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On Behalf Of:  
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Not funding ODOT is losing a dollar to save a dime. Opponents to this bill are focus on its cost, but the cost of inaction far outweighs the cost of the proposed bill.

Deteriorated roads cause increased vehicle maintenance, tire wear, and fuel consumption. The national estimate for costs associated with deteriorated roads is \$725 per person per year; in Oregon it is \$325 per person per year ([https://tripnet.org/wp-content/uploads/2020/04/TRIP\\_Fact\\_Sheet\\_NATL.pdf](https://tripnet.org/wp-content/uploads/2020/04/TRIP_Fact_Sheet_NATL.pdf), [https://tripnet.org/wp-content/uploads/2020/04/TRIP\\_Fact\\_Sheet\\_OR.pdf](https://tripnet.org/wp-content/uploads/2020/04/TRIP_Fact_Sheet_OR.pdf)). That \$400 dollar difference is primarily caused by Oregon roads being better maintained: 25% of major roads in Oregon are in "poor" or "mediocre" condition compared to 39% of major roads nationally.

The proposed bill would cost ~\$100 per person per year (assuming \$19 in gas tax, \$41 in registration fees, and \$35 dollars in payroll taxes). Even then it saves \$300 per person per year compared to the national average, if we consider the cost of letting our roads deteriorate.

The narrative that these proposed taxes are "too expensive" is misleading. Ensuring ODOT stays funded is an investment that keeps money in Oregonians' pockets.

And that does not even consider the fact this bill saves over 500 jobs, maintains greater road safety, and provides many other social and financial benefits to Oregonians.