



## **Service Employees International Union, Local 503, OPEU**

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Co-Chair Hunt, Co-Chair Bentz, members of the committee, my name is Glenn Smith. I am an employee with the Oregon Department of Transportation and a member of SEIU local 503. I am here today to testify in support of HB 4129.

As previously mentioned, the inefficient use of state resources is one of the biggest concerns with this pilot project. I would like to highlight what we are getting for the cost and what we are not.

ODOT employees continue to be responsible for incident response, paying all highway lighting and signal electric bills, permitting activities, providing environmental assistance, providing traffic engineering support, providing state and federally required bridge inspections and performing traffic signal inspections.

The contractor is responsible for regular maintenance of this section of highway including repairing potholes, maintaining unpaved shoulders, roadside vegetation, and snow and ice removal.

According to the report released by ODOT, they are considering a second year of reimbursing the contractor for actual work performed, before moving to a performance based contract.

It is essential that state agencies and the legislature are as efficient as possible with public dollars. Now is the time to end this pilot project before we spend more money to come to the conclusion that it is less expensive to perform this work in-house with the trained and highly skilled maintenance crews employed by ODOT.

Thank you for your time. I am happy to answer any questions.