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| On Behalf Of:                     | Self                                                 |
| Committee:                        | Joint Interim Committee On Transportation<br>Funding |
| Measure, Appointment or<br>Topic: | LC 2                                                 |

It is time for the State House and Senate to reach a bi-partisan deal to fund ODOT and the local agency stakeholders. This doesn't mean that one party should dominate nor should either party allow their ideologically extreme members to rule either party. The sound bites from either end side is frustrating, and quite frankly oversimplified. Sound bites don't get the Oregon people what they need first. Safety, well maintained roads, and new infrastructure that facilitates smart growth. Stating no new taxes or wanting the Cadillac projects and policies to be enshrined in a comprehensive bill instead of separate well thought out bipartisan bills is fundamentally flawed. The current funding stream does not account for increasing strains caused by societal woes that are outside of ODOT's control. Increased population, life cycle schedules and costs, inflation, graffiti, dumping, and the ever-increasing financial burden of addressing HAZMAT generated by houselessness. ODOT and its local partners are full of committed staff that are dedicated to service. People and communities are suffering already not knowing if their family members, neighbors, friends, and community members will be working. Not to mention if a reduction of basic services will impact their regional and local economies. Demoralizing a work force that wants to serve, is ready to serve, and whose skills are obviously needed not only disserves them but the citizens of Oregon that expect more from their government. Generating additional income is also the smart choice. First of all, out of state business and leisure travel through Oregon will generate gas tax. Also, FHWA funded projects require a 25% match and that improve rural and densely populated areas. Reducing the State's ability to contribute to this program has a three-fold detrimental impact.