

SENATE COMMITTEE ON TRANSPORTATION

January 20, 1999 Hearing Room C

3:15 p.m. Tapes 7 - 8

MEMBERS PRESENT: Sen. Marylin Shannon, Chair

Sen. Mae Yih, Vice-Chair

Sen. Susan Castillo

Sen. Joan Dukes

Sen. Ted Ferrioli

Sen. Gary George

Sen. Lenn Hannon

STAFF PRESENT: Don Scott, Administrator

Valerie Luhr, Administrative Support

MEASURE/ISSUES HEARD: Invited testimony and discussion of audits of the Oregon Department of Transportation Informational Meeting

These minutes are in compliance with Senate and House Rules. Only text enclosed in quotation marks reports a speaker's exact words. For complete contents, please refer to the tapes.

TAPE/#	Speaker	Comments
TAPE 7, A		
004	Chair Shannon	Calls the meeting to order at 3:20 p.m. Opens the informational meeting.
010	Don Scott	Committee Administrator, states that each member has a package of audits for the day's discussions.
<u>INFORMATIONAL MEETING</u>		
014	Jim Pitts	Audit Administrator, Audits Division, Secretary of State's Office, explains he will summarize audit and informational report findings for the Oregon Department of

		Transportation (ODOT) done over the past year.
017	Chair Shannon	States the information has been reviewed during the interim and wants the witness to roll through the reports.
021	Pitts	Discusses the audit survey done in preparation for the ODOT audits. The Audits Division pursued five out of 12 potential audit areas with input from ODOT and the Joint Legislative Audit Committee. Reviews the "Sources and Uses of Highway Funds" report (No. 98-25). The Audits Division realized they had included equipment repair charges and other maintenance-related expenditures as administrative and support service costs when ODOT questioned data used in the report. Expresses the audit was a good experience for both agencies.
063	Chair Shannon	Asks if the Audits Division interviewed people in the field.
067	Pitts	States the audit was done mostly in ODOT's building and they did not interview people in the field.
069	Sen. Hannon	Expresses concern the Audits Division has been politicized and is being used to set policy for other agencies. Asks how an audit can be objective if the division did not interview people in the field. Further states looking at numbers on a computer screen does not say what is good or bad. It says an agency performs according to standard accounting principles and practices. Asks if that is an accurate assumption.
082	Pitts	Explains this is an informational report about ODOT's expenditures using the department's own data.
084	Sen. Hannon	Clarifies the report says the agency has complied with auditing practices and they met spending requirements.
087	Pitts	Explains the report provides a basis for a better understanding of ODOT and for legislators to ask questions about how ODOT spends its money.
090	Sen. Hannon	Asks if that is a value judgment.
092	Pitts	States the audit survey identified a need for objective information provided outside of ODOT about ODOT. States ODOT's operation and collection costs, such as highway use fees and driver license and registration fees, was an area needing more work and understanding. Comments on the increase in funds from the 1991-93 biennium to the 1995-97 biennium that accrued to the State Highway Fund.
117	Chair Shannon	Requests an explanation of the information in the chart on page 16.
122	Pitts	Explains the chart shows portions that accrue to the State Highway Fund and the portions that go to collection costs. Recommends asking ODOT for further information.
130	Chair Shannon	States the amount going to roads has decreased.
131	Pitts	States that quite a bit comes off the top before distribution, and that was new information to the Audits Division not previously presented.
134	Vice Chair Yih	Asks how much is the 20 percent going to collection costs.

