

Submitter:	Marilyn Smith
On Behalf Of:	City of Albany
Committee:	Joint Interim Committee On Transportation Funding
Measure, Appointment or Topic:	LC 2

Chair Wagner, Chair Fahey, vice chairs and members, good afternoon. I am Marilyn Smith, a city councilor in Albany, here in support of LC 2, the interim transportation investment package.

State Highway 99E, US 20, and I-5 meet in Albany. Highway 34 is just three miles away and an important transit route for the buses that connect Albany, Corvallis, Lebanon, and Sweet Home.

When I moved to Albany, my house and street were four years old. Forty-five years later, Albany's population has doubled and so has traffic. Albany maintains 190 miles of paved streets; 143 miles are in neighborhoods.

Eighty-nine miles of local streets are in such bad shape that more than 50 miles need to be rebuilt and we're already \$300 million behind in deferred maintenance.

For years, our city council has focused street spending on arterial and collector streets, the ones that move the most commerce and commuters. Our street fund collects about \$8 million a year from local, state and federal sources. About \$3 million comes from the State Highway Fund. All but \$500,000 goes into those major streets, while neighborhoods crack and crumble.

Traffic signals and street signs need to be maintained, curbs painted, striping refreshed. But it's pavement and potholes we hear about, every day, the number one resident complaint, loud and clear.

Most of Oregon's worst streets are in cities. Most of those cities are much smaller than Albany. All of us depend on sharing the State Highway Fund with our counties and the state. Keeping the 50/30/20 split is crucial.

Thank you to the people across the state who worked on this proposal for most of the last year, and to Governor Kotek for calling the special session to address it. It's a path to a thorough revision in transportation funding. This is not a partisan issue; bad roads affect the people who voted for us and those who didn't.

I understand the reluctance to raise taxes and fees; that's one reason Albany's streets are so bad. But I see logic and fairness in dedicating new funds to the specific purpose of basic road repair and ongoing maintenance – new revenue paid by those

who use and depend on Oregon's roads.