapooia River, Hwy 1 NB	I-5	218.79	Linn	2	Rehab+
08236S	Calapooia River, Hwy 1 SB	I-5	218.79	Linn	2	Rehab+
08235N	Calapooia Oflow, Hwy 1 NB at MP 220.04	I-5	220.04	Linn	2	Rehab+
08235S	Calapooia Oflow, Hwy 1 SB at MP 220.04	I-5	220.04	Linn	2	Rehab+
08234N	Sodom Ditch Oflow, Hwy 1 NB	I-5	220.37	Linn	2	Rehab+
08234S	Sodom Ditch Oflow, Hwy 1 SB	I-5	220.37	Linn	2	Rehab+
08232N	Butte Creek, Hwy 1 NB	I-5	222.42	Linn	2	Rehab+
08232S	Butte Creek, Hwy 1 SB	I-5	222.42	Linn	2	Rehab+
08227N	Oak Creek, Hwy 1 NB	I-5	230.48	Linn	2	Rehab+
08227S	Oak Creek, Hwy 1 SB	I-5	230.48	Linn	2	Rehab+
08226N	Hwy 1 NB over AERC (Tallman Branch)	I-5	230.86	Linn	2	Rehab+
08226S	Hwy 1 SB over AERC (Tallman Branch)	I-5	230.86	Linn	2	Rehab+
08225N	Albany Ditch, Hwy 1 NB	I-5	231.55	Linn	2	Retrofit
08225S	Albany Ditch, Hwy 1 SB	I-5	231.55	Linn	2	Retrofit
08222N	Cox Creek, Hwy 1 NB	I-5	233.65	Linn	2	Rehab+

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
08222S	Cox Creek, Hwy 1 SB	I-5	233.65	Linn	2	Rehab+
08221B	Hwy 1 NB over Hwy 58 NB (North Albany Intchg)	I-5	234.16	Linn	2	Rehab+
08221D	Hwy 1 SB over Hwy 58 NB (North Albany Intchg)	I-5	234.16	Linn	2	Retrofit
08221A	Hwy 1 NB over Knox Butte Rd (North Albany Intchg)	I-5	234.23	Linn	2	Rehab+
08221C	Hwy 1 SB over Knox Butte Rd (North Albany Intchg)	I-5	234.23	Linn	2	Rehab+
08218A	Hwy 1 NB over Murder Creek Rd	I-5	235.67	Linn	2	Rehab+
08218B	Hwy 1 SB over Murder Creek Rd	I-5	235.67	Linn	2	Rehab+
08217	Murder Creek, Hwy 1 SB	I-5	235.71	Linn	2	Retrofit
08124	Santiam Oflow No 4, Hwy 1 SB at MP 240.42	I-5	240.42	Linn	2	Rehab+
08123D	Santiam River, Hwy 1 SB	I-5	240.66	Marion/Linn	2	Retrofit
08122	Santiam Oflow No 3, Hwy 1 SB at MP 241.12	I-5	241.12	Marion	2	Rehab+
17352	Santiam Oflow No 3, Hwy 1 NB at MP 241.12	I-5	241.12	Marion	2	Rehab+
08121	Santiam Oflow No 2, Hwy 1 SB at MP 241.35	I-5	241.35	Marion	2	Rehab+
17351	Santiam Oflow No 2, Hwy 1 NB at MP 241.35	I-5	241.35	Marion	2	Rehab+
16161	Hwy 1 NB over Hwy 1E NB (Commercial St SE)	I-5	249.35	Marion	2	Retrofit
07524B	Hwy 1 SB over Hwy 1E NB (Commercial St SE)	I-5	249.38	Marion	2	Rehab+
07854C	Hwy 1 over UPRR Main Line	I-5	259.10	Marion	2	Rehab+
07855C	Hwy 1 NB over Hwy 72 NB	I-5	259.95	Marion	2	Retrofit
07855D	Hwy 1 SB over Hwy 72 NB	I-5	259.95	Marion	2	Retrofit
16086	Labish Bottom, Hwy 1 NB	I-5	261.12	Marion	2	Retrofit
16086A	Labish Bottom, Hwy 1 SB	I-5	261.12	Marion	2	Retrofit
07799A	Hwy 1 NB over Fellers Road NE	I-5	276.40	Marion	2	Retrofit
07799B	Hwy 1 SB over Fellers Road NE	I-5	276.40	Marion	2	Retrofit
07796A	Hwy 1 NB over Ehlen Road NE	I-5	278.67	Marion	2	Retrofit
07796B	Hwy 1 SB over Ehlen Road NE	I-5	278.67	Marion	2	Retrofit
07795A	Hwy 1 NB over Arndt Road NE	I-5	280.67	Marion	2	Retrofit
07795B	Hwy 1 SB over Arndt Road NE	I-5	280.67	Marion	2	Retrofit

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
13491	Hwy 39 over Hwy 9	OR18	0.04	Lincoln	2	Retrofit
04190	Bear Creek, Hwy 39	OR18	3.96	Lincoln	2	Reconstruct
01211A	Slick Rock Creek, Hwy 39	OR18	5.34	Lincoln	2	Reconstruct
04192	Salmon River, Hwy 39	OR18	6.23	Lincoln	2	Reconstruct
04573	Rogue River, Hwy 39	OR18	18.78	Polk	2	Reconstruct
01612A	South Yamhill River, Hwy 39 at MP 21.55	OR18	21.55	Polk	2	Reconstruct
00745	South Yamhill River, Hwy 39 at MP 23.77	OR18	23.77	Polk	2	Reconstruct
08320	South Yamhill River & Hwy 157, Hwy 39 at MP 27.17	OR18	27.17	Polk	2	Rehab+
08321	Hwy 39 over Hwy 30	OR18	27.28	Polk	2	Rehab+
0M022	Culvert, Hwy 39 at MP 28.38	OR18	28.38	Polk	2	Retrofit
08060	Mill Creek, Hwy 39	OR18	30.38	Yamhill	2	Rehab+
08063	South Yamhill River, Hwy 39 at MP 33.64	OR18	33.64	Yamhill	2	Rehab+
08064	Hwy 39 over Hwy 157 EB	OR18	33.82	Yamhill	2	Rehab+
03114	Deer Creek, Hwy 39	OR18	36.06	Yamhill	2	Reconstruct
02404A	Muddy Creek, Hwy 39	OR18	37.98	Yamhill	2	Retrofit
08950	Hwy 39 EB Conn to Hwy 1W over Hwy 39 WB	OR18	44.06	Yamhill	2	Rehab+
08688	Hwy 39 over WPRR	OR18	44.79	Yamhill	2	Retrofit
08490	South Yamhill River, Hwy 39 at MP 45.63	OR18	45.63	Yamhill	2	Rehab+
08492	Yamhill River Oflow, Hwy 39	OR18	45.76	Yamhill	2	Rehab+
08013	Hwy 39 over Hwy 150	OR18	51.38	Yamhill	2	Retrofit
08003	Yamhill River, Hwy 39 (Dayton)	OR18	51.57	Yamhill	2	Rehab+
08951	Hwy 483 McMinnville Spur over Hwy 39	OR483	46.35	Yamhill	2	Rehab+
02054A	Chehalem Creek, Hwy 1W	OR99W	24.29	Yamhill	2	Retrofit
07224	Drainage Ditch, Hwy 9 at MP 66.36	U.S. 101	66.36	Tillamook	2	Reconstruct
07147	Trask River, Hwy 9	U.S. 101	67.98	Tillamook	2	Reconstruct
04642A	South Prairie Creek, Hwy 9	U.S. 101	68.45	Tillamook	2	Reconstruct
04643A	Anderson Creek, Hwy 9	U.S. 101	68.67	Tillamook	2	Reconstruct

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
07181	Fawcett Creek, Hwy 9	U.S. 101	71.18	Tillamook	2	Reconstruct
00877	Simmons Creek, Hwy 9	U.S. 101	71.85	Tillamook	2	Retrofit
04654	Beaver Creek, Hwy 9 at MP 79.61	U.S. 101	79.61	Tillamook	2	Reconstruct
02762	Beaver Creek, Hwy 9 at MP 80.32	U.S. 101	80.32	Tillamook	2	Reconstruct
00555B	Big Nestucca River, Hwy 9 (Condor)	U.S. 101	84.08	Tillamook	2	Retrofit
04660A	Three Rivers, Hwy 9	U.S. 101	85.01	Tillamook	2	Reconstruct
00870	Clear Creek, Hwy 9	U.S. 101	88.68	Tillamook	2	Reconstruct
02508A	Little Nestucca River, Hwy 9	U.S. 101	91.79	Tillamook	2	Retrofit
13490	Neskowin Creek, Hwy 9	U.S. 101	98.94	Tillamook	2	Retrofit
09463	Salmon River, Hwy 9	U.S. 101	104.70	Lincoln	2	Retrofit
00922A	Devils Lake Outlet, Hwy 9 (D River)	U.S. 101	114.88	Lincoln	2	Reconstruct
00924A	Schooner Creek, Hwy 9	U.S. 101	118.17	Lincoln	2	Reconstruct
00925A	Drift Creek, Hwy 9	U.S. 101	119.27	Lincoln	2	Reconstruct
09906	Siletz River, Hwy 9	U.S. 101	120.16	Lincoln	2	Retrofit
04141A	Sijota Creek & Golf Access, Hwy 9	U.S. 101	121.61	Lincoln	2	Retrofit
04143A	Fogarty Creek, Hwy 9	U.S. 101	125.19	Lincoln	2	Rehab+
02459	Depoe Bay, Hwy 9	U.S. 101	127.61	Lincoln	2	Reconstruct
00982	Siltcoos River, Hwy 9	U.S. 101	196.93	Lane	2	Reconstruct
02670A	South Fork Scappoose River, Hwy 2W	U.S. 30	21.48	Columbia	2	Retrofit
00338A	Tide Creek, Hwy 2W	U.S. 30	36.47	Columbia	2	Retrofit
00191A	Goble Creek, Hwy 2W	U.S. 30	40.74	Columbia	2	Rehab+
00146A	Beaver Creek, Hwy 2W	U.S. 30	53.05	Columbia	2	Retrofit
07722	Lost Creek, Hwy 2W	U.S. 30	55.29	Columbia	2	Retrofit
07715	Hwy 2W over Swedetown County Rd	U.S. 30	60.82	Columbia	2	Rehab+
07519	Clatskanie River, Hwy 2W	U.S. 30	61.21	Columbia	2	Rehab+
00185A	Plympton Creek, Hwy 2W	U.S. 30	70.71	Clatsop	2	Retrofit
09598	Hwy 2W Conn over Hwy 2W (Wauna Intchg)	U.S. 30	72.75	Clatsop	2	Rehab+

