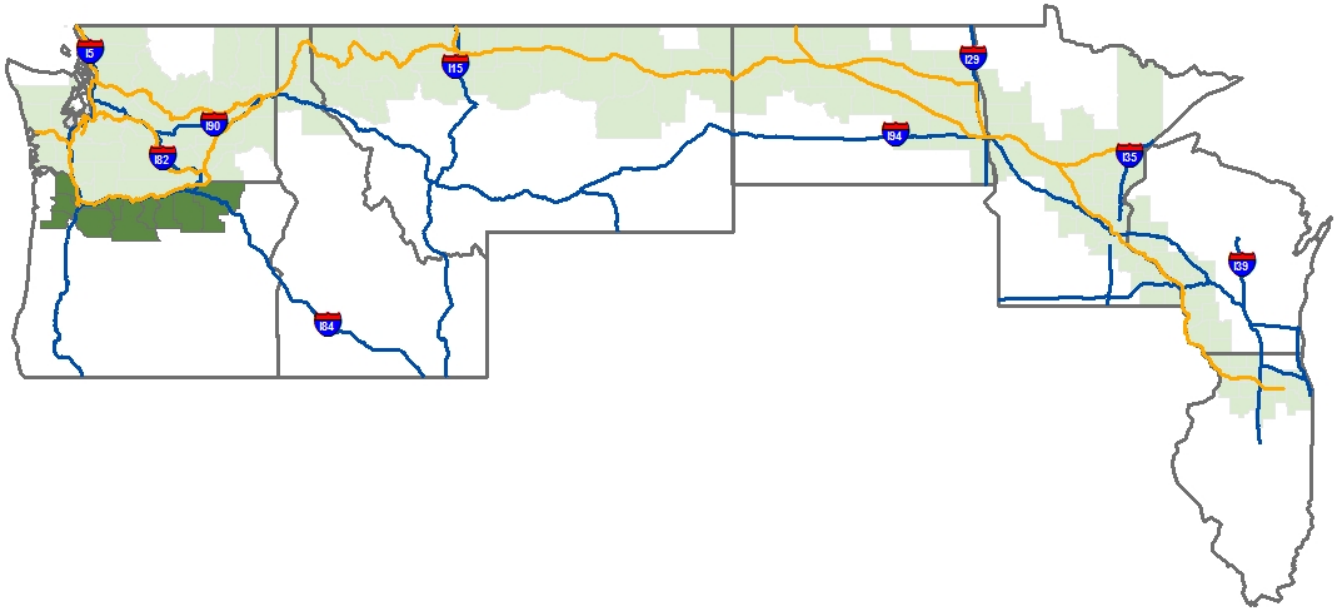


Overview

Of Oregon's 36 counties, 11 are within 20 miles of the Great Northern Corridor's (GNC) rail backbone. The GNC's multimodal corridor consisting of highways, rail and ports. It represents an east-west artery of commerce that supports the movement of people and goods, bringing economic vitality to more than 38 million Americans across eight North Central and Pacific Northwestern states.



Demographic Makeup

The Great Northern Corridor has a rich and diverse demographic makeup as it spans over half the United States, connecting the Pacific Northwest to the nation's industrial Midwest, spanning rural agriculture and energy fields in between. The following highlights Oregon's demographic and economic information to provide background on the areas through which the Corridor travels.

	Population (2015 Census)	U.S. Rank	GNC. Rank	Personal Income (Total, in Billions) (2015 USDC)	U.S. Rank	GNC. Rank	State's GDP (Total, in Billions) (2015 GDP USDC)	U.S. Rank	GNC Rank
Oregon	4,028,977	27th	5th	\$173.2	28th	5th	\$215.3	25th	5th
GNC Totals	38,297,393	n/a	n/a	\$1,863.0	n/a	n/a	\$2,239.0	n/a	n/a
US Totals	321,467,160	n/a	n/a	\$15,324.1	n/a	n/a	\$17,830.3	n/a	n/a

Source: <http://www.bea.gov/>

Oregon with 11 percent of the GNC population base, ranks 5th out of the eight GNC states in Population, Personal Income and State GDP. Within the US, the state ranks 27th in Population, 28th in Personal Income and 25th in State GDP.

Oregon Coalition Members

Currently, Oregon stakeholders are represented by the Oregon Department of Transportation and the Port of Portland. It is anticipated that this membership will grow as the Coalition expands its membership to MPO's, RTPO's, and other interested stakeholders along the corridor.

