

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 chopping 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.