

# Draft plan released to reform ODOT in wake of \$1 million evaluation

A legislative committee will have its own set of recommendations

By **PARIS ACHEN**  
Capital Bureau

SALEM — The state's administrative agency has laid out a draft plan for reforming weaknesses at the Oregon Department of Transportation, but deadlines for the reforms lag behind legislators' schedule for approving a transportation package.

The draft recommendations by the Department of Administrative Services are based on the findings of an independent consultant's management review of the agency finalized in February.

The state paid New York-based McKinsey & Co. \$1 million to evaluate the performance of the Department of Transportation before lawmakers consider approving hundreds of millions of dollars in new transportation funding later this session. The revenue to pay for projects would likely come largely from a hike in the state's gas tax and registration fees.

Gov. Kate Brown ordered the review to help allay some lawmakers' concerns the agency wasn't prepared to handle the new projects efficiently and effectively.

### Unclear governance

The consultants concluded there is an unclear governance structure for ODOT and the Oregon Transportation Commission, which sets policy for the agency. The agency also

lacks a strategic vision for the future and accountability measures, the consultants found.

In its draft, the Department of Administrative Services recommended that the governor and Legislature convene a work group to clarify the governance structure and report back by November.

ODOT should seek the expertise of a management consulting company to develop a management plan for the agency that would define structure, roles and measurements for success.

The agency also should seek out a consulting company to address waste in its fleet and facilities programs and convene procurement experts from other state agencies to review potential improvements for contracting.

Other recommendations ask for a communications plan, align legislative standards with the realities of the agency's operations and ask the secretary of state to conduct an audit specifically on ODOT's management of funds in the highway program.

Finally, DAS recommends conducting another management review to identify the progress of any changes.

### Released Friday

The draft recommendations were released to the EO Media Group/Pamplin Media Group Capital Bureau Friday in response to a public records request.



Capital Bureau

The Department of Administrative Services has released draft recommendations to reform the Department of Transportation based on the results of a consultant's evaluation.

The finalized recommendations are scheduled to be released this week, said Department of Administrative Services spokesman Matt Shelby. The records were submitted to the Oregon Transportation Commission and ODOT earlier this month. The commission and agency have been asked to give feedback on the recommendations by today, Shelby said.

The first of several work products recommended in the draft plan wouldn't be due until Nov. 1, months after the state Legislature is scheduled to adjourn.

Lawmakers on a legislative committee crafting the transportation package say they plan to move forward with their own ODOT reforms. The co-chairs of the Committee on Transportation Preservation and Modernization formed an accountability subgroup to look at such issues.

"When we decided to go with the accountability group, we kind of put aside what the executive department was doing and said, we are going

to do what we think needs to be done for a legislative perspective for accountability and transparency," said committee Co-Chairman Sen. Lee Beyer, D-Springfield.

Rep. Alan Olson, R-Albany, who heads the accountability subgroup, said he would consider the draft plan in a separate set of recommendations he plans to present to the full, 14-member transportation package committee in early April.

### Accountability measures

His recommendations are likely going to include suggestions for changing or clarifying ODOT's governance structure and other accountability measures.

Olson said he is particularly interested in an idea to provide a website to the public where they can track the progress of transportation packages and whether the projects are on schedule and on budget.

The Capital Bureau is a collaboration between EO Media Group and Pamplin Media Group.

# Bend residents protest apartment proposal

By **MARINA STARLEAF RIKER**  
The Bulletin

BEND — Catherine Najand and her husband moved from Southern California to Bend three years ago so they could live in a quiet, tight-knit community.

She bought a home on a quarter-acre lot on the south edge of town, where she would live among ponderosa pines, wildlife and look out to dark, starry skies at night. But just a few years after moving in, neighboring property owners are threatening the things Najand cherishes the most about her neighborhood: They want to build a 192-unit apartment complex just blocks away.

Najand isn't happy. "I came here because I was told Bend is a community," said Najand. "It's not a community anymore; it's a moneymaking machine."

Najand is one of several residents protesting the proposed apartment complex, which would be located just north of Ponderosa Street on U.S. Highway 97. Although developers are still in the early stages of planning, Najand and some of her neighbors say the apartments won't fit in with the neighborhood and will negatively impact their community, which doesn't have sewer lines or adequate

streets to handle hundreds of new residents.

