



Associated Oregon Loggers, Inc.

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February 10, 2025

The Honorable Sen. Chris Gorsek & Rep. Susan McLain, Co-Chairs
Joint Committee On Transportation
Oregon State Capitol
Salem, OR 97301

Subject: SB 458- **SUPPORT**

Co-Chairs Gorsek & McLain, Co-Vice Chairs Starr and Boshart Davis, and Members of the Committee:

For the record, my name is Amanda Sullivan-Astor, Forest Policy Manager at Associated Oregon Loggers and a certified forester. On behalf of our members, I am submitting this testimony in strong support of Senate Bill 458, which directs the Oregon Department of Transportation (ODOT) to study U.S. Highway 30 from milepost 49 to milepost 94. This critical assessment will identify safety deficiencies, recommend improvements, and provide cost estimates to bring this key transportation corridor to a state of good repair.

As an organization dedicated to supporting Oregon's forest operators, small businesses, and logging professionals, safety is one of our core pillars—both in the woods and on the roads our members rely on to do their work. Highway 30 is a primary route for many of our members, serving as a vital thoroughfare for commerce, log hauling, and employee transportation.

However, the road's current conditions present serious hazards. Regrettably, fatalities plague this highway, and these tragedies are not isolated incidents. Every regular traveler on Highway 30 can recount close calls or dangerous conditions, from blind curves and narrow shoulders to infrastructure unable to support increasing commercial traffic. For our members, these risks are not abstract—they threaten the lives of their employees

Safety is a shared responsibility, but enforcement alone cannot solve the challenges on Highway 30. While Oregon State Police staffing remains limited, improved roadway engineering—such as guardrails, lane widening, and improved sightlines—can make a significant difference in preventing accidents. ODOT must take action to ensure that workers, families, and businesses can travel this corridor safely.

Beyond safety, infrastructure reliability is a key factor in economic growth. Investments in Highway 30 impact not only the safety of forest operators commuting to work but also the viability of the businesses that depend on this transportation route. If the highway cannot support increased traffic volumes safely, it will deter investment, limit economic opportunities, and slow the movement of goods that Oregon's industries rely upon.

AOL urges the committee to pass SB 458 and ensure the necessary resources are allocated for this study. Identifying and addressing these safety and infrastructure concerns is a proactive step toward protecting lives and supporting Oregon's economy.

Thank you for your time and consideration.

Amanda Sullivan-Astor, CF

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