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
00921	Gnat Creek, Hwy 2W	U.S. 30	77.25	Clatsop	2	Reconstruct
07417	Big Creek, Hwy 2W	U.S. 30	82.52	Clatsop	2	Retrofit
09546	Ferris Creek, Hwy 2W	U.S. 30	85.27	Clatsop	2	Retrofit
09544	Bear Creek, Hwy 2W	U.S. 30	86.21	Clatsop	2	Retrofit
09543	Marys Creek, Hwy 2W	U.S. 30	86.43	Clatsop	2	Retrofit
01827B	John Day River, Hwy 2W	U.S. 30	92.50	Clatsop	2	Rehab+
09260A	Hwy 1 over Hwy 273 at MP 4.63	I-5	4.63	Jackson	3	Rehab+
09259	Hwy 1 SB over Hwy 273	I-5	5.32	Jackson	3	Rehab+
09259A	Hwy 1 NB over Hwy 273	I-5	5.36	Jackson	3	Rehab+
08746N	Hwy 1 NB over Crowson Rd	I-5	13.29	Jackson	3	Retrofit
08746S	Hwy 1 SB over Crowson Rd	I-5	13.29	Jackson	3	Rehab+
08891N	Bear Creek, Hwy 1 NB at MP 22.42	I-5	22.42	Jackson	3	Retrofit
08891S	Bear Creek, Hwy 1 SB at MP 22.42	I-5	22.42	Jackson	3	Retrofit
08890N	Bear Creek, Hwy 1 NB at MP 23.07	I-5	23.07	Jackson	3	Retrofit
08890S	Bear Creek, Hwy 1 SB at MP 23.07	I-5	23.07	Jackson	3	Retrofit
08851	Hwy 1 over McAndrews Rd	I-5	29.64	Jackson	3	Retrofit
08771N	Bear Creek, Hwy 1 NB at MP 30.69	I-5	30.69	Jackson	3	Retrofit
08771S	Bear Creek, Hwy 1 SB at MP 30.69	I-5	30.69	Jackson	3	Retrofit
0M220	Griffin Creek, Hwy 1	I-5	34.28	Jackson	3	Retrofit
0M221	Jackson Creek, Hwy 1	I-5	35.24	Jackson	3	Retrofit
08383N	Hwy 1 NB over Hwy 60	I-5	45.47	Jackson	3	Rehab+
08383S	Hwy 1 SB over Hwy 60	I-5	45.47	Jackson	3	Rehab+
08381N	Rogue River, Hwy 1 NB (Homestead)	I-5	45.61	Jackson	3	Rehab+
08381S	Rogue River, Hwy 1 SB (Homestead)	I-5	45.61	Jackson	3	Rehab+
08378	Ward Creek, Hwy 1	I-5	48.71	Jackson	3	Retrofit
08377	Hwy 1 over Depot St	I-5	48.82	Jackson	3	Rehab+
08376	Evans Creek, Hwy 1	I-5	49.07	Jackson	3	Rehab+

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
08375	Creek & County Rd + CORP, Hwy 1 at MP 49.46	I-5	49.46	Jackson	3	Rehab+
08338	Hwy 1 over Hillcrest Dr	I-5	57.50	Josephine	3	Rehab+
08501	Hwy 1 over Hwy 25 NB	I-5	58.06	Josephine	3	Retrofit
08500	Hwy 1 over Scoville Rd	I-5	58.18	Josephine	3	Retrofit
08094N	Jumpoff Joe Creek, Hwy 1 NB	I-5	65.74	Josephine	3	Retrofit
08094S	Jumpoff Joe Creek, Hwy 1 SB	I-5	65.74	Josephine	3	Retrofit
08093B	Monument Dr. (Jumpoff Joe Conn) Over Hwy 001	I-5	66.22	Josephine	3	Rehab+
09439	Hwy 1 NB & Conn over Sunny Valley Rd	I-5	71.39	Josephine	3	Retrofit
09440A	Hwy 1 SB over Leland Rd	I-5	71.93	Josephine	3	Retrofit
09339	Hwy 1 over S Wolf Creek Conn	I-5	76.03	Josephine	3	Retrofit
09337	Hwy 1 over N Wolf Creek Conn	I-5	76.60	Josephine	3	Retrofit
06784	Swamp Creek, Hwy 1	I-5	82.34	Douglas	3	Retrofit
06785	Woodford Creek, Hwy 1	I-5	83.08	Douglas	3	Retrofit
07324	Hwy 1 over First St (Canyonville)	I-5	98.51	Douglas	3	Retrofit
07952A	Hwy 1 SB over CORP (Weaver)	I-5	107.52	Douglas	3	Rehab+
07950	Hwy 1 over Myrtle Creek Conn (Myrtle Creek Intchg)	I-5	108.31	Douglas	3	Retrofit
07841A	S Umpqua R & CORP & Cnty Rd, Hwy1 SB (Booth Ranch)	I-5	112.57	Douglas	3	Retrofit
07839	Hwy 1 SB over Clarks Branch Rd Conn #2	I-5	113.44	Douglas	3	Rehab+
07839A	Hwy 1 NB over Clarks Branch Rd Conn #2	I-5	113.44	Douglas	3	Retrofit
07804N	Hwy 1 over Speedway Rd	I-5	120.03	Douglas	3	Retrofit
07670A	Hwy 1 over Portland Ave (Fairgrounds Intchg)	I-5	123.01	Douglas	3	Rehab+
07669A	Hwy 1 & Conn over Harvard Ave	I-5	124.15	Douglas	3	Retrofit
07668A	Hwy 1 over Bellows St	I-5	124.22	Douglas	3	Rehab+
07668B	Hwy 1 Conn over Bellows St	I-5	124.24	Douglas	3	Retrofit
07663A	N Umpqua R & CORP & Co Rd, Hwy 1 SB (Winchester)	I-5	128.92	Douglas	3	Retrofit
07663C	N Umpqua R & CORP & Co Rd, Hwy 1 NB (Winchester)	I-5	128.92	Douglas	3	Rehab+
07629A	Hwy 1 SB over Wilbur-Umpqua Rd	I-5	132.00	Douglas	3	Retrofit

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
07718	Culvert, Hwy 1 at MP 132.28	I-5	132.28	Douglas	3	Retrofit
07627A	Hwy 1 SB over Rogers Rd Conn	I-5	133.25	Douglas	3	Retrofit
07627B	Hwy 1 NB over Rogers Rd Conn	I-5	133.25	Douglas	3	Retrofit
07644A	Hwy 1 over Rice Hill Frtg Rd	I-5	148.21	Douglas	3	Rehab+
07641	Yoncalla Creek, Hwy 1 Conn	I-5	149.71	Douglas	3	Retrofit
07640	Hwy 1 NB over CORP (Yoncalla)	I-5	150.76	Douglas	3	Retrofit
07640A	Hwy 1 SB over CORP (Yoncalla)	I-5	150.79	Douglas	3	Retrofit
07567A	Elk Creek, Hwy 1 SB	I-5	156.03	Douglas	3	Rehab+
07567B	Elk Creek, Hwy 1 NB	I-5	156.03	Douglas	3	Rehab+
07572A	Curtis Creek, Hwy 001 SB at MP 156.49	I-5	156.49	Douglas	3	Retrofit
07594A	Hwy 1 over Scotts Valley Conn	I-5	159.28	Douglas	3	Retrofit
07569A	Hwy 1 over Buck Creek Rd	I-5	162.06	Douglas	3	Retrofit
01683	Koepke Slough, Hwy 45	OR38	4.11	Douglas	3	Reconstruct
01685A	Dean Creek, Hwy 45	OR38	5.76	Douglas	3	Retrofit
01688A	Mill Creek, Hwy 45	OR38	13.24	Douglas	3	Retrofit
01697	Paradise Creek, Hwy 45	OR38	28.28	Douglas	3	Reconstruct
07471B	Pass Creek, Hwy 45	OR38	56.45	Douglas	3	Retrofit
01602	Tahkenitch Creek, Hwy 9	U.S. 101	202.72	Douglas	3	Reconstruct
01822	Umpqua River & McIntosh Slough, Hwy 9	U.S. 101	211.11	Douglas	3	Rehab+
00983	Scholfield Creek, Hwy 9	U.S. 101	212.27	Douglas	3	Rehab+
09559	Hwy 9 over Ranch Rd	U.S. 101	213.23	Douglas	3	Retrofit
00949A	Tenmile Creek & CBRL, Hwy 9 & Frtg Rd (Lakeside)	U.S. 101	223.21	Coos	3	Retrofit
07493	North Slough, Hwy 9	U.S. 101	229.43	Coos	3	Retrofit
01950	Hwy 9 over CBRL (North Bend)	U.S. 101	234.76	Coos	3	Reconstruct
02478C	Coalbank Slough, Hwy 9	U.S. 101	239.20	Coos	3	Retrofit
03166B	Shinglehouse Slough, Hwy 9 SB	U.S. 101	241.81	Coos	3	Retrofit
06514A	Shinglehouse Slough, Hwy 9 NB	U.S. 101	241.81	Coos	3	Retrofit

BRIDGE NO.	BRIDGE NAME	ROUTE	MILE POINT	COUNTY	ODOT REGION	NEEDS
07392	Rock Creek, Hwy 2	I-84	69.62	Wasco	4	Rehab+
07552A	Hwy 2 over Rowena Conn	I-84	76.64	Wasco	4	Rehab+
08775	Hwy 2 over Hwy 292 at MP 84.15	I-84	84.15	Wasco	4	Retrofit
08603	Hwy 2 EB over UPRR	I-84	84.28	Wasco	4	Retrofit
08603W	Hwy 2 WB over UPRR	I-84	84.28	Wasco	4	Retrofit
08924	Hwy 2 WB over UPRR (Big Eddy WB)	I-84	89.89	Wasco	4	Retrofit
08923	Hwy 2 over UPRR (WB Celilo)	I-84	95.76	Wasco	4	Retrofit
08933	Hwy 2 over UPRR (W Celilo Junction)	I-84	96.04	Wasco	4	Rehab+
08934	Hwy 2 over Hwy 301	I-84	97.14	Wasco	4	Retrofit
08831	Hwy 2 over UPRR	I-84	97.45	Wasco	4	Retrofit
00332C	Deschutes River, Hwy 2	I-84	99.85	Wasco	4	Retrofit
01750B	Fulton Canyon, Hwy 2 EB	I-84	101.68	Sherman	4	Retrofit
W1750B	Fulton Canyon, Hwy 2 WB	I-84	101.68	Sherman	4	Retrofit
02133A	Spanish Hollow Creek, Hwy 2	I-84	104.76	Sherman	4	Retrofit
00849A	Columbia River, Hwy 42 (Biggs Rapids, Sam Hill)	U.S. 97	-0.43	Sherman	4	Rehab+

Table H-5. High-Priority Phase 1 and 2 Seismic Landslide Locations

ROUTE	BEGIN MP	END MP	MID MP	COUNTY	ODOT REGION	NEED TYPE
I-5	294.17	294.18	294.18	Multnomah	1	Fill Failure Below
I-5			297.55	Multnomah	1	Landslide Above
I-5			298.50	Multnomah	1	Landslide Below
I-5	298.44	298.60	298.52	Multnomah	1	Landslide Above
I-84	30.06	30.08	30.07	Multnomah	1	Fill Failure Below
I-84	32.36	32.37	32.37	Multnomah	1	Fill Failure Below
I-84	37.66	37.79	37.72	Multnomah	1	Rockfall Above
I-84	38.49	38.53	38.51	Multnomah	1	Fill Failure Below
I-84	47.90	48.10	48.00	Hood River	1	Landslide Below
U.S. 30	11.90	11.92	11.91	Multnomah	1	Fill Failure Below
U.S. 30	17.92	17.94	17.93	Multnomah	1	Fill Failure Below
U.S. 30	18.16	18.20	18.18	Multnomah	1	Fill Failure Below
OR 18	13.60	13.74	13.67	Tillamook	2	Fill Failure Below
OR 18	14.25	14.28	14.26	Tillamook	2	Landslide Below
OR 18	17.20	17.28	17.24	Polk	2	Fill Failure Below
OR 58			23.36	Lane	2	Rockfall Above
OR 58			25.95	Lane	2	Landslide Below
OR 58			44.30	Lane	2	Landslide Below
OR 58			44.70	Lane	2	Landslide Below
OR 58			56.00	Lane	2	Rockfall Above
U.S. 101	69.61	69.63	69.62	Tillamook	2	Landslide Below
U.S. 101	81.05	81.06	81.06	Tillamook	2	Fill Failure Below
U.S. 101	83.20	83.24	83.22	Tillamook	2	Landslide Above
U.S. 101	87.83	87.91	87.87	Tillamook	2	Fill Failure Below
U.S. 101	99.52	99.56	99.54	Tillamook	2	Fill Failure Below
U.S. 101	102.19	102.20	102.20	Tillamook	2	Fill Failure Below

