

Date: December 18, 2024

Time: 3:00 PM – 4:30 PM

Meeting Summary: December 18, 2024

Meeting Attendees:

- Matthew Kitchen (ECONorthwest)
 - Sean Wallace (ECONorthwest)
 - Zach Leshar (ECONorthwest)
 - Bonnie Gee Yosick (ECONorthwest)
 - Bob Russell (Oregon Trucking Association)
 - Jana Jarvis (Oregon Trucking Association)
 - Mazen Malik (Legislative Revenue Office)
 - Marie Dodds (AAA Oregon/Idaho)
 - Tim Morgan (AAA Oregon/Idaho)
 - Carl Riccadonna (Office of Economic Analysis)
 - Jordan Macias (Office of Economic Analysis)
 - Mitchell D'Sa (Office of Economic Analysis)
 - Brian Worley (Association of Oregon Counties)
 - Kevin Campbell (Victory Group)
 - Allen Molina (Oregon Department of Transportation)
 - Daniel Porter (Oregon Department of Transportation)
 - Travis Brouwer (Oregon Department of Transportation)
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Agenda Overview

- Review of HCAS preliminary results.
 - Discussion on the impact of updated vehicle weight classifications.
 - Examination of expenditure trends and equity ratio adjustments.
 - Planning for next steps, including future meetings and deliverables.
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Key Updates

Preliminary Results

- Matthew (ECONorthwest) presented equity ratios and cost allocation trends for 2025:

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- Notable shifts were identified in heavy vehicle classifications due to updated vehicle weight data.
- Differences between 2023 and 2025 equity ratios reflect methodological refinements, including VIN-based vehicle weight data.
- Preliminary results indicate continued alignment of light and heavy vehicle responsibilities with historical patterns.
- Additional clarification is needed for the shift in federal expenditure shares, particularly related to bridge and pavement projects.

Expenditure Trends

- Analysis of expenditure categories highlighted significant changes:
 - Increased investment in bike and pedestrian infrastructure, primarily due to ADA compliance efforts.
 - Decreases in preservation expenditures, potentially impacting heavy vehicle cost allocations.
 - Shifts in federal and state funding shares influenced by project classifications.
- Mazen raised concerns about the reduction in preservation expenditures, emphasizing the importance for heavy vehicle cost accuracy.

Vehicle Weight Classification and VMT Data

- Allen Molina provided insights into new registration data fields:
 - Improved accuracy in vehicle weight and fuel type classifications through VIN decoding.
 - Changes primarily affect medium-duty vehicles and their associated cost responsibilities.
 - Mazen requested additional examples to understand the implications of the new classifications on equity ratios.
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Next Steps

Deliverables and Timeline

- Preliminary results will be finalized and distributed to the SRT by December 20, 2024.
- Final report remains on track for delivery by January 17, 2025.
- Recommendations for legislative adjustments will be developed based on SRT feedback.

Meetings and Follow-Ups

- A soft hold was placed on January 14, 2025, for a potential additional SRT meeting.
- January 7, 2025, meeting confirmed to finalize recommendations and review updated results.
- Coordination with ODOT and ECONorthwest to address outstanding issues related to equity ratio shifts and expenditure allocations.

Action Items

- **ODOT Staff:** Finalize bridge and pavement expenditure data for integration into final results.
- **ECONorthwest:** Address discrepancies in federal funding trends and provide additional examples of vehicle weight classification impacts.
- **SRT Members:** Review preliminary results and prepare feedback for the January meeting.