

American Public Works Association

Your Comprehensive Public Works Resource



<https://oregon.apwa.org>

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Co-Chairs Gorsek and McLain, and Members of the Joint Committee on Transportation Reinvestment

On behalf of the Oregon Chapter of the American Public Works Association (APWA), we appreciate the opportunity to submit comments on HB2025. APWA represents not only local, county, state, and federal agencies and staff, but private sector companies and personnel with direct oversight and involvement in transportation planning, design, construction, and maintenance for their organizations.

HB2025 does not just provide ODOT funding, but also provides local agency transportation funding, as well. The majority of revenue for Road and Bridge improvements for local agencies comes from the State Highway Fund, primarily derived from gas tax, heavy truck weight mile tax, and vehicle fees, that is equitably distributed between the state, counties, and cities in a longstanding formula called 50% / 30% / 20%. HB2025 provides necessary money to the cities and counties who must maintain local roadway infrastructure and safety.

We encourage you to visit with your local Public Works crews to see the innovative and efficient programs they have developed and implemented to maintain the condition and safety of pavements, gravel roads, and bridges. The maintenance and operations crews are stretching every dollar they have to extend the life of the local roads (44,000+ miles) and keep the bridges (3500+) open to farmers and freight. They are experimenting with new technologies and treatments, implementing asset management protocols, and still responding to emergency repairs; yet the Pavement Condition Index (PCI - the rating of the road network) is still sliding downward and the number of load rated bridges is increasing. This doesn't allow them to address critical safety issues and improve efficiency of the system.

Our infrastructure needs updating and maintenance, and in some cases full replacement. Roads, bridges, emergency management, and much more need investment right now. In the worst cases, some communities must defer critical maintenance until infrastructure fails. We have seen this occur across the state and the consequences for people and the environment can be significant, leading to a lower quality of life for their residents.

We encourage you to consider the positive impacts this funding package will provide to our local communities. The cost to maintain our infrastructure is not getting cheaper. Not funding it, allowing it to fail, is not an option our communities deserve.

Sincerely,
Oregon APWA


Doug Singer, PE
Chapter President