ROUTE	BEGIN MP	END MP	MID MP	COUNTY	ODOT REGION	NEED TYPE
U.S. 101	102.91	102.93	102.92	Lincoln	2	Landslide Above
U.S. 101	133.07	133.27	133.17	Lincoln	2	Landslide Both
U.S. 101	133.53	133.57	133.55	Lincoln	2	Landslide Both
U.S. 101	134.88	134.89	134.88	Lincoln	2	Landslide Below
U.S. 101	135.26	135.30	135.28	Lincoln	2	Landslide Below
U.S. 101	135.35	135.39	135.37	Lincoln	2	Landslide Below
U.S. 101	135.80	136.26	136.03	Lincoln	2	Landslide Both
U.S. 101	136.04	136.26	136.15	Lincoln	2	Landslide Both
U.S. 101	191.29	191.35	191.32	Lane	2	Landslide Below
U.S. 101	197.27	197.29	197.28	Lane	2	Fill Failure Below
U.S. 101	198.53	198.57	198.55	Lane	2	Fill Failure Below
U.S. 30	36.20	36.22	36.21	Columbia	2	Fill Failure Both
U.S. 30	37.01	37.15	37.09	Columbia	2	Fill Failure Below
U.S. 30	41.39	41.47	41.43	Columbia	2	Rockfall Above
U.S. 30	44.13	44.17	44.15	Columbia	2	Fill Failure Below
U.S. 30	46.01	46.07	46.04	Columbia	2	Fill Failure Below
U.S. 30	46.49	46.59	46.54	Columbia	2	Rockfall Above
U.S. 30	46.72	46.76	46.74	Columbia	2	Fill Failure Below
U.S. 30	60.25	60.31	60.28	Columbia	2	Fill Failure Both
U.S. 30	63.09	63.25	63.17	Columbia	2	Rockfall Above
U.S. 30	69.25	69.29	69.27	Columbia	2	Landslide Above
U.S. 30	81.04	81.14	81.09	Clatsop	2	Fill Failure Below
U.S. 30	87.63	87.73	87.68	Clatsop	2	Fill Failure Below
U.S. 30	88.49	88.53	88.51	Clatsop	2	Fill Failure Below
U.S. 30	88.97	89.03	89.00	Clatsop	2	Landslide Both
U.S. 30	91.65	91.79	91.72	Clatsop	2	Fill Failure Below
U.S. 30	93.46	93.52	93.49	Clatsop	2	Fill Failure Below

ROUTE	BEGIN MP	END MP	MID MP	COUNTY	ODOT REGION	NEED TYPE
U.S. 30	94.11	94.15	94.13	Clatsop	2	Fill Failure Below
U.S. 30	94.17	94.25	94.21	Clatsop	2	Landslide Below
U.S. 30	94.31	94.39	94.35	Clatsop	2	Landslide Below
U.S. 30	94.57	94.59	94.58	Clatsop	2	Landslide Below
U.S. 30	95.58	95.60	95.59	Clatsop	2	Landslide Below
U.S. 30	95.67	95.71	95.69	Clatsop	2	Landslide Below
U.S. 30	96.91	96.95	96.93	Clatsop	2	Landslide Below
I-5			4.00	Jackson	3	Rockfall Above
I-5			7.00	Jackson	3	Rockfall Above
I-5			9.50	Jackson	3	Landslide Below
I-5			9.50	Jackson	3	Rockfall Above
I-5	112.84	112.88	112.86	Douglas	3	Landslide Above
I-5	140.59	140.61	140.60	Douglas	3	Landslide Below
I-5	141.12	141.13	141.12	Douglas	3	Fill Failure Below
I-5	141.65	141.74	141.70	Douglas	3	Landslide Below
I-5	142.65	142.81	142.73	Douglas	3	Landslide Above
I-5	161.16	161.22	161.19	Douglas	3	Rockfall Above
OR 38	1.32	1.35	1.34	Douglas	3	Fill Failure Below
OR 38	1.53	1.55	1.54	Douglas	3	Fill Failure Below
OR 38	2.33	2.35	2.34	Douglas	3	Fill Failure Below
OR 38	2.47	2.53	2.50	Douglas	3	Fill Failure Below
OR 38	3.67	3.68	3.68	Douglas	3	Fill Failure Below
OR 38	4.06	4.07	4.07	Douglas	3	Fill Failure Below
OR 38	4.09	4.10	4.10	Douglas	3	Fill Failure Below
OR 38	4.12	4.13	4.13	Douglas	3	Fill Failure Below
OR 38	17.83	18.37	18.10	Douglas	3	Landslide Above
OR 38	19.32	19.33	19.33	Douglas	3	Fill Failure Below

ROUTE	BEGIN MP	END MP	MID MP	COUNTY	ODOT REGION	NEED TYPE
OR 38	26.93	26.97	26.95	Douglas	3	Rockfall Above
OR 38	27.80	27.82	27.81	Douglas	3	Fill Failure Below
OR 38	31.16	31.20	31.18	Douglas	3	Fill Failure Below
OR 38	31.27	31.29	31.28	Douglas	3	Fill Failure Below
OR 38	31.39	31.43	31.41	Douglas	3	Fill Failure Below
OR 38	32.43	32.47	32.45	Douglas	3	Fill Failure Below
OR 38	44.37	44.39	44.38	Douglas	3	Fill Failure Below
U.S. 101	199.44	199.46	199.45	Douglas	3	Fill Failure Below
U.S. 101	205.26	205.29	205.28	Douglas	3	Fill Failure Below
U.S. 101	205.44	205.46	205.45	Douglas	3	Fill Failure Below
U.S. 101	213.26	213.28	213.27	Douglas	3	Fill Failure Below
U.S. 101	217.62	217.65	217.64	Douglas	3	Fill Failure Below
U.S. 101	220.43	220.51	220.47	Douglas	3	Fill Failure Below
U.S. 101	220.84	220.86	220.85	Coos	3	Fill Failure Below
U.S. 101	244.45	244.49	244.47	Coos	3	Fill Failure Below
I-84	74.76	74.84	74.80	Wasco	4	Rockfall Above
I-84	74.90	75.06	74.98	Wasco	4	Rockfall Above
I-84	75.09	75.19	75.14	Wasco	4	Rockfall Above
I-84	90.47	90.71	90.59	Wasco	4	Rockfall Above
I-84	91.14	91.34	91.24	Wasco	4	Rockfall Above
I-84	92.57	93.95	93.26	Wasco	4	Rockfall Above
U.S. 97	0.71	0.85	0.78	Sherman	4	Rockfall Above
U.S. 97	0.86	1.07	0.96	Sherman	4	Rockfall Above
U.S. 97	76.35	76.39	76.37	Jefferson	4	Landslide Above
U.S. 97	259.32	259.48	259.40	Klamath	4	Rockfall Above
U.S. 97	260.39	260.53	260.46	Klamath	4	Rockfall Above
U.S. 97	260.61	261.25	260.93	Klamath	4	Rockfall Above

ROUTE	BEGIN MP	END MP	MID MP	COUNTY	ODOT REGION	NEED TYPE
U.S. 97	261.45	262.25	261.85	Klamath	4	Rockfall Above
U.S. 97	262.26	262.56	262.41	Klamath	4	Rockfall Above
U.S. 97	262.57	262.77	262.67	Klamath	4	Rockfall Above
U.S. 97	265.68	266.46	266.07	Klamath	4	Rockfall Above
U.S. 97	266.59	266.91	266.75	Klamath	4	Rockfall Above

Table H-6. Freight Impacts on Highways

ROUTE	BEG MP[4]	END MP	CITY/COUNTY	ODOT REGION	NEEDS (FACILITIES - MOBILITY ISSUES)
I-205 NB	2.90	9.50	Clackamas County	1	Trucks bound for Clackamas Industrial Area and points north exacerbate bottleneck between Stafford and Oregon City. Issue will be partially addressed by I-205 Improvements project.
I-205 NB	6.80	7.80	Clackamas County	1	Slow climbing trucks disrupt laminar traffic flow. Issue will be partially addressed by I-205 Improvements project.
I-205 NB/ U.S. 30 BY WB	10.90	11.20	Portland	1	Grade and geometry of I-205 off-ramp plus signal on U.S. 30 BY challenges trucks to maintain speed. Project to address issue is in design and anticipated construction 2023.
I-205 NB/ U.S. 30 BY WB	23.60	23.90	Portland	1	Grade and geometry of I-205 off-ramp plus signal on U.S. 30 BY challenges trucks to maintain speed.
I-205 SB (and I-205 NB)	6.60	9.00	Clackamas County	1	Slow climbing trucks disrupt laminar traffic flow. Issue will be partially addressed by I-205 Improvements project.
I-405/U.S. 30	2.60	2.90	Portland	1	Heavy truck volume from industrial NW Portland makes this short interchange interval very dangerous for weaving.
I-5 NB	294.20	295.50	Portland	1	Existing truck climbing lane ends before crest of the hill. Slow trucks impede/disrupt laminar flow.
I-5 NB	307.40	308.30	Portland	1	Extremely high truck volumes, poor ramp geometry, inadequate interchange spacing, narrow lanes, lack of shoulders, vertical curves all facilitate conflicts (safety, mobility and operational) between trucks and other users. Interstate Bridge Replacement project could partially address issues.
I-5 NB Off	300.70	301.00	Portland	1	Water Avenue exit is affected by at-grade rail in the Central Eastside, causing dangerous backups onto freeway with speed differential danger.
I-5 SB	296.60	299.60	Portland	1	Flow trucks on curving ascent disrupts even flow of traffic.

[4] Beginning and ending mile points indicate the approximate location of the need but do not indicate the direction of the need.