136	Pitts	References Table 1, page 17. Explains that operating expenses and mandated uses go to collection costs.
145	Vice Chair Yih	Asks how much money was received.
146	Pitts	States that \$1.425 billion was collected, mandated allocations of \$62.4 million, and collection costs and other expenses of \$223.6 million.
156	Vice Chair Yih	Comments on an ODOT overview that indicated collected licenses and fees totaled \$278 million and DMV administrative costs of \$122 million.
163	Pitts	States that the audit of ODOT overhead and administrative costs pertains to that information.
167	Chair Shannon	Explains that Vice Chair Yih's concerns will be addressed by Pitts later in his testimony.
168	Vice Chair Yih	Repeats her concern about high administrative costs.
172	Chair Shannon	States the committee will hear about repealing the weight-mile tax. Compares the cost of collecting the fuel tax and the cost of collection the weight-mile tax, page 17.
186	Pitts	Discusses the comparison of ODOT's 1991-93 and 1995-97 maintenance, construction, administration and overhead expenditures in Supplement "A." The Audits Division questioned the increase in administration and overhead, but the ODOT administrative and overhead cost audit did not answer the question.
211	Chair Shannon	Asks if planning and research pertains to roads.
212	Pitts	States there are many functions under planning and research, including rail crossings, transit, land use planning.
216	Chair Shannon	Comments that the percentage increases under discussion are high.
219	Pitts	States that mandated programs were responsible for the increases, such as the Local Government Assistance Program. Explains a comparison of the two bienniums indicates the construction and administration and overhead proportions are nearly identical, maintenance showed a big increase, and engineering, right-of-way, and planning and research declined.
241	Vice Chair Yih	Requests an explanation of why there was a 1.5 percent change in state highway miles and the other percentages were high.
250	Pitts	States he does not know, but there have been additional responsibilities imposed on the planning area, such as land use and corridor planning.
262	Vice Chair Yih	Expresses concern that 23 percent of the roads are in poor or very poor condition, but so much is spent in planning and research. Believes that more money should be spent in maintaining those roads.
271	Pitts	States he cannot speak for the agency on that issue.

272	Chair Shannon	Asks if the intermodal planning comes under the heading of planning.
274	Pitts	States it would come under the planning and development area.
277	Sen. Hannon	Referencing the 28.6 percent increase in highway money expenditures between the 1991-93 and 1995-97 bienniums, asks what the cost of inflation was for the same period.
284	Pitts	Does not have that information.
285	Sen. Hannon	Asks if an accurate picture is given when 28.6 percent is attributed to construction expenditures without giving the cost of inflation.
289	Pitts	States he does not have an answer.
292	Sen. Hannon	Requests the Audits Division to provide the inflation costs. States it may appear ODOT has received a windfall, but highway costs may have increased.
302	Chair Shannon	States since the last gas tax increase, inflation has increased 16 percent and the gas tax collection has increased 217 percent.
310	Sen. Hannon	States that 16 percent inflation can be used for the national economy, but not in the construction industry. Construction industry costs have gone up 300 percent due to labor costs.
317	Chair Shannon	Comments that she recently met with contractors who commented that construction is down and inflation is no problem.
321	Sen. Hannon	States it is a buyers' market.
323	Pitts	States that ODOT tracks inflation and probably could answer the questions.
327	Sen. George	Requests a reconciliation of the 1.5 percent change in highway miles and the 90.5 miles lost, which was provided by the ODOT director.
333	Pitts	States he has not seen the information provided by the director.
341	Sen. Castillo	States she would better understand the information being presented if ODOT could provide an explanation. Asks if ODOT will testify.
354	Chair Shannon	States ODOT will testify.
357	Pitts	States the survey indicated many people believed ODOT had large increases in administration spending. Says the numbers themselves are large, but the report puts them in context.
366	Pitts	Discusses the "Highway Construction" audit. States the Audits Division annually delves into ODOT's management of its construction contracting process in the statewide audit and have done high-level reviews of contracting cost overruns. Control is an area of concern. In the audit process, the division looked at 236 projects from the 1995-97 biennium; they looked at 20 projects in detail; and they looked at projects managed by 10 ODOT project managers in detail. The division focused its efforts on finding areas where ODOT could improve and contain costs

