

Submitter: Dean Suhr  
On Behalf Of: This Bill does NOT Eliminate Tolls  
Committee: Joint Special Session Committee On Transportation  
Funding  
Measure, Appointment or Topic: HB3991

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

HB 3991 does not eliminate tolls, it simply let's ODOT off the hook to implement them now and in specific places that Salem mandates. And yes, we believe tolls are still coming. The balance of HB 2017 remains in effect. Sections 54-57 of HB 3991 just makes them not mandatory, i.e., 3991 removes ODOT's deadline to implement tolls.

The Vote Before Tolls community knows that tolls can still be implemented at any time by activating the infrastructure that is already in place.

We do not believe ODOT needs another unrestricted open-ended source of revenue. In order for a toll to launch under IP- 31, the regional public will have the RIGHT TO VOTE and will insist on transparency – the use of the funds raised through tolls, the toll amount and rate change process over time, sunseting of tolls after capital projects are completed, diversion and safety provisions, etc.

We are currently gathering signatures to get IP-31, the Vote Before Tolls initiative on the 2026 ballot. More information here: [VoteBeforeTolls.org](http://VoteBeforeTolls.org)

You don't give an addict more drugs ... ODOT doesn't need more money - they need more efficiency, focus, and accountability to work with their means. Their current "woe is me", "we can't snowplow or pick up trash", and harping on lost jobs whielk we still have potholes, I-205 & I-5 bootle necks is hand waving. Their budget has more than doubled over the last 10 years (excluding the post-COVID "extra" billions). Their employee, materials and equipment costs have not doubled.

We need to get at the core of ODOT's ever rising budget with less focus on it's primary mission – efficient, reliable transportation for the masses (and that is NOT primarily public transportation, it's roads, bridges, and highways).

We think an annual independent audit of operations, expenses and management is necessary. Sections 1, 5, & 9 should be revised to require a member of the general public on the two audit and the efficiency committees. All committee discussions should be required to be public and transparent. And Section 10 should be removed – management needs an ongoing ANNUAL audit until ODOT gets their efficiency act together.

The JCT, by beefing up the audit and efficiency aspects of HB3991 will make ODOT a better steward of our money, and improve statewide transportation.

Let's help all of our addicts recover!

Dean