



Associated Oregon Loggers, Inc.

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February 9, 2026

The Honorable Chris Gorsek, Chair
Senate Committee On Transportation

Subject: SB 1542 -2 : **Testimony Expressing Concern**

Chair Gorsek, Vice-Chair Weber and members of the committee,

For the record, my name is Amanda Sullivan-Astor, and I am here on behalf of the Associated Oregon Loggers. Thank you for the opportunity to testify, and to share our concerns with the dash 2 amendment to SB 1542. Associated Oregon Loggers (AOL) represents nearly 900 forest operators in Oregon dedicated to sustainable forest management and the economic vitality of our communities. AOL represents companies with log truck, chip truck, low boy and dump truck fleets along with our other forest contracting businesses that do logging, wildland firefighting, reforestation and many other forest restoration and production forestry operations.

Our members depend on a transportation system that works. Logging operations rely on safe, reliable roads and bridges to move logs, equipment, and finished products. When roads are congested, weight-restricted, or unreliable, it directly affects worker safety, business viability and the economic health of rural Oregon.

We support accountability and transparency at ODOT, and we understand the desire to improve long-term planning. However, Associated Oregon Loggers' members depend on the highway system and SB 1542 dash-2 raises serious concerns.

We are primarily concerned about the new scoring methodology. Congestion relief and capacity expansion as core priorities for industries like logging that move heavy loads on fixed routes. Capacity, reliability, and congestion relief are not optional, they are essential for our members. Limiting ODOT's ability to make strategic capacity improvements risks worsening bottlenecks, increasing safety risks, and driving up costs. We are also concerned that the scoring methodology is undefined in statute. Leaving these decisions to future processes creates uncertainty for businesses that make long-term investments based on access to reliable transportation infrastructure.

We are also concerned that the new advisory committee and reporting requirements may create more process without much to show for it. This will further slow project delivery. Delays matter in rural Oregon, where a single bridge or highway project can determine whether an operation can continue to function safely and legally.

While we appreciate that business and payer interests are included on the advisory committee, accountability should result in timely improvements to critical infrastructure and not additional layers that make it harder to address real-world transportation needs.

Thank you for the opportunity to testify.

Sincerely,
Amanda Sullivan-Astor, CF

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