		during the construction process
391	Chair Shannon	Asks if they conducted interviews in the field.
393	Pitts	States the Audits Division used a crew of five. The key question was how much the contracts are costing and how that compares to what was originally let. The audit found ODOT's contracts cost about 6.6 percent more than originally indicated. The Audits Division surveyed five states and worked with the Dye Management Group to provide a basis for the report. Oregon's 6.6 percent was the second best. Arizona and Washington had overruns of 6.3 percent and 10 percent, respectively.
415	Sen. George	Asks if the Audits Division was able to compare the costs for lane mile or equivalent construction. Expresses concern about discrepancies in this area.
419	Pitts	States they did not make the comparisons.
423	Chair Shannon	Asks Sen. George to clarify his question.
424	Sen. George	Explains a cost can be estimated and a bid can have a range, but how does that compare to another state for a similar bid. Extends thanks to Pitts and the Audits Division for their work. Believes the audits are a view into ODOT that probably has never been done. The numbers exposed are important to this legislative session.
TAPE 8, A		
016	Pitts	States the Audits Division looked 20 large contracts with cost overruns and determined that almost half cost increases were due to either errors, omissions, or decisions made in the design phase. Explains increases were not the result of project managers' mismanagement, but unforeseen site conditions were found, such as Native American burial sites, or plan changes that should have been identified earlier in the process. States the Dye Management Group identified some of the same areas. Discusses reasons for contract cost increases. States for projects over \$5 million, ODOT had problems maintaining both their time and cost budgets.
057	Pitts	States the audit indicated ODOT should focus more on the contractor prequalification process.
064	Vice Chair Yih	Believes all agencies should follow the prequalification process. Asks why the Audits Division had to recommend ODOT follow the process.
071	Pitts	States that ODOT had a few problems that could have been avoided by doing some basic things. States that ODOT is following the rules for contracting and it appeared to be a highly controlled area. Concludes by saying that no compliance exceptions were identified.
083	Chair Shannon	Expresses concern that many projects were under the proposed bid. References the highway between Albany and Lebanon for which ODOT put out a bid of \$17 million and the contractor came in at \$9 million. Asks how often ODOT overbids.
094	Pitts	States the Audits Division should have looked at that issue in more detail.
099	Chair Shannon	States the committee will ask ODOT if it is their practice to overbid.

100	Pitts	States that Audits Division questioned whether ODOT uses reasonable biddable estimates. States he cannot give a conclusion to Chair Shannon's question.
106	Sen. George	Referring to accounting Code 201 asks if the audit looked at where construction is spent. Comments on \$65 million spent on maintenance. Asks if the construction and maintenance are separate.
111	Pitts	Explains that Sen. George is referring to how ODOT codes its expenditures. There are Code 201 expenses under both maintenance and construction limitations.
116	Sen. George	Asks if payments to contractors under maintenance are part of the payments to contractors under construction.
118	Pitts	States under Code 201 there is striping and other categories that would appear under maintenance.
123	Sen. George	States the committee does not know whether ODOT combines the two areas. Asks how much ODOT actually spends on roads.
136	Pitts	States that 45 percent of the maintenance and construction limitation expenditures in the 1995-97 biennium went into contracts.
140	Sen. George	Asks if the percentage was broken down to determine what was bought.
142	Pitts	Answers that was not done.
146	Chair Shannon	Asks if the Statewide Transportation Improvement Program (STIP) was in construction.
148	Pitts	Answers that part of the STIP relates to construction.
149	Chair Shannon	Asks if the STIP was audited to determine if its categories were accurate in that transit products were not included in modernization.
154	Pitts	States that based on project descriptions, the audit did not find a crossover of projects. Reviews the "Overhead Costs" audit (No. 98-33). The audit was contracted out because the survey results indicated there should be a detached, independent view of ODOT's spending. The audit is an extension of the sources and uses report. Reviews the audit objectives. States both the contractor and the Audits Division were disappointed the audit did not deliver criteria for evaluating the reasonableness of costs. Discusses the contractor's difficulty to obtain criteria from other states to evaluate costs.
189	Chair Shannon	States the committee wanted to compare Oregon with other states.
191	Pitts	States they reviewed the Transportation Search Board publications for which the State Library is the repository. The publication is the flagship for the highway construction industry.
200	Sen. George	States one way to make the comparison is by looking at how ODOT delivers: is ODOT in the paving or construction business. States that if other states' procedures were the same as Oregon, one could establish payment amounts.

