

Submitter: AL Martin

On Behalf Of:

Committee: Joint Interim Committee On Transportation  
Funding

Measure, Appointment or  
Topic: LC 2

OPPOSE. Partial solutions: 1. Expand inmate and community service programs support to ODOT—put offenders to work, giving them purpose while paying back the community. 2. Decrease # of upper-level management and give increased management to maintenance with a partial pay raise.

Governor's Special Session: Because Clearly, Potholes Deserve \$Billions\$

The Governor has called a special session — not to save timber jobs, not to revive manufacturing, not to address Oregon's vanishing private sector — but to raise transportation fees and taxes so ODOT can mismanage even more money.

Democrats control the Governor's office, ODOT, every agency in sight, and hold a supermajority in both chambers. Yet somehow, when the wheels fall off, it's the Republicans' fault. That's not governing — that's gaslighting with a side of potholes. Meanwhile, Oregon bleeds jobs like a leaky gas can. Seven sawmills shuttered since 2024, taking 462 mill jobs with them. Intel axed 3,000 jobs. Another 2,500 in manufacturing vanished. But apparently those don't warrant a special session. Where's the outrage? Where's the emergency meeting to save blue-collar paychecks instead of blue-ribbon task forces?

House Republicans tried a different path with HB 3982: no new taxes, keep ODOT's core functions like plowing roads and patching potholes. Radical, I know. ODOT's response? Slammed the door and refused to meet. Then Democrats voted down an amendment that would've saved road jobs without raising the cost of living. Priorities, right?

And here's the kicker: 80% of Oregonians opposed a gas tax hike. Over 4,000 citizens spoke up, 71% against. But the supermajority pushed ahead with an \$1 BILLION tax scheme. When it collapsed, they blamed Republicans.

Budgets reflect priorities. Right now, Oregon's priorities are higher taxes, fewer jobs, and pretending potholes cost more to fix than entire industries are worth. Until that changes, ODOT will keep spinning its wheels — on very expensive, very broken roads.