ROUTE	BEG MP[4]	END MP	CITY/COUNTY	ODOT REGION	NEEDS (FACILITIES - MOBILITY ISSUES)
I-5 SB	301.90	302.60	Portland	1	Lane drop and weaving section with high truck volumes creates extremely high crash rate with mobility impacts. Issue will be partially addressed by Rose Quarter Project.
I-84 EB frontage	16.90	17.40	Troutdale	1	Overflow truck stop parking impacts frontage road and sometimes main line, causing safety risks and sometimes mobility problems.
I-84 EB frontage	49.30	49.60	Hood River County	1	Trucks park in a gravel shoulder of the interstate, creating a safety risk.
I-84 WB	53.90	54.50	Hood River County	1	Weigh station located in clear zone presents a safety risk; trucks merging also pose an operational risk.
OR 127	1.3	4.6	Multnomah/Washington County	1	Windy stretch with sharp curves, greater safety risk for trucks especially during inclement weather.
OR 212	5.00	8.20	Clackamas County	1	Truck volume contributes to local congestion. Growth in distribution industry expected.
OR 217	0.00	7.52	Washington County	1	Trucks carrying hazardous materials must avoid Vista Ridge Tunnels.
OR 281	0.00	0.50	Hood River	1	Truck route on a steep city street is disruptive to car traffic and local businesses.
OR 281	1.60	2.00	Hood River County	1	Curve radius requires lane departure for trucks, with mobility and safety risks to other users. Issue will be partially addressed by intersection improvement project.
U.S. 26 (Powell)	5.80	10.00	Portland	1	Compatibility between high truck volumes and other modes on this "main street" facility in Portland. This segment is anticipated to be transferred to the City of Portland.
U.S. 26 WB (Mt. Hood)	54.30	57.30	Clackamas County	1	Existing truck climbing lane ends before crest of the hill. Slow trucks impede/disrupt laminar flow.
U.S. 26 WB (Sunset)	70.30	73.30	Portland	1	Slow climbing trucks disrupt laminar traffic flow.
U.S. 30 BY	0.50	1.20	Portland	1	Narrow lanes and vertical grade cause trucks to slow relative to car traffic on the bridge and also, risk to cyclists using the right lane on the bridge (St. Johns Bridge).

ROUTE	BEG MP[4]	END MP	CITY/COUNTY	ODOT REGION	NEEDS (FACILITIES - MOBILITY ISSUES)
U.S. 30 BY	1.30	5.30	Portland	1	Compatibility between high truck volumes and other modes on this "main street" facility in Portland.
OR 99E	3.00	5.60	Albany	2	Manufacturing facilities create high freight volumes in the area.
I-5	233.00	238.00	Linn County	2	Truck movement causes delay and congestion.
I-5	245.00	250.00	Marion County	2	South Salem Hills, esp. SB/Heavy freight vehicle volumes creates impediment to non-freight vehicles. Project to add third lane SB between MP 248 and 252 (KN19929) currently in design. Construction scheduled in 2023. Second phase (currently unfunded) will add third lane NB.
I-5	263.20	263.80	Marion County	2	Brooklake Interchange/outdated interchange design and heavy freight volumes creates safety issues with all vehicles entering/exiting I-5 and increases the potential for all vehicles to back up onto I-5. IAMP currently being prepared – adoption in fall 2022. No funding for interchange improvements currently available or scheduled.
I-5	278.50	278.80	Marion County	2	Aurora Donald Interchange/outdated interchange design and heavy freight volumes creates safety issues with all vehicles entering/exiting I-5 and increases the potential for all vehicles to back up onto I-5. Phase 1A of interchange improvements currently under construction. Pursuing funding to complete remainder of project (reconstruct to diverging diamond).
OR 58	14.30	14.66	Lane County	2	Multiple roll-over and other crashes at this location. Many have involved freight trucks, some carrying hazardous materials. Trestle crossing is at an oblique angle and is too narrow. Tight/blind corners on both sides.
OR 58	31.64	32.38	Lane County	2	Lack of passing lanes in corridor, project for design only of passing lanes is in the STIP.
OR 58	37.26	38.47	Lane County	2	There are only a few passing lanes on OR 58.
OR 58	49.03	50.45	Lane County	2	Steep terrain along this segment causes trucks and RVs to slow. This in turn causes other driver to make risky passing maneuvers.

ROUTE	BEG MP[4]	END MP	CITY/COUNTY	ODOT REGION	NEEDS (FACILITIES - MOBILITY ISSUES)
OR 58	55.60	55.60	Lane County	2	The chain-up area becomes congested with commercial vehicles which spill into the travel lane, causing a safety concern and a mobility issue.
U.S. 101	39.90	43.00	Tillamook County	2	Manzanita to Neakahnie Mountain/freight vehicles are impediments to non-freight vehicles.
U.S. 26	18.00	21.00	Clatsop County	2	Elsie area/freight activity conflicts with uncontrolled roadside environment.
U.S. 20/ OR 34	53.00	55.60	Corvallis	2	Log trucks and other heavy freight cause delays at signalized intersections near OSU – including 15th St., 26 Street, 35th St. and 53rd.
U.S. 30	36.30	36.60	Columbia County	2	Tide Creek Bridge/narrow bridge creates safety hazard for freight and non-freight vehicles.
U.S. 30	48.00	49.00	Rainier	2	Lewis and Clark interchange/low clearance and heavy truck volumes.
I-5	235.3	236.0	Millersburg, Linn County	2	High truck volumes through underpass and on-/off-ramps at Murder Creek create safety and mobility problems for non-freight traffic.
I-5	237.7	237.7	Millerburg, Linn County	2	Viewcrest overpass has limited vertical clearance, causing oversized freight to detour around the structure.
OR 34	0.1	0.2	Corvallis, Linn County	2	The 12 ton weight limit on the Van Buren Bridge requires freight detours causing delay and congestion through city center.
US 20/ OR 34	10.2	10.3	Albany	2	Freight diverting to/from Springhill Dr cause delay and congestion. Configuration of intersection and highway cross slopes/super elevation has resulted in trailer turnovers.
US 20/ OR 34/ OR 99W	55.6	56.2	Corvallis	2	Lack of EB (US 20/OR 34) to SB (OR 99W) off-ramp results in truck movement causing delay and congestion through city center.
US 101	164.5	181.0	Lincoln County	2	Yachats to Florence. Freight vehicles are impediments to non-freight vehicles.

ROUTE	BEG MP[4]	END MP	CITY/COUNTY	ODOT REGION	NEEDS (FACILITIES - MOBILITY ISSUES)
I-5	77.70	80.80	Josephine/Douglas County	3	Stage Rd Pass: Curves and slow trucks leads to quick deceleration. Steep grades create congestion due to significant speed reductions by trucks. Safety/Operational problems due to these speed reductions and speed differentials between lanes.
I-5	88.40	95.40	Douglas County	3	Canyon Creek Pass: Curves and slow trucks leads to quick deceleration. Steep grades create congestion due to significant speed reductions by trucks. Safety/Operational problems due to these speed reductions and speed differentials between lanes.
I-5	119.00	125.00	Roseburg	3	Congestion partially due to high truck % and weaving from closely spaced interchanges.
OR 140	-6.42	0.00	White City	3	Road built to narrow county standards. Jurisdiction transferred to ODOT.
OR 42	38.00	45.00	Coos County	3	Tight curves result in truck turnovers on OR 42.
OR 42	Various	various	Coos County	3	Lack of westbound passing lanes leads to crashes as people seek areas to maneuver (pass) trucks.
U.S. 199, OR 99, OR 238	Junction	Junction	Grants Pass	3	Intersection of highways creates confusion, capacity constraints and is difficult for freight to traverse.
U.S. 199	29	41.7	Josephine County	3	General narrow and windy roadway with minimal passing opportunities between Grants Pass and California.
U.S. 101	211.1		Douglas County	3	Umpqua River & McIntosh Slough bridge requires stopped traffic and flagging for permit loads.
U.S. 101	234		Douglas County	3	McCullough Bridge requires stopped traffic and flagging for permit loads.

ROUTE	BEG MP[4]	END MP	CITY/COUNTY	ODOT REGION	NEEDS (FACILITIES - MOBILITY ISSUES)
OR 370 & U.S. 97	118.25	118.75	Redmond	4	Trans-shipment facility located 0.5 mile east of U.S. 97 on O'Neil Highway. O'Neil Highway Junction with U.S. 97 has exceeded statewide average crash rates. The 2015 crash rate was two times the statewide average. A closer review of the crash data suggested that it is concentrated at the intersection of U.S. 97 and O'Neil Highway. Side street approaches must wait for gaps in highway traffic. The volume-to-capacity ratio was over 1.0, which is significantly above the 0.70 to 0.75 standard for this area and causes delay to freight movement.
U.S. 20	13.22	103.02	Deschutes/Lake/ Harney County	4	Superload route with limited pull-outs. Freight and passenger vehicles delayed up to 20 minutes waiting for superloads to clear area.
U.S. 20	18.70	21.00	Deschutes County	4	Narrow shoulders on steep grade in Horse Ridge fails to provide a safe recovery zone for vehicles which crash or spin out. Lack of operating room makes vehicle recovery difficult and leads to significant delays to freight movement.
U.S. 97	0.20	4.07	Sherman County	4	This section of highway is south of Biggs Junction. It is approximately 4 miles long and has rock walls, steep banks, sharp curves, narrow shoulders and guardrails.
U.S. 97	84.00	84.50	Jefferson County	4	Guardrail too close to travel lane with frequent strikes by trucks.
U.S. 97	124.40	133.39	Deschutes County	4	During the 10 years between 2009 and 2013, 12 serious injury and fatal crashes occurred on U.S. 97 between Bend and Redmond. Many of these were lane departure crashes, sometimes resulting in high-speed head on collisions. In addition, there are a number of driveways on U.S. 97 between Bend and Redmond, and as traffic volumes grow, there are fewer gaps in traffic to facilitate motorists entering and exiting the highway at driveways. These conflicting movements can result in crashes, and probably are responsible for the many of the 25 rear end crashes reported between 2009 and 2013. Significant delay to freight and passenger vehicles associated with crashes.

ROUTE	BEG MP[4]	END MP	CITY/COUNTY	ODOT REGION	NEEDS (FACILITIES - MOBILITY ISSUES)
U.S. 97	155.00	156.00	Deschutes County	4	Highway U.S. 97 is the main north-south transportation corridor through Central Oregon and a critical part of the state's transportation system. Demand continues to increase along U.S. 97, with average traffic rates of over 12,000 vehicles per day. Safety is a concern due to limited passing opportunities, leading to lengthy following times that sometimes result in drivers making passing maneuvers with high speeds and limited sight distances.
U.S. 97	172.70	173.70	Klamath County	4	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement.
U.S. 97	192.20	193.20	Klamath County	4	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement.
U.S. 97	199.30	200.40	Klamath County	4	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement.
U.S. 97	211.10	212.10	Klamath County	4	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement.
U.S. 97	220.90	221.90	Klamath County	4	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement.
U.S. 97	237.00	239.00	Klamath County	4	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement.
U.S. 97	255.40	256.50	Klamath County	4	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement.

ROUTE	BEG MP[4]	END MP	CITY/COUNTY	ODOT REGION	NEEDS (FACILITIES - MOBILITY ISSUES)
U.S. 97	264.00	265.10	Klamath County	4	Primarily a 2-lane highway with lack of passing opportunities resulting in platooning of traffic, unsafe passing, which contributes to crashes, and delay of freight movement.
I-82	0.00	10.00	Umatilla County	5	Motorist rely on cameras and weather reporting stations to provide real time information during winter travel. When trucks are able to access real time information, they are able to make decisions about proceeding in the corridor or installing chains before entering into an area with inclement weather. Access to real time information allows them to avoid getting trapped in or contributing to an incident on the freeway.
I-82	1.00	1.00	Umatilla	5	Proximity of Port of Entry to I-82 EB off ramp creates truck stacking that blocks Hwy 2 and backs traffic up the I-82 EB off ramps onto the freeway.
I-84	159		Morrow County	5	Tower Road Interchange Exit 159 has an insufficient ramp length, vertical sight distance over the structures creating safety issues, insufficient turning radius at top of ramp creating frequent impacts by turning trucks.
I-84	160.00	378.00	Morrow/Umatilla/ Union/Baker/ Malheur County	5	There are a number of bridges crossing over the freeway that create vertical clearance issues by having less than 17' 6".
I-84	160.00	378.00	Morrow/Umatilla/ Union/Baker/ Malheur County	5	Motorists rely on cameras and weather reporting stations to provide real time information during winter travel. When trucks are able to access real time information, they are able to make decisions about proceeding in the corridor or installing chains before entering into an area with inclement weather. Access to real time information allows them to avoid getting trapped in or contributing to an incident on the freeway.
I-84	165.00	165.00	Boardman	5	WB interchange ramp congestion during peak usage with traffic backing onto interstate.
I-84	188.00	188.00	Stanfield/Echo	5	Interchange congestion during winter events and peak agricultural harvest traffic.