227	Pitts	States the contractor did not look at that detail, but they looked ODOT's structure and what people did, and then allocated costs into overhead and administration. States he does not know if ODOT will use the same methodology as it moves toward its cost accounting system. The Audits Division will use the same methodology to evaluate other agencies. The audit report provides good management information and provides a baseline for assessing ODOT's future expenditures. Reviews ODOT's total expenditures by branch for the 1995-97 biennium, page iii.
274	Chair Shannon	Introduces Alan Eberlein's report to the ODOT Efficiency Committee [EXHIBIT A] . Cites the passage in Eberlein's report that indicates training at ODOT does not yield corresponding benefits. Asks Pitts if has any comment about that.
291	Pitts	States that training is a part of overhead or indirect expenditures. Some training is related to projects.
299	Sen. George	Comments on the \$70 million ODOT spent for consulting. Asks if that was consulting for engineering because the Dye report indicated that amount was low.
308	Pitts	States he does not have that information.
310	Chair Shannon	Clarifies the audit did not look training contracts. Comments on what she believes to be frivolous contracts.
314	Pitts	States one of the contractor's directives was to evaluate the reasonableness of expenditures for training and related travel, and they had no findings.
318	Chair Shannon	Clarifies the audit looked into travel.
319	Pitts	States the audit contractor looked into travel, training, and the use of travel awards, and ODOT was in compliance with state rules.
324	Sen. George	References provisions of ORS 366.210. Asks if ODOT is staying in balance with the requirements of the law.
331	Pitts	States that administration is not defined anywhere.
338	Sen. George	States there are projects waiting to be done for as long as thirty years. Asks if the audit determined how much cost from the past is being carried forward.
348	Pitts	States the STIP audit looked into that issue. Costs were calculated on a few discontinued or canceled projects.
354	Sen. Dukes	States she has not received information about the project for which she asked.
356	Pitts	States the information was sent to Sen. Dukes.
360	Chair Shannon	States Dye Management did the ODOT management audit and ODOT hired the firm in 1993 to lobby for the department's transportation package. References the statement in Eberlein's report indicating the quantity of designs is up, but the quality of design is down.
384	Vice Chair Yih	Asks if ODOT explained why they did not adopt the recommendation to better

		classify expenditures.
390	Pitts	States ODOT had been developing an activity-based costing system. The audit contractor's recommendation would help the Audits Division perform the same methodology to do the audit, but not necessarily help ODOT achieve the goal with their cost accounting system.
409	Vice Chair Yih	Clarifies ODOT is developing their own cost accounting system. Asks if the system is ready.
414	Pitts	States he will defer the question to ODOT.
415	Chair Shannon	States when she met with ODOT in 1998 they indicated the system would be ready by this session. States she has talked with transportation departments in other states that have standard cost accounting systems. Asks if it is difficult to create a true cost accounting system.
432	Pitts	States ODOT can give the committee information on how they spend their money. It is a problem to determine what it costs to deliver particular products to enable making comparisons with the private sector.
TAPE 7, B		
010	Vice Chair Yih	References higher education's development of a cost accounting system. Asks if there will be uniform cost accounting systems among various state agencies. Believes there needs to be a standard form of accounting.
022	Pitts	States the Audit Division is looking at administrative and support service costs for higher education.
026	Sen. Dukes	Asks if Administrative Services oversees an agency's undertaking of a new bid program.
031	Pitts	Explains the Controllers Division has oversight responsibility.
037	Sen. Dukes	Requests Pitts to continue his comments about DMV's overhead costs.
039	Pitts	States that DMV's overhead costs appeared to be high and the audit was unable to determine why. The agency's total administrative expenditures were 11 percent (\$14 million) and 27 percent (\$34 million) for support services.
045	Vice Chair Yih	Requests clarification of the percentages.
046	Pitts	States about 38.2 percent was not going into direct services.
047	Vice Chair Yih	States the Ways and Means overview had a figure of almost 50 percent.
049	Chair Shannon	Believes Vice Chair Yih is referring to more recent data.
050	Pitts	States the Audits Division wants to determine if the high overhead costs are due to DMV's branch offices.

054	Chair Shannon	Asks how DMV's computer system project fit into the overhead costs.
054	Pitts	States the computer system project was cost out over more than one fiscal year.
058	Sen. Dukes	Comments on the legislature's control of costs within DMV. Asks if the legislature's control makes the overhead seem higher.
065	Pitts	States he does not know, but DMV has a lot of direct-service type work.
068	Sen. Dukes	Asks how to get a handle on DMV's costs. States ODOT has told her they no longer transfer money to the road fund from DMV and others have said the department still does the transfer. Expresses concern the Audits Division states the figures seem high. Asks what the legislature can ask the Audits Division to do that would result in answers.
079	Pitts	Believes ODOT can provide the answers.
081	Sen. Dukes	Wants to know what questions to ask.
083	Pitts	States that ODOT is an open agency and willing to talk, but because the agency's systems are so complex, it can be difficult to get answers.
091	Sen. George	Comments that ODOT has not recently completed any major new projects and the I-205 and Highway 217 projects were completed in the 1980s. States in 1980 the total for motor fuel, gas tax, and registration and license fees was \$198.4 million, and in 1997 the total was \$1,306 billion. Comments on the disparity between the two amounts and the department's inability to do new projects. Asks if the Audits Division considered that.
111	Pitts	States they did not.
112	Sen. Dukes	Referring to a presentation before Ways and Means earlier in the day, states the gas tax had been approved for modernization, new projects, and construction in certain years. States we are not doing that any more. The Governor and the Oregon Transportation Commission have determined the state will not do modernization and construction other than the 10 percent required by law. Asks about the state's obligation regarding uses of the State Highway Fund.
127	Pitts	States he would need to study Attorney General opinions and letters of advice.
130	Chair Shannon	Cites text from the first paragraph of Eberlein's report. Wants the committee to seriously look at moving some of ODOT's agencies elsewhere, but not create new ones. Asks if it would have been easier to do the audit if there were separate agencies.
152	Pitts	States the overhead audit would have been easier to do.
153	Chair Shannon	Comments on it being easy to track Transportation Trust Fund dollars. Comments on the need to build a firewall so trust fund dollars go to highways. States an Attorney General opinion stated some intermodal planning is legal, some is not. Asks if the Audits Division reviewed intermodal planning.
160	Pitts	States they did not.

