



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Office of the Director

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DATE: April 30, 2007
TO: House Transportation Committee
FROM: Matthew L. Garrett, Director
SUBJECT: House Bill 2653

Introduction

A sound transportation system supports Oregon's economy, facilitates desired growth, reduces the cost of congestion, improves efficiency and links us together to enhance our state's productivity and prosperity, safety and quality of life.

Discussion

The Oregon Transportation Investment Acts (OTIA) provided funding for critical improvements in the road system. Many projects have been completed. The 2007-2009 biennium will see the peak period of construction for the bridge replacements funded in 2003. Connect Oregon provided funding for non-highway transportation modes. Projects have been selected and many are underway already.

Transportation requires constant investment and new resources are needed. The opportunities to improve and invest in Oregon's highway, road and street network and they are documented in recent studies.

- The Oregon Transportation Plan estimated an annual gap of between \$775 million and \$975 million in state, county and city resources.
- Oregon counties identified unmet annual needs of \$433 million.
- Oregon cities estimated an annual gap of \$160 million.
- The Cost of Congestion Study highlighted the cost that Oregon business and Oregonians incur due to low levels of investment both in the Portland metro area and statewide.

Oregon's road system is a partnership between the state, counties and cities. House Bill 2653 would make significant additional resources available for improvements at every level. These resources would ensure that each level can maintain and improve its part of the system and that Oregonians will continue to see a seamless system.

Summary

The Oregon Department of Transportation appreciates any efforts to provide the critical additional transportation funding that will keep Oregon a healthy, livable state.