ROUTE	BEG MP[4]	END MP	CITY/COUNTY	ODOT REGION	NEEDS (FACILITIES - MOBILITY ISSUES)
I-84	205.00	207.00	Umatilla County	5	The westbound grade between MP 205 and 207 is steep, dropping truck speeds and creating localized congestion on the freeway and safety issues. There is a large differential in speed between commercial traffic and light vehicles.
I-84	209.00	210.00	Pendleton	5	The grade between MP 209 and 210 is steep, dropping truck speeds and creating localized congestion between the two interchange ramps that many locals use to access different parts of Pendleton. There is a large differential in speed between commercial traffic and light vehicles.
I-84	209.00	209.00	Pendleton	5	The U.S. 395/I-84 Interchange ramps no longer meet intersection function criteria. Traffic backs up the ramps to the freeway regularly. This affects the primary entrance to Pendleton's commercial district.
I-84	213.00	216.00	Umatilla County	5	Winter congestion/truck stacking blocking through traffic during winter events on freeway mainline. Highest District 12 priority for congestion.
I-84	216.00	252.00	Umatilla/Union County	5	Commercial vehicles failing to comply with chain restriction and resultant spin outs frequently closes the freeway.
I-84	268.00	268.00	Union County	5	Lack of chain sorting/compliance enforcement allows unchained commercial vehicles to proceed into Ladd Canyon, leading to spin out related closures in the winter.
I-84	374.00	378.00	Malheur County	5	During winter freeway closures, the Ontario area becomes congested as trucks run out of space to park. Traffic backs ups and blocks the freeway lanes preventing people from exiting during closures.
OR 201	30.00	30.00	Ontario	5	High accident intersection at OR 201/SW 18th and OR 201 @ RR Avenue (OR 201 connects U.S. 20 to I-84 and is on the I-84 paired route for over-dimensional loads) is a safety issue. Additionally, this location is a key transportation pinch point that complicates industrial development in the adjacent vacant lands.

ROUTE	BEG MP[4]	END MP	CITY/COUNTY	ODOT REGION	NEEDS (FACILITIES - MOBILITY ISSUES)
OR 237	17.20	28.80	Union County	5	Closures in Ladd Canyon due to weather related crashes, unchained trucks or visibility interrupts all travel in NE Oregon as there are no alternate routes available for freeway traffic.
OR 78	26.80	27.00	Harney County	5	When using this route as an alternate to I-84 during freeway construction projects, super loads back up traffic and have difficulty finding places to park or stage on this route.
OR 78	90.90	91.10	Malheur County	5	When using this route as an alternate to I-84 during freeway construction projects, super loads back up traffic and have difficulty finding places to park or stage on this route.
U.S. 20	193.74	216.87	Malheur County	5	Curves and narrow spots restrict over-dimension loads between Burns and Vale. Hwy 7 is the paired route to I-84 and frequently is used for over-dimensional loads when work is occurring on I-84.
U.S. 20	105	258	Harney/Malheur County	5	Insufficient passing opportunities on corridor creates driver frustration and leads to risky passing decisions by motorists or freight operators. Location of many serious injury accidents.
U.S. 95	0.00	0.20	Malheur County	5	When using this route as an alternate to I-84 during freeway construction projects, super loads back up traffic and have difficulty finding places to park or stage on this route.
U.S. 395	35	65	Umatilla County	5	Length restriction due to substandard roadway curvature/width prevents WB-67 combinations and creates significant out of direction travel for shippers. Frequent intrusion into opposing lanes or damage to highway shoulders caused by off-tracking by non-compliant trucks.

Appendix I Non-Highway Inventories of Need

Table I-1. Marine

LOCATION	ODOT REGION	NEEDS
Port of Portland	1	Grade separations: Marine Drive at BNSF Ford/Ramsey Lead in Rivergate. UPRR Kenton Line grade separations and double tracking from North Portland to Troutdale.
Port of Portland	1	Willamette River Channel Deepening of the portion of the Willamette River with deep draft infrastructure to -43 feet to take advantage of the Columbia River's controlling depth.
Port of Portland	1	Bonneville Rail Yard Build Out: Construct two interior yard tracks and complete the double track lead from Barnes Yard to add rail staging capacity for South Rivergate.
Port of Portland	1	Terminal 2: Terminal 2 Yard and Rail Improvements to increase rail and yard operating efficiencies at T2, reconstruct rail and yard pavement.
Port of Portland	1	Terminal 4 Pier 1 Site Preparation: Remove Berths 405 and 408, the grain leg platform and tower, and the grain elevator in the Pier 1 area of T4. This will facilitate redevelopment of approximately 30 acres of marine industrial property in the Portland Harbor.
Port of Portland	1	Terminal 4: T4 Capacity Expansion and Modernization needed to allow increase in rail capacity at T4, includes second entrance, rail at Berth 410-411, a third rail lead to Barnes Yard, and replacement of Lombard Bridge.
Port of Portland	1	Time Oil Road Reconstruction to provide improved access to the South Rivergate Industrial Area.
Portland	1	BNSF Columbia River Rail Bridge: change from swing span to lift span and align lift span location with I-5 Bridge high span and wide span to align barge traffic between the two bridges, reduce I-5 Bridge lifts needed for barge traffic, and reduce marine impacts to I-5 highway traffic.
Port of Portland	1	Marine Drive Interchange at Interstate 5: This interchange is an existing constraint and will need to be redesigned with or without a larger Columbia River Crossing project. This is a key bottleneck for access to and from Rivergate, the largest industrial district in Oregon. Possible solution is westbound Marine Drive to northbound I-5 flyover ramp.
Port of Portland	1	Cathedral Park Quiet Zone to address rail switching noise by improving multiple public rail crossings in the St. Johns Cathedral Park area.

LOCATION	ODOT REGION	NEEDS
Port of Portland	1	Terminal 6 Development Project includes additional scour protection, T6 entrance overcrossing, two new PPMX cranes, electrical upgrades, yard gantry cranes, and 6,800 and 8,500 departure tracks. Necessary to expand capacity to 1 million TEUs.
Port of Hood River	1	Replacement of Hood River Interstate Bridge.
Lower Columbia River	2	Lower Columbia River shipping channel: Anchorage deepening to allow loaded ships to anchor while waiting to time their arrival at the Columbia River Bar.
Lower Columbia River	2	Lower Columbia River shipping channel: Stern buoys for Lower Columbia River anchorages.
Port of Astoria	2	Major repairs needed at all port shipping docks.
Port of Newport	2	Port Dock 5 Pier Access, located at 210 Bay Blvd., Newport, OR. The sole connector between the commercial fishing fleet and shoreside services is via a 75-year-old access pier. Recent preliminary engineering study has shown that this critical infrastructure connector is in danger of failing and needs reconstruction.
Port of St. Helens	2	Portland & Western rail improvements - sidings, track improvements.
Port of St. Helens	2	Port Westward dock improvements and water system improvements.
Lower Columbia River	2	Jetties at the mouth of the Columbia River.*
Port of Astoria	2	Rail and truck access at Tongue Point.
Port of Newport	2	International Terminal Shipping Facility, located at 1510 Bay Blvd., Newport, OR. Construction of a laydown facility to consolidate imports and exports using U.S. 20/U.S. 101 and the Federal Marine Highway system. There is a demand for logging/wood products exports and waste paper imports from barges and handysized vessels onto the state highway system.
Port of Toledo	2	Boat yard expansion and upgrade.
Port of Newport	2	Channel deepening.*
Port of Astoria	2	Pier 3 (east) rebuild: Resurface docks and adjoining lay-down areas.
Port of Newport	2	Add new hoist to support commercial fishing fleet.
Port of St. Helens	2	Columbia City at-grade rail crossings with U.S. 30 and industrial site developments.
Port of Astoria	2	Stormwater management of all port pier structures: Expansion of new stormwater treatment facility, address future stormwater management and DEQ requirements.

LOCATION	ODOT REGION	NEEDS
Port of Astoria	2	Improve terminal lights and security fencing.
Port of Toledo	2	Intermodal rail connection improvement.
Port of Toledo	2	Additional transient and permanent moorage on the Downtown Waterfront.
Oregon International Port of Coos Bay	3	Coos Bay Rail Link improvements to bridges, spurs, tracks, transload sidings, at grade crossings and tunnels are needed to create or improve multi-modal business opportunities.
Oregon International Port of Coos Bay	3	Charleston boatyard (dock, travel lift etc.) improvements that include the Marine Ways.
Oregon International Port of Coos Bay	3	Oregon Gateway: North Spit improvements (ocean outfall, access roads etc.) to accommodate a multi-modal marine facility to handle bulk cargo, containers and an LNG export facility.
Oregon International Port of Coos Bay	3	Federal channel widening and deepening to accommodate larger ships and ensure safer operations.*
Oregon International Port of Coos Bay	3	Charleston dock replacements.
Port of Morrow	5	Current Port facilities need additional rail trackage to utilize transload opportunities - rail improvements in East Beach area.
Port of Morrow	5	Barge Terminals need additional expansion, both new and existing to accommodate multi cargo use, or dedicated new use.
Port of Morrow	5	Additional mainline access will be needed: Port of Morrow West Beach area does not have rail intermodal access because of constraints related to siding access and the only way to add rail to 4 Barge terminal locations is to have another mainline access.
Port of Morrow	5	Interconnecting roads need priority for freight.
Port of Umatilla	5	Rail access improvements to existing industrial lands and to U.S. Army Depot lands.
Port of Morrow	5	Access improvements.

LOCATION	ODOT REGION	NEEDS
Oregon International Port of Coos Bay	3	Construction of a new container facility on Coos Bay's North Spit. This project will serve to construct an EcoPort to facilitate the movement transpacific container traffic utilizing nearly exclusively rail service for land side movements.
Oregon International Port of Coos Bay	3	Buildout of the former Georgia Pacific Mill Site, now Terminal One, as a multi-purpose, rail served maritime terminal. Facility improvements will include dock repair, rail upgrades, stormwater improvements, groundwork, and construction of a rock apron at the berth.
Oregon International Port of Coos Bay	3	Improvements to the Coos Bay Rail Line, including improvement to bridges, spurs, tracks, extension of sidings, grade crossings, and retrofitting of tunnel infrastructure to accommodate double stacked container traffic
Oregon International Port of Coos Bay	3	Coos Bay Channel Modification Project – Deepening and Widening the Federal Navigation Channel from channel entrance to river mile 8.2 from -37' MLLW and 300' nominal width to -47' MLLW and 450' nominal width.*
Port of Hood River	1	Design and Construct replacement Hood River-White Salmon Interstate Bridge and remove the current steel structure that is obsolete and insufficient for modern vehicle and marine freight.
Port of Astoria	2	Pier 2 West Rehabilitation: Install new seawall at existing dock face, remove/demo existing dock, backfill behind the new seawall, underpin Pier 2 Warehouse and install new concrete pavement.
Port of Astoria	2	East Mooring Basin Causeway Re-Construction: Remove 875' elevated timber dock causeway and replace with steel piling and concrete causeway.
Port of Astoria	2	Pier 2 Face & Pier 2 East Rehabilitation: Piers are in dilapidated condition and must be rehabilitated. Rehab methodology yet to be determined.
Port of Astoria	2	Pier 1 Seawall Replacement
Port of Astoria	2	Pier 3 Boatyard Improvements: New 300 to 600 ton lift, covered maintenance facilities, offices, and expanded washdown facilities.
Port of Portland	1	Grade separations: Marine Drive at BNSF Ford/Ramsey Lead in Rivergate. UPRR Kenton Line grade separations and double tracking from North Portland to Troutdale.
Port of Portland	1	Willamette River Channel Deepening of the portion of the Willamette River with deep draft infrastructure to -43 feet to take advantage of the Columbia River's controlling depth.
Port of Portland	1	Terminal 4 Pier 1 Site Preparation: Remove Berths 405 and 408, the grain leg platform and tower, and the grain elevator in the Pier 1 area of T4. This will facilitate redevelopment of approximately 30 acres of marine industrial property in the Portland Harbor.