161	Sen. Ferrioli	States Pitts made a good observation that ODOT is an open and easy agency to talk to and they do not become defensive. Believes the whole truth from ODOT is elusive. Announces that he is leaving to attend another meeting.
174	Sen. Dukes	States she also must attend the meeting. States she does not believe ODOT employees lied, but there is not any one person in ODOT who is knowledgeable on everything.
179	Chair Shannon	Believes projects have been delayed due to a lack of timely answers.
182	Sen. Castillo	Requests the time period for the work done by ODOT in the audits.
184	Pitts	States the 1995-97 biennium was most recent period for complete data.
186	Sen. Castillo	States since then ODOT has a new director and many changes in the organization have been made.
187	Pitts	Agrees that the organization is different. States the Audits Division used information through September 1998 for the STIP audit.
189	Chair Shannon	States she has been requesting information about the cost of a lane-mile for several months and it has been very difficult to get a response.
198	Pitts	Reviews the "Statewide Transportation Improvement Program Project Delivery" report (No. 98-42). The Audits Division received questions about why projects were not completed. They compared the results of the 1993-98 and 1996-98 STIP documents. Discusses the federal rules and requirements for the STIPs. Comments on the process the OTC, ODOT, and local planning agencies went through in 1994-1996 to cut back and eliminate projects from the STIP. States they tried to retain projects that improved the existing system, but did not expand it.
245	Pitts	The 1996-98 STIP was cut back in size and there were dramatic improvements in terms of project delivery. Compares ODOT's project delivery performance between the two STIPs. At Vice Chair Yih's requests, clarifies he is on page 9 of the report. Compares Oregon's performance in starting STIP projects with other states, page 10. Oregon was on par with Minnesota and Ohio. Believes Oregon will be up around 80 percent in the next STIP cycle.
278	Chair Shannon	Asks how many states were lower than Oregon.
280	Pitts	States they did not identify any. Discusses the timeliness of project delivery. Projects started in the planned year have increased from 36 percent in the 1993-98 STIP to 60 percent in the 1996-98 STIP. California was the only other state that measured this, and Oregon was on par with them. States that people's perception of ODOT's project delivery performance has panned out. Discusses how close ODOT comes to delivering projects on the STIP. States for projects in the 1993-98, 1995-98 and 1996-98 STIPs, 77 percent were completed and final payment was made, within a half percent of what the STIP estimated. States the Dye report indicated ODOT was underestimating project preliminary engineering costs by 37 percent.
337	Vice Chair Yih	Asks what it tells when ODOT's preliminary engineering costs were 37 percent above estimates.
341	Pitts	States it probably means ODOT is not tracking their costs as closely in that area as they are in other areas of contract management.

