

Source HB 5077 Budget Report, pages 29 and 30

Budget Note #1

Recognizing the concerns of constituents and the legislature about the amount of time it takes to issue an access permit, percent of decisions that are made in the field compared to percent of time reviews are required by the regional engineer, and extent that access permit review is integrated with the local government review process; the Committee supports one additional limited duration position for each region for 18 months. The Department is directed to provide a report to the Emergency Board by December 2004 on its performance in reducing the amount of time it takes to issue an access permit, increasing the number of decisions that can be made in the field, and steps taken to integrate the review process with local government reviews. The Department is directed to work with the Legislative Fiscal Office to establish an evaluation process that incorporates an independent survey of local governments and permittees to measure customer satisfaction with processes implemented by the Department to issue access permits. The Emergency Board may extend the Limited Duration positions if satisfactory progress is made in improving the permit process.

Budget Note #2

If House Bill 2041 becomes law, the Committee expects that the Oregon Department of Transportation (ODOT) will contract with the private sector in managing the bridge repair and replacement program and the overall implementation of HB 2041. The Department and the private sector are directed to develop a strategy to complete the bridge repair and replacement program that maximizes the following:

- 1) Ease of traffic movement – contracting strategies that keep traffic moving will minimize effects on other industries and the public;
- 2) Expedient delivery – quick project delivery will allow freedom of freight movement and ensures that products can be delivered throughout the state;
- 3) Involvement of Oregon construction firms and employees – the use of Oregon firms and employees, emerging small businesses and minorities will result in economic stimulus that will benefit the state overall.

It is further expected that ODOT will insure that the firm selected to manage the bridge repair and replacement program develops packages in a size that achieves all three of the objectives above, but with a primary emphasis on the ability of Oregon construction firms to compete for the packages. The department is directed to insure opportunities for private sector stakeholder input on project delivery methods and package sizes are continued. In order to stimulate the economy for Oregon businesses, the Legislature expects that the firm selected by the department to manage the bridge repair and replacement program will provide design-engineering services, but not engage in construction projects that are part of the bridge repair and replacement program.

The Department is directed to report to the appropriate interim legislative policy committee and the Emergency Board the contract language that implements this budget note prior to advertising for bids or no later than January 2005 whichever comes

first.

Budget Note #3

The Department of Transportation shall report to the next legislative assembly on each project completed with description and amount of the grant awarded under the Immediate Opportunity Funding program.

Budget Note #4

The Department is directed to partner with Oregon State Police to perform activities in the Motor Carrier Transportation Division's annual commercial motor carrier safety plan. Based on past Motor Carrier Safety Assistance Program (MCSAP) funds received from the Federal Motor Carrier Safety Administration, the Department will allocate \$3.2 million for safety plan activities performed by the Oregon State Police in the 2003-05 biennium.

Budget Note #5

The Department of Transportation is directed to assist Metro and its local government partners in analyzing the proposal known as the "West Arterial Road" or Northwest Passage Expressway" within the context of the North Willamette River Crossing Study and Metro's Regional Transportation Plan. The Department shall provide a status report to the Emergency Board by December 2004.

Budget Note #6

The Board is directed to conduct a study to develop a strategy to open access to the on-the-job training positions on barges traveling up and down the Columbia River and develop an action plan toward a goal of increasing the numbers of minorities receiving on-the-job training positions on barges or other access to on-the-job training programs. The results of the study and the action plan with performance measures will be reported to the Emergency Board by April 2004. Upon acceptance of the report and action plan, the Emergency Board may increase the expenditure limitation for the Board of Maritime Pilots to fully fund the Board for the last quarter of the biennium.