LOCATION	ODOT REGION	NEEDS
Port of Portland	1	Terminal 4: T4 Capacity Expansion and Modernization needed to allow increase in rail capacity at T4, includes second entrance, rail at Berth 410-411, a third rail lead to Barnes Yard, and replacement of Lombard Bridge.
Port of Portland	1	Cathedral Park Quiet Zone to address rail switching noise by improving multiple public rail crossings in the St. Johns Cathedral Park area.
Port of Portland	1	Terminal 6 Development Project includes additional scour protection, T6 entrance overcrossing, two new PPMX cranes, electrical upgrades, yard gantry cranes, and 6,800 and 8,500 departure tracks. Necessary to expand capacity to 1 million TEUs.
Lower Columbia River	2	Lower Columbia River shipping channel: Anchorage deepening to allow loaded ships to anchor while waiting to time their arrival at the Columbia River Bar.
Port of Newport	2	International Terminal Shipping Facility, located at 1510 Bay Blvd., Newport, OR. Construction of a laydown facility to consolidate imports and exports using U.S. 20/U.S. 101 and the Federal Marine Highway system. There is a demand for logging/wood products exports and waste paper imports from barges and handysized vessels onto the state highway system.
Port of Newport	2	Replace Port Dock 7
Port of Newport	2	Channel deepening.*
Port of Newport	2	Add new hoist to support commercial fishing fleet.
Port of Toledo	2	Boat yard expansion and upgrade.
Port of Toledo	2	Intermodal rail connection improvement.
Port of Toledo	2	Improve and expand moorage on the Downtown Waterfront.
Port of Toledo	2	Dredge Federal Channel and Depot Slough in Yaquina River.*
Port of Columbia County	2	Portland & Western rail improvements - sidings, track improvements.
Port of Columbia County	2	Port Westward dock improvements and water system improvements.
Port of Columbia County	2	Columbia City at-grade rail crossings with U.S. 30 and industrial site developments.
Port of Morrow	5	Current Port facilities need additional rail trackage to utilize transload opportunities - rail improvements in East Beach area.

LOCATION	ODOT REGION	NEEDS
Port of Morrow	5	Exit 165 Interchange Improvements, ramp improvements, lane widening, bypass lane and pathway to terminals.
Port of Morrow	5	Interconnecting roads need priority for freight.
Port of Morrow	5	Access improvements.
Port of Umatilla	5	Rail access improvements to existing industrial lands and to U.S. Army Depot lands.

*Federal agencies are responsible for maintenance and enhancements of federal channels and jetties

