



# Oregon Concrete & Aggregate

PRODUCERS ASSOCIATION

737 13th Street SE  
Salem, OR 97301  
P 503-588-2430 • F 503-588-2577  
[www.ocapa.net](http://www.ocapa.net)

## 2025-2026 OFFICERS

Chairman of the Board  
**Andrew Siegmund**  
*Allied Rock*

Vice Chair  
**Ethan Hasenstein**  
*Knife River*

Secretary-Treasurer  
**Josh Nelson**  
*Glacier Northwest*

President  
**Richard L. Angstrom, Jr.**  
*OCAPA*

## BOARD OF DIRECTORS

**Dave Germer**  
*Glacier Northwest*

**Tim Whitehall**  
*Hooker Creek Companies*

**Amanda Bewley**  
*Knife River NW*

**Brent Kerr**  
*Western Rock Resources*

**Jeff Lininger**  
*Modern Machinery*

**David Rabbino**  
*Jordan Ramis*

**Kelly Wood**  
*Wildish Sand & Gravel*

**Shane Darden**  
*Ash Grove Cement*

**Jeff Rash**  
*Heidelberg Materials*

**Casey Vanderwiele**  
*Triple C Sand & Gravel*

**KC Klosterman**  
*RiverBend Materials*

August 26, 2025

Chair Representative Julie Fahey  
Chair Senator Rob Wagner  
900 Court St. NE  
Salem, OR 97301

Chair Fahey and Chair Wagner:

The Oregon Concrete and Aggregate Producers Association (OCAPA) is not taking a position on the short-term funding measure designed to address ODOT staffing concerns. With that said, we offer a few observations about Oregon's transportation system that should concern every Oregon citizen and every member of this legislature.

For decades, Oregon has failed to provide adequate funding to preserve its roads and bridges. ODOT and the road building industry have warned the legislature that the insufficient funding to preserve our existing roads and bridges that are in "good" or "fair" condition increases the costs exponentially. Currently, ODOT needs \$1,050 million per year to preserve the state's infrastructure (\$400 million pavement and \$650 million bridges).

However, ODOT only expends a fraction of what it needs for preservation each year. ODOT distributes around \$1,767 million out of the State Highway Fund annually. Around \$942 million goes to collection costs and statutory distributions to cities and counties. Another \$171 million goes to debt service. ODOT receives around \$600 million from the federal government - most of which has to be spent on specific programs. After all is said and done, ODOT has about \$727 million per year for capital projects, preservation, maintenance and operations.

In 2017, the legislature mandated that ODOT complete the \$815 million Abernathy Bridge, the \$1,900 million Rose Quarter, the \$800 million I-205 Phase 2, and the \$725 million I-5 Boone Bridge. These projects were to be funded by tolling, not Highway Trust Fund money. But, with the repeal of the statutory tolling provisions, support for those projects is coming from the Highway Trust Fund. Where the annual cost of these four projects is difficult to determine, we estimate the total cost to be \$4,240 million and around \$530 million per year out of the Highway Trust Fund.

Additionally, and to complete the whole financial picture, ODOT expends annually about \$450 million in operations, \$450 to \$500 million in maintenance, \$150 to \$200 million in ADA Ramps, \$15 million in Safe School Routes, and \$8.3 million in bike and pedestrian infrastructure.

The result is that ODOT's current obligations exceed their revenue. There is nothing left for preserving Oregon's existing roads and bridges. This should be ODOT's top priority, yet it ends up dead last. To emphasize the point, ODOT estimates that in 2027 through 2030, the amount of money invested in preservation projects will nearly be zero without legislative action.

OCAPA believes that the current measure is focused on the wrong problem. The real problem is that Oregon's funding model supplies about 25% of what is needed to address these big projects and maintain and preserve our existing infrastructure. Although we understand the desire to keep ODOT personnel employed, the real problem is so severe that we believe every effort should be focused on developing an overall funding model that will deliver the transportation infrastructure that Oregon needs.

We don't want to have to address this, but it is reasonable to ask how many employees ODOT needs if the Legislature continues to fail to fund traditional road and bridge building at a level that is required to preserve our existing system. To be clear, OCAPA values the hard work of ODOT's employees, especially the frontline personnel we interact with daily. They are capable and hard-working Oregonians. We simply believe the legislature should focus on the bigger problems facing Oregon's transportation system. The appropriate staffing will result from those decisions.

Preserving our existing highway system must be the state's top priority. Why it is not is perplexing to those of us Oregonians entrusted with maintaining, preserving, and building Oregon's infrastructure.

Thank you for your consideration.

Rich Angstrom