



Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

Director's Office
355 Capitol St. NE
Salem, OR 97301

DATE: June 7, 2013

TO: Capital Construction Subcommittee of the Joint Committee on Ways and Means

FROM: Paul Mather
ODOT Highway Division Administrator

SUBJECT: ODOT Region 1 Co-location

INTRODUCTION

As a result of ODOT organizational boundary changes, rightsizing of crews, and other initiatives aimed at reducing overhead costs, ODOT's Region 1 is in a unique position to modify its presence in the Portland Metro area to serve motorists in the greater Portland community more effectively. ODOT Region 1 staff provides project support, routine maintenance repairs, and operations to keep the highways in the Multnomah, Washington, Clackamas, Columbia, and Hood River counties fully open and operating. Co-location of these crews would greatly increase ODOT efficiencies both internally and externally.

DISCUSSION

Community growth and development in the greater Portland area has generated city of Milwaukie interest in one ODOT- owned property. The city planned to bring a ballot measure to its voters in fall 2012 to seek approval of a baseball stadium and other adjacent economic development projects, which would create jobs for the community and assist with greater economic prosperity. The city backed away from the baseball proposal in early September 2012, but still has development interests for the subject property. Tri-Met is expanding its light rail line system adjacent to the east end of this maintenance yard with the addition of the Orange Line, which will provide greater transit options for the public to travel to and from the proposed economic hub. With strong community support, ODOT is also planning the Sunrise Corridor project that will impact the existing Lawnfield maintenance yard in Clackamas County, acquired in 1985 for this project.

Lastly, this concept aligns with ODOT's mission and goals in a partnership with local government entities to promote economic development and livable communities, and to be responsive to customers, efficient, creative at problem-solving, and sustainable in our role as stewards of publicly-owned funds and assets.

ACTION REQUIRED

ODOT requests the legislature authorize a \$1 placeholder in its budget to allow the agency to plan and consolidate a number of facilities within the Portland Metro area. ODOT would return to the February 2014 legislative session or subsequent Emergency Board with a plan to address the facilities issues in Region 1.

SUMMARY

The consolidation and co-location of district management, project management and maintenance crews as described above would provide opportunities for greater efficiencies, coordination, and communication. Many of the existing facilities are at or past their useful life and need major improvements for them to be useful in the future. ODOT seeks legislative approval for a \$1 placeholder in its budget to address Region 1 facilities.