Table I-2. Rail

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Modoc	MP 536.53	MP 536.53	0.53	UP	Basin Fertilizer	4	The project will extend an existing spur track,#725, westward 1,924 feet, install a new mainline turnout and install two turnouts. It will also construct 877 feet to create runaround track off #725 to accommodate an additional 10 railcars to increase Basin's capacity to receive 13 inbound railcars per delivery, thus increasing capacity to receive product by rail instead of by truck at Merrill, OR.
Oregon Trunk	MP 13.4Z south of Lava	Chemult	54.4	BNSF	BNSF	4	Between Bend and MP 13.4Z south of Lava, trains are authorized by Centralized Traffic Control (CTC), but from MP 13.4Z to Chemult, 54.4 miles is "dark territory" with trains authorized by track warrants. Extending CTC through this section will significantly increase the capacity of this line. Logically, the installation of CTC here should be accompanied by the installation of CTC on approximately 90 miles of BNSF's Gateway Sub between Klamath Falls and Bieber, California. CTC has been installed from Bieber to Keddie on the Gateway Subdivision.
Oregon Trunk	Moody MP 5.0	Gateway MP 71.0	89	BNSF	BNSF	4	Vertical clearance in 5 tunnels between the Columbia River and Madras precludes the passage of double-stack containers. However, improving these tunnels should be done concurrently with improving vertical clearances in tunnels on the Gateway Subdivision between Keddie, Calif., and Klamath Falls to achieve uniform capacity enhancement.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Fallbridge	S. Lake Yard MP 1.0	N. Lake Yard MP 3.0	1.5	BNSF	BNSF	1	Install remotely controlled power switches and signals at both ends of Portland's Lake Yard to expedite the ability of freight trains to arrive and depart the facility, reducing delays and interference between passengers and freight trains.
Fallbridge	Willbridge MP 4.1	Willbridge MP 4.1	0.5	BNSF	BNSF	1	Using ARRA funding, ODOT completed 30% of plans to replace 10 mph crossovers at this junction with 30 mph crossovers to improve fluidity and reduce delays for passenger and freight trains. Project funds are needed to complete the improvement.
Oregon Trunk	MP 10A-28.30	MP 10A-28.30	N/A	BNSF	BNSF	4	For several years this corridor has remained the #1 crossing in the state for grade separation. The crossing is skewed. A major highway route through central Oregon is used heavily by freight, with a high speed of 50 MPH. There are few incidents between trains and highway users, but several of the incidents are rear end collisions with vehicles stopped at the crossing. A recent attempt at constructing new grade separated crossing failed and train traffic is increasing through this corridor.
Gateway	Bieber Line Jct MP 3.0	Bieber Line Jct MP 3.0	0.5	BNSF	BNSF	4	Initially submitted for Connect Oregon VI consideration, this well-developed project signalizes and remotely controls the junction switch in Klamath Falls where BNSF trains leave/enter Union Pacific's line, eliminating the need to stop and manually handle switches there, thus reducing train delays. BNSF trains operate over Union Pacific for 74 miles from Klamath Falls to Chemult where the junction between the two railroads is already signalized and remotely controlled.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Oregon Electric	MP 71.3 MP 99.5	MP 71.3 MP 99.5	N/A	PNWR	BNSF	2	**Bridge 71.3**, Salem: Approximately 800 feet in length. The project will replace 58 existing timber bents with 27 new driven steel bents driven to resistance through unstable soil. It will fabricate and erect 26 spans to replace existing shorter span. This bridge crosses a flood plain adjacent to a slough of the Willamette River just south of downtown Salem. Subsidence issues are risking current bridge to move out of alignment. **Bridge 99.5,** Albany: Replace all stringers, ballast pan timbers, ballast retainers, ballast and track ties with new material. Bridge is approximately 84 feet long and crosses over a dirt road labeled S.W. 13th Avenue.
Coos Bay	MP 652	MP 764	112	CBR	CBR	2	NorthPoint and the Port estimate that the facility, once fully constructed, will move over 500,000 forty-foot containers annually in and outbound through the Port of Coos Bay via the Coos Bay Rail Line. The rail spur on the North Spit will be extended to the project site and infrastructure improvements throughout the line will be completed to accommodate double stack container movements, especially tunnels with vertical height restrictions.
Fallbridge	MP 3.3	MP 3.3	0.05	PTRC	Hampton Lumber Sales	1	Expansion project to include installation of 240 feet of new track, tie replacements on existing track, additional pavement and a new 220-foot-long crossing for trucks entering and leaving the facility. This will allow shipment of 520 additional railcars annually.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Mainline	MP 5.72	MP 5.72	0.19	Mt. Hood RR	Juanita's Fine Foods	1	The project will rehabilitate and restore service to 1,000 feet of existing spur track by replacing rail, installing 600 new ties, new ballast, rehab an existing turnout, and install a new main track turnout in the Mt. Hood Railroad. The revived spur track would allow Juanita's Fine Foods to receive 180 carloads of corn and 40 carloads of cooking oil annually for the manufacturing of tortilla and other food products.
KN Mainline	MP 0.0	MP 10.5	11	KNOR	KNOR	4	Although KNOR handles 286K shipments, a significant portion of the railroad's trackage is comprised of small rail generally considered to be inadequate for safely carrying 286K.
Mainline	MP 0.0	MP 10.5	1.10	KNOR	KNOR	4	Replace 1.1 miles of lightweight rail with 132-pound rail; install approximately 1,100 new crossties, 6 new turnouts and 3,800 tons of ballast.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Lakeview	MP 513.05	MP 456.89	55.5	Goose Lake Railway	Lake County	4	Small rail and restricted-weight bridges preclude moving standard 286K GVW railcars critical for new industrial development. Tie condition generally poor. Traffic and revenue insufficient to fund a major rehabilitation and future of line uncertain. Acquired by county in 1986 in lieu of abandonment. A March 2017 study by Banks & Associates concluded the cost to restore the line to FRA Class 1 operating standards was $5.9 million with routine maintenance expenses of $495,000 annually thereafter. The estimate for a one-time rehabilitation to Class 2 standards by installing 54 miles of relay quality 115-lb CWR and a more robust tie renewal of 600 per mile came to $27 million. This would allow operating speeds of up to 25 mph and permit movement of 286K carloads. The line is currently restricted to 263,000 lbs. GVW. In 2017 the county brought in a new operator, Goose Lake Railway, that began operation September 9th. Moving into 2019, the proposal for building a bio-fuel plant at Lakeview that will generate railroad traffic appears to be gaining traction.
Mainline	MP 462.4	MP 511.6	1.50	Goose Lake Ry	Lake County	4	Replace an aggregated 1.5 miles of antiquated 75- and 90-pound rail over 28 bridges and their approaches for safe train operation over critical structures and environmentally sensitive areas. Rail to be retired was manufactured between 1890 and 1915 and has reached the end of its useful life.
LPN Mainline	MP 0	MP 3.4	3.4	LP&N	LP&N	3	To resume operation, two timber trestles require repair and ties need to be replaced between MP. 0.0 and MP 3.4. To achieve a higher track classification a more aggressive tie and surfacing program will be needed.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Oregon Electric	MP 3E - 40.3	MP 3E - 40.3	N/A	PNWR	ODOT	1	Replace/reconstruct existing rail bridge over Grahams Ferry Road to improve horizontal and vertical clearances for motor vehicles below railroad. Current structure is narrow and has restricted vertical clearance, resulting in occasional vehicle strikes that disrupt PNWR freight and TriMet WES commuter train operations.
Astoria	MP 54.5	MP 54.6	0.1	PNWR	ODOT	2	Tunnel #3, 189 feet through solid rock, requires notching to accept double-stack containers. and MP 84.71, Blind Slough, were extrapolated by 2009 bridge survey to be okay for double-stack movements so the tunnel is the only known restriction for handling two-high containers.
Mainline	MP 0.0	MP 0.43	0.43	OIRR	OIRR	2	Rehabilitate 2,200 feet of track at Independence sufficiently to be safely operated for potentially serving Western Interlock which manufactures landscaping stone at nearby Rickreall.
Coos Bay	MP 652.21	MP 784.9	132.69	Coos Bay Rail Line, Inc., a non-profit formed by the Port of Coos Bay	Oregon Inter-national Port of Coos Bay	3	This 100-year-old line is dealing with a significant backlog of deferred maintenance on tunnels, bridges and track, and an inadequate but growing traffic base. A number of state and federal grants are helping to reduce the deferral backlog. In April 2018 a catastrophic failure of structural steel members immobilized the century-old swing-span bridge over the harbor entrance. The bridge was repaired in 2019, however, other problems, such as the need to replace the Vaugh viaduct, have arisen. Preservation of rail service is essential to support economic development at the Port of Coos Bay and south coast.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Portland	MP 175.30	MP 178.47	3.17	UP	Oregon Military Department	5	The Oregon Military Department may be interested in reconnecting trackage at the former Umatilla Army Depot to the UP. Connect Oregon application was submitted in October 2021.
None	2250 SE Water Ave. Portland	2250 SE Water Ave. Portland	0.02	ORHC	ORHF	1	Project restores, reconstructs and installs a former Southern Pacific 1924 Brooklyn yard turntable at the Oregon Rail Heritage Center in East Portland where it will enhance education about Oregon's rail history and make possible the on-site turning of three City of Portland-owned steam locomotives as well as locomotives and cars of the adjacent Oregon Pacific Railroad which lacks a turning facility of its own.
Coos Bay	MP 649.93	MP 650.19	0.26	UP	Pacific Recycling	2	Construct 2 spur tracks totaling approximately 2,335 feet to provide direct rail service to Pacific Recycling, Inc. scrap yard in Eugene off UP's Coos Bay Industrial Lead. Spur #1 will connect to UP Coos Bay line; spur #2 will be an internal track connected by crossover to spur #1. A deflection rail scale is planned for spur #2. Estimated to reduce 7,000 truck trips annually initially and up to 14,000 long-term.
Astoria	MP 57.8	MP 73.5	15.7	PNWR	PNWR	2	Rail on this segment requires upgrading for efficient, long-term usage of this line to support industrial development in Columbia and Clatsop counties. A hand-cranked drawbridge over the Clatskanie River needs to be automated.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Astoria	MP 73.5	MP 96.7	23.2	PNWR	PNWR	2	This segment has not been operated since the fall of 2005 and requires, at a bare minimum, brush cutting and a tie and surfacing program to reopen. At Aldridge Point near Brownsmead panelized track would need to be relaid through an unstable landslide to restore service. To efficiently carry 286K cars and significant volumes smaller rail must be replaced and hand-cranked drawbridges at Blind Slough and John Day River automated with electric motors. ODOT owns the right of way from Linnton to Tongue Point. PNWR has been contacted by various parties looking at business proposals but no volume commitment sufficient to justify reopening the line has materialized. Rehabilitation and improvements are estimated in a range of $10 million to $30 million.
Astoria	MP 27	MP 34	7	PNWR	PNWR	2	P&W's yard at St. Helens lies between MP 26.7 and MP 27.5. It is proposed to move the yard westward by either expanding an existing smaller yard at Columbia City or by building a new facility at or near Waterview or Deer Island.
Astoria	MP 62.67	MP 62.67	N/A	PNWR	PNWR	2	Hand-cranked center swing span bridge is regularly used by trains serving paper mill at Wauna. The bridge needs to be upgraded with an electric turning motor that can be remotely operated by the train crew.
Astoria	MP 84.71	MP 84.71	N/A	PNWR	PNWR	2	Hand-cranked center swing span bridge would need to be upgraded with an electric turning motor that can be remotely operated by the train crew if service is resumed beyond this point. PNWR has discontinued service west of Wauna pending further need.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Astoria	MP 94.9	MP 94.9	N/A	PNWR	PNWR	2	Hand-cranked center swing span bridge would need to be upgraded with an electric turning motor that can be remotely operated by the train crew if service is resumed beyond this point. PNWR has discontinued service west of Wauna pending further need.
Astoria	MP 71.6	MP 71.73	0.13	PNWR	PNWR	2	Construct new siding approximately 700 feet in length for loading of quarry stone from nearby Bradley Quarry for movement to Portland metro area and Willamette Valley destinations. Anticipates originating 40 carloads per week at full build-out.
United Railways	MP 11.9 MP 16.7 MP 17.8 MP 19.9 MP 24.0 MP 24.2 MP 24.7	MP 11.9 MP 16.7 MP 17.8 MP 19.9 MP 24.0 MP 24.2 MP 24.7	N/A	PNWR	PNWR	1	**Bridge 11.9:** In span #18 replace stringers and replace all bridge crossties on span 18, 21.5 feet long over McNamee Road. **Bridge 16.7:** In span #45 replace stringers. Span is 21.5 feet long over Dick Road. **Bridge 17.8:** Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood treated ties. Bridge is 141 feet long over a drainage ditch. **Bridge19.9**: Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood treated ties. One hundred 40 feet long over a drainage ditch. **Bridge 24.0:** Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood ties. Fifty-five feet long over a cattle pass/drainage ditch. **Bridge 24.2:** A 15-foot long bridge over a small drainage ditch. Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood ties. **Bridge 24.7:** Replace all caps, stringers and crossties with concrete caps, steel stringers and hardwood ties. Seventy feet long crossing Bledsoe Creek.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Coos Bay	MP 669.4	MP 751.3	81.9	CBR	Port of Coos Bay	2	A 2009 tunnel survey conducted by Shannon & Wilson identified impediments to the passage of double-stack containers in all nine of the tunnels (13 thru 21 inclusive) on the Coos Bay line. Recommended solutions varied from undercutting, realignment, blasting, notching and set replacement, depending upon the tunnel. During the 10 years since this study was done, rehabilitation work has occurred on some of the tunnels and some issues noted in 2009 may no longer exist.
Coos Bay	MP 716.40 MP 739.63 MP 763.55	MP 717.04 MP 739.94 MP 764.13	0.64 0.31 0.58	Coos Bay Rail Line, Inc.	Port of Coos Bay	3	Repairs and upgrades to the steel through truss spans comprising three major river crossings - **Siuslaw River, MP 716.40** (1,473 feet of steel spans); **Umpqua River, MP 739.63** (754 linear feet of truss spans); and **Coos River, MP 763.55** (2,168 linear feet of truss spans). All three of these bridges include center-pier swing spans to accommodate marine traffic and were built in 1914. This project will utilize new steel to either replace or strengthen severely corroded truss members.
Tillamook	MP 774.60	MP 774.83	0.23	PNWR	POTB	2	Lengthen an existing loading spur track on the Port of Tillamook Bay Railroad by 260 feet. Includes installation of a new turnout. Increases number of cars that can be loaded with each service.
Mainline	MP 0.70	MP 0.70	0.32	PT Co.	PT Co.	1	Purchase of 7 acres of vacant land zoned heavy industrial to construct an intermodal (rail to truck) terminal yard. Improvements will consist of site preparation (storm water management), a highway grade crossing on N. Suttle Rd., a 300-foot head track with 8 turnouts, and 1,400 feet of transfer track.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Mainline	MP 454.90	MP 455.00	0.10	RVT	RVT	3	Extend an existing spur track 90 feet and construct a new 300-foot spur track; install three turnouts and related improvements to site. The project will make possible direct freight rail service to Allweather Wood, LLC in White City.
Mainline	MP 5.55	MP 5.65	0.17	Mt. Hood RR	The Fruit Co.	1	Rehabilitate an existing 900-foot spur track and replace 2 main track turnouts, renovate 320 feet of platform between spur and building, and enhance the building and parking area for visitors who will detrain and entrain using the platform.
Umatilla Industrial Lead	MP 10.6	MP 10.6	0.82	UP	Tidewater Transportation & Terminals	5	Construct 3 new spur tracks totaling 4,360 feet and 3 turnouts, add pumps and plumbing to provide the Umatilla facility the ability to unload renewable diesel and biodiesel by rail for storage on-site prior to distribution by truck or pipeline, or blended with ultra-low sulfur diesel at the Port of Umatilla.
Portland - Kenton	MP 0.32	MP 1.0	0.68	UP	UP	1	When long freight trains are navigating two 6 mph curves just north of the Steel Bridge, other trains, including passenger trains, can be delayed. Straightening track and easing curvature would permit more optimum speeds. This location was first recognized circa 1999 as a significant Portland area bottleneck and has been included on a list of desirable Portland Triangle capacity improvement projects since then.
Brooklyn	MP 732.2	MP 735.7	Up to 3.5	UP	UP	2	This project would transpose the mainline and siding at Gervais, then extend the siding 1 mile north to connect with the existing Woodburn siding and install crossovers at south end of Woodburn. The north end of this elongated siding, which is in downtown Woodburn, would continue to be used for interchange between UP and Willamette Valley Railway.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Brooklyn	MP 716.7	MP 717.85	1.15	UP	UP	2	Power up and signalize switch providing access to the south end of Salem yard, and a crossover providing access to the north end of the yard near Hines Street.
Portland - Kenton	MP 5.6	MP 22.0	16.4	UP	UP	1	This project has been long identified as one of the Portland Triangle bottleneck alleviation improvements. Within the 16.4-mile segment, 3.3 miles of double main track already exist, between Cully Boulevard and Kenton. To complete this project requires construction of a second main track from Kenton to Cully Boulevard, 10.1 miles, and building a second main from Kenton to Peninsula Jct., 3.3 miles.
Brooklyn	MP 652.25	MP 652.35	0.1	UP	UP	2	Install a power switch at MP 652.28 on Irving siding for remotely controlled access to/from Eugene Yard and the controlled Irving siding.
Brooklyn	MP C-717.10	MP C-717.10	N/A	UP	UP	2	Main UP route through the valley and Amtrak passenger route. The crossing is adjacent to a major railroad yard. The crossing is blocked several times a day due to railroad operations in the yard. McGilchrist is a major arterial and the two-lane road has surpassed its ability to handle the amount of daily traffic. Salem is investigating widening the road (four lanes) and adding sidewalks. Nearby traffic signal (Pringle Rd) regularly backs traffic up across the tracks. Large number of near-miss reports from the UP and video of crossing verifies vehicles queuing across the tracks.
Brooklyn	MP C-762.40	MP C-762.40	N/A	UP	UP	1	Main UP route through the valley. Amtrak passenger route. Grade separation project is identified in the city of Milwaukie's TSP. Several crossing incidents prior to 1998. Adjacent highway intersection backs traffic up across tracks.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Dallas	MP 728.9	MP 734.2	4.3	PNWR	UP	2	The western 4 miles of this line serving the industrial section of Dallas has seen no traffic for several years, yet availability of rail is cited by the city in marketing the district, particularly the property once occupied by a large Willamette Industries wood products mill. To resume service a tie and surfacing program would be necessary; longer term the smaller rail would need to be replaced.
CW Mainline	MP 41.68	MP 20.48	21.2	CWW	UP	5	In April 2019 a new operator was installed on this UP-owned branch line. The new carrier, Columbia Walla Walla Railroad (CWW, LLC) succeeded Palouse River & Coulee City Railroad, a Watco subsidiary that had operated the branch since 1972. The line is laid with light rail and has poor tie condition. Carload volumes are low.
Cascade	MP 429.4	MP 429.7	0.3	Amtrak	UP	4	Platform at Klamath Falls has yet to be renovated in accordance with applicable platform standards.
Portland - Bridge Line	MP 770.43	MP 770.6	0.17	Amtrak	UP	1	The 1913 Steel Bridge is showing its age and is experiencing more frequent issues with locking down and signal circuitry that can cause some significant train delays. UP's use of the bridge is less than Amtrak's and the future of the structure, which is heavily used by TriMet on the upper half, may include acquisition by a public agency. The bridge could be a good candidate for a federal state-of-good-repair grant.
Mainline	MP 36.0 MP 39.8	MP 37.0 MP 40.2	1.40	CWW	UP	5	Project will lengthen existing spur tracks serving a frozen vegetable packer at Milton-Freewater, and at a grain elevator at Spofford, allowing for additional capacity to ship by rail. Allied improvements include updating 600 feet of track, 3 bridges and their approaches, and 2 new turnouts.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Brooklyn	MP 645.7	MP 659.1	13.4	UP	UP	2	Construct 13.4 miles of new main track through Eugene connecting the north end of Judkins siding to the south end of Swain siding (Junction City), resulting in 16.0 miles of two main tracks through the city of Eugene and Eugene Yard.
Brooklyn	MP 665.9	MP 674.0	8.10	UP	UP	2	Construct a 0.2 mile extension on the south end of Alford siding and add 7.9 miles to the north end of Alford to create 8.1 miles of two main tracks between south Alford and Halsey.
Brooklyn	MP 683.5	MP 687.3	3.80	UP	UP	2	Add 3.8 miles of new track from MP 683.5 south of Tangent to the south end of Hallawell siding at MP 687.3, creating two main tracks for 5.3 miles from south of Tangent to the north end of Hallawell at MP 688.8.
Brooklyn	MP 688.8	MP 690.1	1.30	UP	UP	2	New track construction to add 1.3 miles of track from north end of Hallawell siding to south end of Albany Yard at MP 690.1, creating 2.7 miles of paired track south of Albany. When combined with project above, creates 8 miles of double track from south of Tangent to Albany Yard.
Brooklyn	MP 693.4	MP 697.56	4.16	UP	UP	2	Extend Millersburg siding, currently 1.5 miles long switch point to switch point, to MP 693.4 on the south from MP 694.5 (1.1 miles). And extend northward by 1.5 miles from MP 696.0 to MP 697.56, creating 4.16 miles of two main tracks.
Brooklyn	MP 699.8	MP 706.84	7.04	UP	UP	2	New track construction from MP 699.8, Jefferson, to south end of Marion siding at MP 704.1, and new track added from north Marion, MP 705.7, to MP 706.84, creating 7 miles of two main tracks.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
Brooklyn	MP 713.89	MP 716.7	2.71	UP	UP	2	Extend north end of Renard siding from MP 715.5 to MP 716.7 at the south end of Salem Yard, creating about 2.7 miles of two main tracks. Has the potential to be extended through the yard to the passenger station, converging with single track at MP 718.3 for 4.4 miles of two main tracks.
Brooklyn	MP 719.24	MP 727.52	8.28	UP	UP	2	Construct 8.28 miles of two main tracks incorporating the present-day Labish siding located between MP 720.35 and MP 721.8.
Brooklyn	MP 746.48	MP 752.06	5.58	UP	UP	1	Starting just south of downtown Canby, add a second track northward incorporating present-day Coalca siding (MP 750.3-MP751.9 and extending the north end of the siding to MP 752.06. At this location there is an opportunity to extend further north to at least MP 752.3 and perhaps all the way into downtown Oregon City.
Brooklyn	MP 765.04	MP 769.97	4.93	UP	UP	1	Construct a third main track between Willsburg Jct. and the interlocking plant at East Portland allowing trains to stay clear of Mains 1 and 2 at Brooklyn Yard.
Brooklyn	MP 758.1	MP 765.0	7.00	UP	UP	1	Beginning about 1.5 miles south of Clackamas siding at MP 758.1 construct second main track to Willsburg Jct. incorporating present-day Clackamas siding (MP 759.3-MP 760.85), connecting to existing two main tracks at Willsburg Jct. to provide double mainline for 12.4 miles from south of Clackamas to the Steel Bridge at East Portland.