Canadian Relations with Oregon

In 2015, Canada was Oregon's 2nd largest trading partner with China ranking 1st. Oregon's 2015 exports to Canada totaled \$2.6 billion. Canadian imports for the same year totaled \$2.7 billion.

Domestic Cargo Movement (2014)

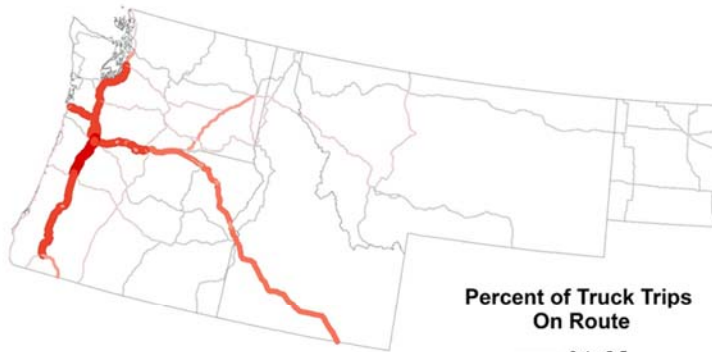
Of the 166 Million Tons of Oregon Products moving domestically in the United States,

80%

is destined for GNC states, valuing \$113 Billion

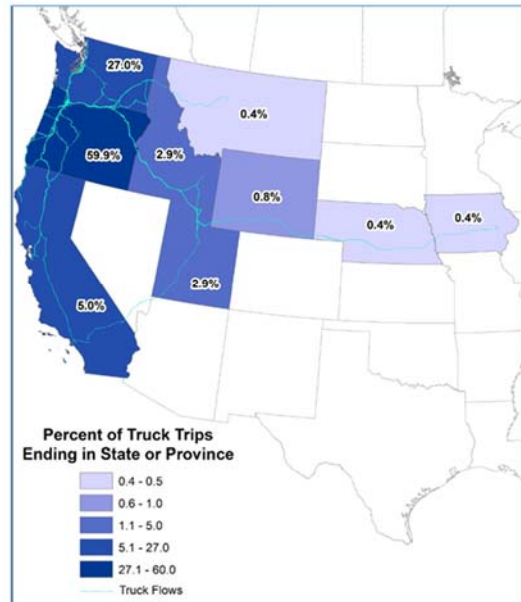
Truck flows

Port of Portland, OR Truck Routes and Departure Destinations



Portland, Oregon Percent of Truck Trips on Route			
Roadway	From	To	Percent of Truck Trips
I-5	US Hwy 30	WA/OR Border	46.8%
I-5	US Hwy 26	Us Hwy 20	35.0%
I-5	OR/WA Border	US Hwy 12	27.4%
I-84	I-5	OR/WA Border	22.8%
I-5	US Hwy 199	US Hwy 101	21.5%
US Hwy 30	US Hwy 101	US Hwy 26	18.6%
I-5	US Hwy 12	US Hwy 12	17.7%
I-5	I-90	State Rte 8	16.5%
I-5	US Hwy 101	US Hwy 12	16.0%

