

Submitter: Andrew Bastasch
On Behalf Of:
Committee: Joint Interim Committee On Transportation
Funding
Measure, Appointment or LC 2
Topic:

Stable and sufficient, transportation funding is critical to Oregon's mobility. The staff at ODOT as well as city and county staff members are social servants who are committed to building and supporting the state's transportation infrastructure. If funding is not passed, ODOT and other agencies will lose transportation funding, meaning fewer maintenance and construction activities and projects. Some of those projects are bid out to consultants (to design) and contractors (to build), some of which are local Oregon small businesses. That means that some of these small businesses that work with ODOT and local agencies will lose work and may need to subsequently layoff staff, or close permanently. So there is a trickle down effect on the Oregon economy.

I think Representative Mark Owens (District 60) put it most succinctly on a July 15th, 2025 interview with the Harney County Live radio show - "If gas taxes go up 6 cents, you would be paying an extra \$60 per year. You know, what's a tire cost if you blow it up in a pothole? Yeah. So that's what we're facing". So on a per vehicle basis, this is more like insurance to reduce the likelihood of damaging potholes, clean up debris on the highway, and ensure a smooth driving surface, etc. It's a pretty small price to pay, and much less than the current inflation rate.

As for other large projects, in subsequent bills, please consider putting a toll on any bridge/tunnel improvement project - that at least funds the construction bonds for the project over time. Thank you.