LINE SEGMENT	START	END	MILES	OPERATOR	OWNER	ODOT REGION	DESCRIPTION OF NEED/FREIGHT MOBILITY ISSUE WITH THE FACILITY
WU Mainline	MP 20.5	MP 83.58	63	WURA	Wallowa & Union Counties	5	While not in imminent risk of abandonment this line currently has no freight traffic. It does host seasonal tourist trains April through October and a rail pedal car operation east of Enterprise. These activities do not generate revenue sufficient to sustain the long-term maintenance needs of the railroad so the line is slowly declining, however, there is interest on the part of some businesses in Wallowa County in shipping by rail.
Modoc	MP 552.1	MP 552.1	0.10	UP	Wilsonart LLC	4	Construct a 4-railcar capacity spur and loading dock for Wilsonart's new manufacturing facility in south Klamath Falls. Spur would diverge from Union Pacific's Modoc Subdivision at approximately MP 552.1.
OE Mainline	MP 20.2	MP 26.2	6	WYCO	WYCO	5	Replace 75-lb. rail from MP 20.2 to about 26.2 with heavier rail to increase carrying capacity of entire line to GVW of 286,000 lbs. Line currently limited to 263,000-lb. cars. The customer served is an EaglePicher mine.
Brooklyn	MP 732.32	MP 738.04	5.72	UP	UP	2	Extend Gervais siding from its north end at MP 733.8 northward through the city of Woodburn to Hubbard, creating 5.7 miles of two main tracks between south Gervais and the city of Hubbard.

Table I-3. Aviation

LOCATION	ODOT REGION	NEEDS
Port of Portland	1	Additional aviation access, the Port is proposing a grade separation between 82nd Ave. and Airport way
Port of Portland	1	Intersection improvements at Alderwood and Columbia Blvd (to better accommodate ingress/egress truck freight to PDX
Port of Portland	1	Intersection improvements at Cully Blvd and Columbia Blvd (to better accommodate ingress/egress truck freight to PDX
Port of Portland	1	Columbia Blvd widening at 82nd Ave. and 60th Ave. (to better accommodate ingress/egress truck freight to PDX
Port of Portland	1	Grade separation at 11th and 13th at Columbia (to eliminate the crossing for increased safety)

Appendix J Compliance with Federal Requirements for State Plans

FEDERAL STATE FREIGHT PLAN REQUIREMENT[8]	WHERE ADDRESSED
1. Identification of significant freight system trends, needs, and issues with respect to the State	▪ Chapter 3 (Oregon Industries and Freight Movement), Section 3.3 through Section 3.5 ▪ Chapter 7 (Freight Issues and Strategies) ▪ Chapter 8 (Federal Compliance), Section 8.6 (Freight Investment Plan)
2. A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State	▪ Chapter 6 (Funding) ▪ Chapter 7 (Freight Issues and Strategies) ▪ Chapter 8 (Federal Compliance), Section 8.3 (Performance Measures)
3. When applicable, a listing of- A) multimodal critical rural freight facilities and corridors designated within the State under section 70103 of this title; and B) critical rural and urban freight corridors designated within the State under section 167 of title 23	▪ Chapter 8 (Federal Compliance), Section 8.4 (Freight Network Designations) ▪ Appendix I (Critical Freight Corridors)
4. A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of this title and the national highway freight program goals described in section 167 of title 23	▪ Chapter 8 (Federal Compliance), Section 8.2 (Comparison with National Freight Goals) ▪ Appendix F (Oregon Plan Implementation Support for Federal Freight Goals)

[8] State freight plans. 49 USC § 70202: https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title49-section70202&num=0&edition=prelim#:~:text=%C2%A770202.,State%20with%20respect%20to%20freight.

FEDERAL STATE FREIGHT PLAN REQUIREMENT[8]	WHERE ADDRESSED
5. A description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of freight movement, were considered	▪ Chapter 5 (Freight and Climate Change), Section 5.3 (Potential Actions to Reduce Freight-Related Greenhouse Gas Emissions) ▪ Chapter 7 (Freight Issues and Strategies), Strategy 2.5 ▪ Chapter 8 (Federal Compliance), Section 8.2 (Comparison with National Freight Goals) ▪ Appendix F (Oregon Plan Implementation Support for Federal Freight Goals)
6. In the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deterioration	▪ Chapter 8 (Federal Compliance), Section 8.5.7 (Heavy Vehicles)
7. An inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address the freight mobility issues	▪ Chapter 8 (Federal Compliance), Section 8.5 (Freight Mobility Issues and Needs) ▪ Appendix H (Highway Inventories of Need) ▪ Appendix I (Non-Highway Inventories of Need)
8. Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay	▪ Chapter 8 (Federal Compliance), Section 8.5.6 (Regional Needs to Address Freight Impacts) ▪ Appendix H (Highway Inventories of Need)
9. A freight investment plan that, subject to subsection (c)(2), includes a list of priority projects and describes how funds made available to carry out section 167 of title 23 would be invested and matched	▪ Chapter 8 (Federal Compliance), Section 8.6 (Freight Investment Plan)
10. The most recent commercial motor vehicle parking facilities assessment conducted by the State under subsection (f)	▪ Chapter 8 (Federal Compliance), Section 8.5.2 (Assessment of Truck Parking Facilities)
11. The most recent supply chain cargo flows in the State, expressed by mode of transportation	▪ Chapter 2 (Economy and Freight Demand)

FEDERAL STATE FREIGHT PLAN REQUIREMENT[8]	WHERE ADDRESSED
12. An inventory of commercial ports in the State	▪ Chapter 4 (Freight Systems), Section 4.2 (Freight System Overview) provides inventories for each freight mode, including marine (4.2.3), intermodal terminals (4.2.4), and aviation (4.2.5)
13. If applicable, consideration of the findings or recommendations made by any multi-State freight compact to which the State is a party under section 70204	▪ Chapter 7 (Freight Issues and Strategies), Strategy 4.1 and Action 4.1.2
14. The impacts of e-commerce on freight infrastructure in the State	▪ Chapter 2 (Economy and Freight Demand), Section 2.2.6 (Oregon's Dependency on Trade and Freight Transportation) ▪ Chapter 3 (Oregon Industries and Freight Movement), Section 3.2.1 (Output and Oregon Gross State Product Share), Section 3.4 (Industry Transportation System and Service Requirements, Issues and Opportunities) and Section 3.5 (Critical Industry Issues) ▪ Chapter 7(Freight Issues and Strategies), Strategy 12.3
15. Considerations of military freight	▪ Chapter 8 (Federal Compliance), Section 8.5.8 (Military Freight)
16. Strategies and goals to decrease- A) the severity of impacts of extreme weather and natural disasters on freight mobility; B) the impacts of freight movement on local air pollution; C) the impacts of freight movement on flooding and stormwater runoff; and D) the impacts of freight movement on wildlife habitat loss	▪ Chapter 5 (Freight and Climate Change) ▪ Chapter 7 (Freight Issues and Strategies), including Strategies 8.1 through 8.3, and Strategies 11.1, 11.3, and 11.4
17. Consultation with the State freight advisory committee, if applicable	▪ Chapter 1 (Introduction), Section 1.1.6 (Plan Development) ▪ Appendix A (Stakeholder Consultation)