Najand is not unlike dozens of other residents who have protested new developments in Bend — specifically apartments. Housing advocates and city officials say building up is the only way to provide enough homes for the city's population; Bend's rent prices have skyrocketed in recent years, pushing some longtime residents out of the city. But hundreds of other Bend residents say apartments will ruin quiet, single-family neighborhoods.

Developers haven't applied for any permits yet for the Ponderosa Street project, but the initial proposal calls for multiple three-story apartment buildings, a clubhouse and pool, according to documents submitted to the city by Grant Hardgrave, a civil engineer in Bend. The 192-unit apartment complex would span 8.6 acres, which are owned by multiple property owners, according to property records. Hardgrave wouldn't comment on the proposal.


Colin Stephens, planning manager for the city, said before anything can be built, the developers will have to send notices to neighbors and go through a planning and permit process, which will give people the chance to appeal the project.

WANTED

Alder and Maple Saw Logs & Standing Timber

Northwest Hardwoods • Longview, WA

Contact: John Anderson • 360-269-2500



# HAPPY 90<sup>TH</sup> BIRTHDAY

# ED MCCALL

## MARCH 27<sup>TH</sup>

You are our hero.

Mike, Liz, Doug, John and Julie

## They're your dreams. Start building them.

Consider a U.S. Bank Home Equity Line of Credit for your next project. With competitive rates and flexible payment options, lasting home improvements could be within reach. Introductory rates start as low as 1.99% APR.

### HOME EQUITY LINE OF CREDIT

Introductory rate for 6 months  
Rates as low as

1.99% APR\*

Rate available 2/25/17 – 5/5/17. Rates are subject to change.

Variable rate after introductory period

4.64% APR\*

Rate shown for lines of credit:  
– Up to 70% loan-to-value  
– U.S. Bank Consumer Checking Package  
Actual rate may be lower.  
Visit [usbank.com](http://usbank.com) for custom rates.



Call 800.209.BANK (2265), visit a local branch, or go to [usbank.com/dreambig](http://usbank.com/dreambig)

the POWER of POSSIBLE™



\*1.99% Introductory Annual Percentage Rate (APR) is available on Home Equity Lines of Credit with an 80% loan-to-value (LTV) or less. The Introductory Interest Rate will be fixed at 1.99% during the 6-month Introductory Period. A higher introductory rate will apply for an LTV above 80%. Offer is available for new applications submitted from February 25 – May 5, 2017. After the 6-month introductory period: the APR is variable and is based upon an index plus a margin. The APR will vary with Prime Rate (the index) as published in the Wall Street Journal. As of March 16, 2017, the variable rate for Home Equity Lines of Credit ranged from 3.51% APR to 8.29% APR. Higher rates may apply due to an increase in the Prime Rate, a credit limit below \$100,000, an LTV above 70%, and/or a credit score less than 730. A U.S. Bank Consumer Silver, Gold, or Platinum Checking Package account is required to receive the lowest rate, but is not required for loan approval. The rate will not vary above 18% APR, or applicable state law, or below 3.01% APR – 3.25% APR, depending on market. Choosing an interest-only repayment may cause your monthly payment to increase, possibly substantially, once your credit line transitions into the repayment period. Repayment options may vary based on credit qualifications. Interest only repayment may be unavailable. Loans are subject to credit approval and program guidelines. Not all loan programs are available in all states for all loan amounts. Interest rates and program terms are subject to change without notice. Property insurance is required. U.S. Bank and its representatives do not provide tax or legal advice. Your tax and financial situation is unique. You should consult your tax and/or legal advisor for advice and information concerning your particular situation. Other restrictions may apply. Mortgage and Home Equity products offered by U.S. Bank National Association. Deposit Products are offered through U.S. Bank National Association. Customer pays no closing costs, except escrow-related funding costs. An annual fee of up to \$90 may apply after the first year and is waived with a U.S. Bank Consumer Platinum Checking Package. The Consumer Pricing Information brochure lists terms and conditions that apply to U.S. Bank Consumer Checking Package accounts and can be obtained by calling 800.872.2657. Member FDIC. ©2017 U.S. Bank. 170184C 2/17

U.S. Bank was named a 2016 MONEY® Magazine "Best Bank," November 2016. ©2016 Time Inc. Money is a registered trademark of Time Inc. and is used under license. Money and Time Inc. are not affiliated with and do not endorse products or services of U.S. Bank.