

Submitter:	Dean Suhr
On Behalf Of:	More Audits and Efficiency - not more taxes
Committee:	Joint Interim Committee On Transportation Funding
Measure, Appointment or Topic:	LC 2

Good afternoon,

My name is Dean Suhr, Author and Chief Petitioner for IP-31, the Vote Before Tolls Initiative for the November 2026 ballot.

And yes, we believe tolls are still coming. LC2 does not abolish tolls, Sections 54-57 just makes them not mandatory, ie.e LC2 removes ODOT's deadline to implement tolls. [MoVoteBeforeTolls.org](http://MoVoteBeforeTolls.org)

I want to comment on two other aspects of LC2 that parallel other goals of IP-31.

How do we treat Methamphetamine addicts? not by giving them more meth ... rather we take them off the drug, give them methadone, along with teaching them self-accountability, helping them look at the root causes of their addictions, and by providing ongoing monitoring and support to try to keep them from relapsing.

ODOT is our state agency equivalent of a drug addict, stealing – I mean taxing and spending apparently without accountability. These are the folks that "didn't know" it was going to snow in 2023 and weren't prepared to plow our roads ... and the same people that said they are already broke because of EV's, when the 100k EV's registered in Oregon represent less than 3% of the 3.1M registered gasoline vehicles in Oregon – and that doesn't include the the more than 150k more vehicles from WA, CA & ID that drive through the state every day while buying Oregon fuel.

You can't trust what an addict says when they are trying to get their fix.

I did searches for two key words ... AUDITS and EFFICIENCY.

AUDIT is described in two places.

Section 1 - biennial audit ... use of monies and capital projects

Section 9 - a singular audit of ODOT's management in 2026, But in Section 10, the management audit provision expires in 2027.

EFFICIENCY appears once in Section 5 where a new Continuous Improvement Advisory Committee is created to advise the JCT on maximizing ODOT efficiencies

Sections 1, 5, & 9 should be revised to require a member of the general public on the

two audit and the efficiency committees. And all committee discussions should be required to be public and transparent.

The JCT, by beefing up the audit and efficiency aspects of LC 2, will make ODOT a better steward of our money, and improve statewide transportation ... and most importantly, realize that the tax monies you already have will go so much further when our government is more accountable and more efficient.

Let's help all of our addicts recover!

Dean