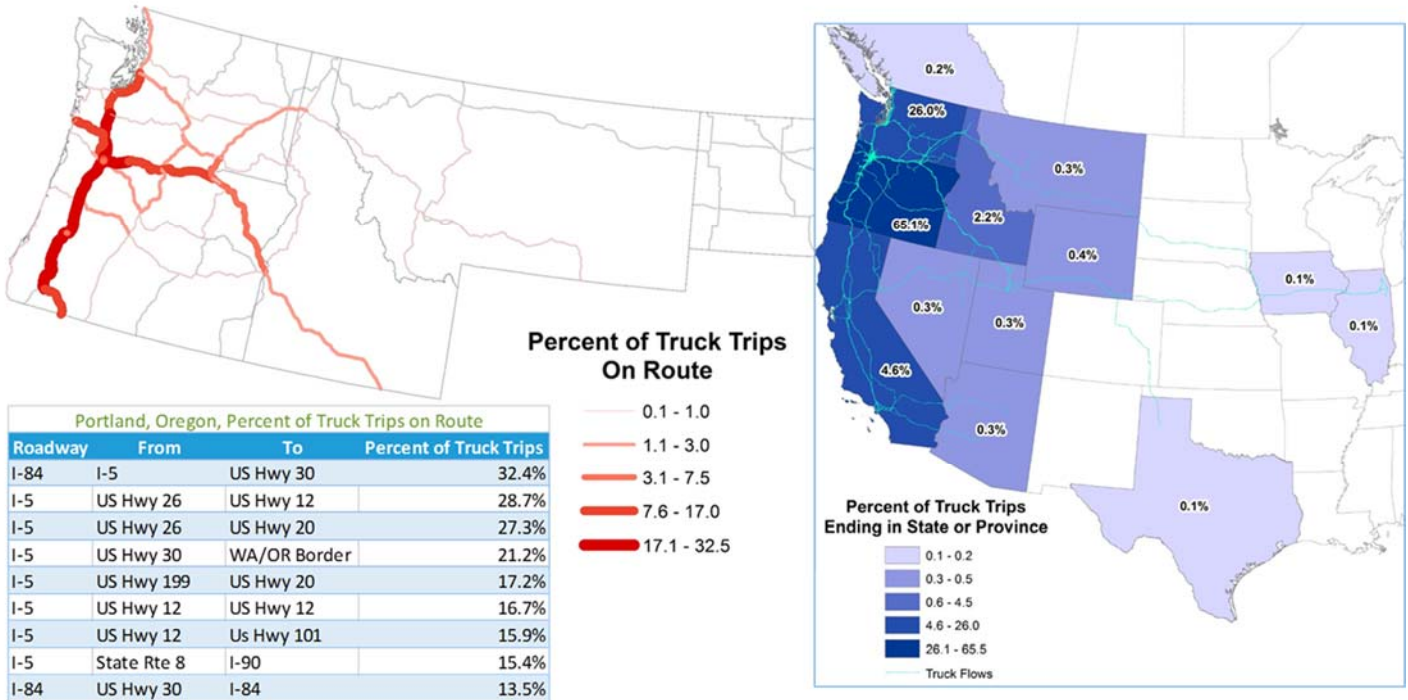
Percent of Truck Trips On Route



Percent of Truck Trips Ending in State or Province



Portland International Air Cargo Truck Routes and Departure Destinations



The two example intermodal facilities truck routes displayed above, demonstrate the significance contribution Oregon roadways have to the mobility of freight through the Corridor.

Freight Projects Supported by the GNCC in 2016

Below is an Oregon project that the GNCC offered their support for the respective federal funding applications in 2016.

GNCC Support letters written for FASTLANE and TIGER FY16

Project Name	Sponsor	Location	Total Project Cost	FASTLANE Request	TIGER FY16 Request	Web Link
Port of Portland Marine Terminal Jobs and Access	Port of Portland	Portland, OR	\$19.8M	\$7.3M	\$7.3M	FASTLANE: http://www2.portofportland.com/Properties/fastlanegrant TIGER: http://www2.portofportland.com/Properties/tigergrant

The Port of Portland receive a TIGER FY16 grant for their Marine Terminal Jobs and Access Project.

TIGER FY16 Award

Project Name	Sponsor	Location	Total Project Cost	FASTLANE Request	TIGER FY16 Award	Web Link
Port of Portland Marine Terminal Jobs and Access	Port of Portland	Portland, OR	\$19.8M	N/A	\$7.3M	TIGER: http://www2.portofportland.com/Properties/tigergrant

Current GNCC Initiatives

The following are three Phase II initiatives that have relevance to activities within Oregon:

Unified Corridor Investment Program

This initiative identified state and federal funding programs that should be evaluated for future project funding. The program included the development of a GNC project list and ranking methodology.

Grade Crossing Safety and Mobility Initiative

There is much public interest in Rail grade crossings safety. This initiative identifies an initial grade crossings evaluation criteria and methodology that is more expansive than the traditional FRA evaluation criteria. It is intended that this research be a first step in the evaluation process that a project sponsor uses in their investment decision.

Sustainability Assessment Tools

Through the use of sustainability tools, resource savings can be quantified and attributed to specific actions within a project and tracked to measure effectiveness. The assessment tools listed below provide opportunities to evaluate project resource savings.

Summary

These sample statistics and initiatives demonstrate the importance of freight mobility to the economic vitality of Oregon. To date, GNCC has been a good source of information and is anticipated to remain an excellent resource and advocacy partner in the the coming years as more people and freight are moved within our northern tier.