Testimony - HB 2906 **April 10, 2017**

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The following is a ***HYPOTHETICAL*** example created by Dean Anderson that illustrates the problems associated with data sharing and how the new governance structure created by HP 2906 ***CAN*** address these problems.

Today – Sharing is not working

1. ODOT leads an effort to define a data requirement for culverts. This is deemed an important statewide data layer for decision makers and for public use. Local government participation in defining the new culvert inventory data standard is limited. ODOT determines "CULVERT TYPE" is an important inventory attribute and develops a standard list of culvert types that all contributors should use.

2. The group led by ODOT finalizes the data standard, OGIC approves it, and the group determines that the new inventory should include culverts managed by ODOT, Cities and Counties.

3. ODOT requests CULVERTS with "CULVERT TYPE" from the Counties and Cities. Polk County uses the county road Information system call IRIS. The "CULVERT TYPE" used in IRIS does not match the new data standard. Implementing the change will require IRIS program modifications and a review of each individual culvert's attributes. The County just completed its inventory of 5928 culverts and determines making changes are not economically feasible.

3. During this time a conservation group concerned about fish passage also completes a culvert inventory for culverts on all fish bearing streams in the state. The inventory is rich in biological information but does not contain accurate physical infrastructure properties of the culverts. This inventory is often used by state agencies as it is the only statewide inventory available. The inventory does not match Polk County inventory standards and each time it is misused as an infrastructure inventory it causes confusion, frustration and possible harm.

The New Approach – Addressing the problems

1. The NEW OGIC organization identifies the culvert inventory as a priority framework data layer.

2. OGIC creates a new management team that includes state, county, city road managers and other stake holders to look at requirements, benefits of sharing, impacts on collection efforts and other ~~the~~ issues involved with creating a new culvert inventory data layer. The management team is supported by a technical team who identify the technical issues in meeting their requirements.

2. The management team and technical team work together to define the inventory standard that includes a new "CULVERT TYPE" field that may easily be aggregated from existing information at ODOT, the cities and the counties. The aggregate field is not perfect but can be easily generated by all participants.

3. The new data layer structure is tested by participants including ODOT, and representative cities and counties. Each participant agency receives a moderate amount of existing FIT money to offset participation costs. The test is focused on ensuring the data can be easily compiled every year from existing inventories. Modifications are made as required.

4. The plan is presented by the participants to OACES (Oregon Association of County Engineers and Surveyors) and City equivalent to ensure stake holders are included and can provide feedback.

5. Based on feedback from the test and input from staked holders, the management team develops an implementation plan. The plan identifies opportunities, barriers, and cost and no-cost alternatives. The plan identifies mechanisms to address organizations that have no inventory to assist them and possibly develops mechanisms where conservation groups can work with counties or cities to develop effective infrastructure inventories.

6. OGIC reviews the implementation plan and develops an implementation schedule.

7. Work begins. Estimates for completion and costs are known.