

Submitter: Michael Kilger
On Behalf Of: Citizen
Committee: Joint Committee On Transportation Reinvestment
Measure, Appointment or Topic: HB2025

I oppose HB2025

ODOT has not earned our trust to do better with more money. Trust in ODOT is low because they cannot manage projects on time or budget, aren't transparent and, in my opinion, deliberately obfuscate when communicating about finances and plans. Recently, an ODOT survey indicated that the employees have rated management poorly, per the Oregonian.

They are executing poorly at their prime function of building and maintaining roads and highways. The 2017 Transportation Funding Package introduced a payroll tax and ODOT said they would get several projects done with the money. We still have the tax but the projects haven't been completed and ODOT wants more money to complete them. They are publicly communicating that they can't afford to plow roads and perform other basic maintenance because they have no money. This was never a problem in the past. It appears as though they are using public fronting maintenance as a hostage to get more money for big projects.

Mass transit spending is out of control. TriMet's maximum trip count was in 2012 and has been downhill since. TriMet is subsidizing the WES rail system to the rate of almost \$100/rider. TriMet is subsidizing metro ridership at over \$7.88 per ride per the Oregonian. They need to start operating more like a business instead of a charity.

We don't need a cover over the I-5 as part of the Rose Garden interchange. It was a purely political request by the then Governor that has no technical merit and is very expensive. At the time it was proposed to add \$500 M, however based on ODOT performance, it will likely come in much higher.