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On Behalf Of:	self
Committee:	Joint Interim Committee On Transportation Funding
Measure, Appointment or Topic:	LC 2

Thank you for reading my comment.

Please do not increase taxes on fuel, payroll, etc. to give more money to ODOT until a full audit is done to confirm that every tax dollar in their budget is being used on actual roads and bridges. No "staff enrichment retreats," "team building weekends," or \$20 million to foreign consultants (see below).

I, due to past experiences, don't trust ODOT to spend my money wisely.

Interacting with ODOT has often ended in tremendous frustration. Some examples:

Circa 1996: we attended an open house where the ODOT engineers were displaying plans to change HWY 99W through Newberg. The drawings of 99W that were presented at the meeting were inaccurate, showing obstacles and corners that did not exist- streetlamps and curbs- which they claimed were impeding traffic flow. Those curbs and streetlamps were only on paper.

Many of us testified that the plan:

- 1) removing half the parking spaces,
 - 2) blocking business access, and
 - 3) speeding up traffic through our downtown neighborhood, only to have traffic back up in the next town,
- was a bad idea.

The response, (I swear I am not making this up) "The computer simulation showed it wasn't a problem." (The crowd actually gasped when the engineer said that. We'd just seen that they didn't even have accurate drawings.)

Another person testified how this same poor design was installed and torn out on HWY 101 25 years prior, and the engineer denied it was true. Funny, the locals remembered it clearly.

The engineers, when asked if they had ever driven 99W through Newberg, admitted that they never had before the meeting. They forced changes based on inaccurate drawings and computer simulations, dismissing hours of public testimony, and when the construction was finished, had spent millions over the proposed budget. Several businesses became completely inaccessible from half of the highway, though the engineers sincerely promised they would keep all business access open. Nope.

The center snakes and landscaped medians they installed had to be torn out or rebuilt because they forced left-turn-light stopped cars into the travel lanes. Today, one still backs up and blocks a through lane nearly every afternoon. Huge waste of

tax dollars.

I watched someone two days ago exit a business and drive right over the median snake to get on 99W. What a waste of good concrete.

Circa 2005: two pedestrians were killed on HWY 219 where it travels through a densely populated area. Requests for a simple stop sign on that corner were denied because "ODOT regulations don't allow stop signs on state highways." Really? How does that make any sense? ODOT regs don't allow for cheap safety measures when highways run through cities and densely populated neighborhoods?

1976: the Newberg by-pass plans were ready. My family was shown a set because we lived adjacent to 99W.

2016: phase 1 of the by-pass was "finished."

Once during that 40-year gap ODOT sent \$20 million overseas to an Australian engineering firm to study the route. At that time ODOT employed (wages+benefits) one full-time engineer per every 7 miles of hwy in the state. Was not ONE of them qualified to "study" a by-pass?

Jump ahead to this week. There is a dangerous intersection in Newberg where HWY 240 intersects with Illinois street and Main street. Again, a densely populated area near a large city park. This intersection needs to be a 4-way stop. A couple of inexpensive stop signs could prevent accidents, injuries, and death, but ODOT, without prioritizing public safety for one second, says the city can't install a stop sign. Can't protect lives or property, regardless of how simple and cheap it would be. The city is forced to close Illinois street for safety's sake.

So, NO.

Just.. No. Don't give \$5 Billion MORE to a wasteful department buried in bureaucratic blindness.

Yes, yes, to a true, verifiable, disinterested, thorough, honest, realistic, fact-checked budget audit.