Submitter: Garet Prior

On Behalf Of:

Committee: Joint Interim Committee On Transportation

Funding

Measure, Appointment or

Topic:

LC 2

Co-Chairs Wagner and Fahey and Members of the Committee,

My name is Garet Prior, a resident of Wilsonville, and I am writing in to testify against LC 2.

We need more funding for transportation, and there are many positive aspects to this concept - like the increase in payroll for transit and maintaining the split for local government. However, without amendments to better address ODOT's accountability and safety, I fear that the cost increases to Oregon families will not result in direct investments where they are most needed.

## Safety:

I thank you for your work on this legislation, which will help maintain Oregon's roads and enhance the state's ability to respond to crashes by keeping the lights on at ODOT this biennium. However, I cannot support a package that has no new funding for Great Streets, Safe Routes to School, or Oregon Community Paths. These are smart, high-return investments. The epidemic of traffic fatalities and injuries on Oregon's streets is a crisis that cannot wait. ??Behind every statistic is an inestimable loss, trauma, and a person who was loved by a family, friends, and a wider community. We must work to ensure every neighborhood has safe streets for everyone, including those who can't or don't drive.

REQUEST: Add language in LC 2 that was in a previous version of the transportation funding bill that calls out specific safety programs for a portion of ODOT's spending from gas tax increase.

## ODOT accountability:

We cannot and will not wait to align spending with our values, to treat safety as non-negotiable, and to rebuild public trust through clear accountability and real performance metrics. Oregonians like me are demanding a safety investment strategy for their streets.

It has become unclear to me that we cannot maintain the same leadership and oversight structure at ODOT, given its track record of failures since HB2017: tolling, delivery of significant projects like the Rose Quarter, a billion-dollar miscalculation, and the DMV voter registration debacle.

Continuing this concern, is the political tactic from ODOT to put frontline maintenance workers on the choipping block as first up cuts, knowing these workers play the most politically favorable role. Broad statements have been made from ODOT about cuts to administration, but the details are lacking.

REQUEST: The letter from the Governor on June 20, 2025, about ODOT accountability is an excellent list of correct actions. But, I'm wary that the current leadership and oversight structure will be lacking to implement these actions with the speed and specificity needed. Too much of the entrenched structure will stay in place.

- Add language to LC2 to that enhances the CIAC through understanding of inclusive committee facilitation and power dynamics, to include the following:
- There should be enough people that ODOT representatives are a minority number of members.
- The Chair and Co-Chair should not be ODOT.
- 3rd party facilitator that with experience on equitable advisory committee's with ODOT or similar agencies.
- Compensation should be provided to individual members and for the committee to direct, as there will be need for analysis of questions that arise (for example, better research into state comparison or assumptions for future scenarios)

Thank you for your time and attention to these urgent needs.