348	Vice Chair Yih	Referencing Table 2 on page 6 comments that Oregon's funding is low for STIP projects and programs compared to Minnesota and Montana.
360	Pitts	Explain why the Audits Division could not use the STIP information collected from other states. The differences reflect the states' differing priorities.
368	Vice Chair Yih	Reiterates the percentages the states spend on preservation/rehabilitation.
378	Pitts	States it shows different priorities and the Audits Division did not draw a conclusion from the differences.
382	Vice Chair Yih	Believes ODOT should spend more in modernization and construction.
390	Pitts	States the answer is very complicated.
401	Vice Chair Yih	Asks about the difference between modernization and construction.
403	Pitts	Explains modernization refers to major projects such as overpasses, reconstruction, and new interchanges as opposed to pavement rehabilitation or resurfacing projects, and construction is a catchall term.
Tape 8, B		
008	Sen. Castillo	Asks if retrofitting an existing freeway exit is modernization and if a new exit is construction.
011	Pitts	States that ODOT should answer that question.
018	Chair Shannon	Announces the committee will begin meeting on Fridays and the committee shuts down April 23. The committee will meet on Friday, January 22, at 3:05 p.m., and requests Mike Marsh to return on this date.
042	Pitts	Reviews the "Local Agencies' Use of Highway Funds" audit (No. 98-32), which was contracted. Explains the Audits Division has not taken a comprehensive look cities and counties' use of funds, but the division receives the independent auditors' reports. This audit looked at 15 cities and 10 counties, and looked at compliance and administrative and overhead costs. The audit showed the cities were prudently managing their funds. A problem was that state highway fund monies were commingled with all other funds at the local level. The auditors ran the compliance test and found few exceptions. States after the audit was issued, three cities asked the Audits Division to review their administrative and overhead costs. The division did not re-audit the numbers but took them under advisement.
075	Pitts	Reviews the administrative and overhead costs for cities and counties. Comparisons were made among the cities themselves, not from other states.
092	Sen. Hannon	Comments on his experience working for the city of Ashland for 27 years. States when auditing cities and county, it is necessary to develop a yardstick for comparison against the private sector.
110	Scott	Pertaining to overhead numbers asks if the Audits Division has made a comparison whether local government is more efficient than the state.

118	Pitts	States he does not think the numbers are comparable because the report is looking at a fund, not overall organization. The counties are doing better than the cities in terms of administration and overhead. Counties average four percent for administration and seven percent for overhead. Comments on why there is a difference.
135	Sen. Hannon	Asks if consideration was given to O&C counties, which have lost a substantial amount of their road receipts. Comments on the merger of the Jackson County road department with ODOT, in which the county was the winner.
143	Pitts	States the audit was done before that merger. State O&C receipts were not a factor.
155	Vice Chair Yih	Asks if the Audits Division recommended criteria for local governments to determine administrative and overhead costs.
158	Pitts	Explains the Audit recommends clearly defining administration and overhead costs, and improving reporting.
163	Vice Chair Yih	Asks if local governments responded to the recommendations.
165	Pitts	States that most of the concerns was with revamping financial systems to account for state highway funds. States the cost effectiveness of that is questionable because of commingling of funds.
175	Vice Chair Yih	Asks if the division recommended no commingling.
176	Pitts	States they did not. The report recommends funds to be identified separately.
279	Chair Shannon	Asks what the difference is between not commingling and identifying differently.
182	Sen. Hannon	States that transportation funding is from dedicated funds. Law enforcement cannot be funded using highway taxes.
193	Pitts	Believes the audit consultant was referring to a subaccount within the street or road fund.
196	Vice Chair Yih	Clarifies commingling is okay but it should have better identification.
197	Pitts	States there is a recommendation in the report that commingling should be recognized as a common practice.
199	Vice Chair Yih	Asks if it is okay to buy Christmas lights with street funds.
200	Pitts	States it is not.
201	Chair Shannon	States the audit report cover letter indicates the auditors were unable to specifically identify road and street operations expenditures solely funded by State Highway Fund monies. Asks if the Audits Division looked at how much the railroads pay to ODOT each year.
208	Pitts	States they did not.

209	Chair Shannon	Expresses concern that railroad payments do not become a subsidy.
215	Pitts	States the auditors looked at expenditures within that program area, not revenues. As a comment, states the Audits Division had questions during the five audit studies and still have some.
222	Chair Shannon	Asks if the Attorney General has responded to the question about who repays the monies if the Transportation Trust Fund is not used properly.
226	Pitts	States an Attorney General staff person has been assigned and the division expects an answer soon.
230	Chair Shannon	Asks if that is the only unanswered question.
231	Pitts	States there are three sets of questions still unanswered.
234	Chair Shannon	Requests the answers be shared with the committee. Declares the meeting adjourned at 4:57 p.m.

Submitted By, Reviewed By,

Valerie Luhr, Don Scott,

Administrative Support Administrator

EXHIBIT SUMMARY

A ñ ODOT audits discussion, written information, Senator Shannon, 6 pp.