

**WASHTO Business Meeting
Las Vegas, Nevada
Monday, July 9th, 2007
3 P.M. to 5 P.M.
Rooms 304 – 305**

Meeting Minutes

WASHTO President, Victor Mendez (AZ) called the meeting to order at 3:00 P.M.

Roll Call of the States:

<u>Name</u>	<u>Affiliation</u>
Victor Mendez	Arizona DOT
Richard Travis	Arizona DOT
Gary M. Ridley	Oklahoma DOT
John R. Njord	Utah DOT
Linda Hull	Utah DOT
Paula Hammond	Washington State DOT
John Cox	Wyoming DOT
Delbert McOmie	Wyoming DOT
Rick Capka	FHWA
Chris Johnson	FHWA
John Horsley	AASHTO
Pamela Lowe	Idaho DOT
Barry Fukunaga	Hawaii DOT
Brennon Morioka	Hawaii DOT
Glenn Yasui	Hawaii DOT
Jennifer Webster	Colorado DOT
Petty Catlin	Colorado DOT
Russell George	Colorado DOT
Jim Currie	Montana DOT
Loran Frazier	Montana DOT
John Craig	Nebraska DOT
John Jacobsen	Nebraska DOT
Susan Martinovich	Nevada DOT
Scott Rawlins	Nevada DOT
Kent Cooper	Nevada DOT
Tony Letezia	Nevada DOT
Rhonda Faught	New Mexico DOT
Francis Ziegler	North Dakota DOT
Tim Horner	North Dakota DOT
Will Kempton	CALTRANS
Leo Von Scheben	Alaska DOT & PF
John MacKinnon	Alaska DOT & PF
Matthew Garrett	Oregon DOT
Darin Bergquist	South Dakota DOT
Mike Behrens	Texas DOT
Steve Simmons	Texas DOT

Approve Minutes – Richard Travis (AZ)

Minutes from the WASHTO Spring Business Meeting of May 3, 2007 (Phoenix, AZ). Adopted.

Treasurer's Report – Richard Travis (AZ)

- Will we continue to carry balance?
- Will Nevada event raise funds? Estimate Yes – will repay \$30K plus some profit, giving WGA \$100K for reauthorization. Can spread payments to stay liquid (Mendez). Adopted.

Nominating Committee – Mike Behrens (TX)

- Ridley for President (Oklahoma). Adopted.
- Faught for Vice President (New Mexico). Adopted.

Progress Update on the WGA Transportation Initiative - Chris McKinnon (WGA via telephone)

AASHTO reports on freight (4). If WASHTO agrees, WGA can move forward with advocacy based on recommendations in reports. Need strong national highway network (Oklahoma). Rather than reinvent wheel, have WASHTO oversight committee review and direct message to WGA (Arizona). Consensus with Arizona (Nevada). Critical to Coordinate with Canada and Mexico. West is land bridge for freight. Burdens Western States for a national issue (AASHTO)

Open Discussion:

- WGA; AASHTO – Forest Service closing roads rather than repairs due to limited resources in west. Concern that global warming concerns in congress will impact efforts to gain funding for roads.
- WGA – Governor's guidance to date; explain why new investments necessary
- Utah – Problems of west coast headed inward via land bridge. 3 times the freight headed to west coast; need a unified message regarding those issues. The economy relies on tourism; therefore, there is a need to keep forest roads open.
- AASHTO – Railroad strategy. Longer trains with longer haul; this change could mean more trucking. Need a national rail policy. Railroad, states, and public should be there to develop.
- North Dakota – state economy depends on moving agricultural products out
- Montana – moving grain load sites means grain on trucks spend time on roads.
- Wyoming – railroad not willing to discuss issues now. Funding for national highway system is essentially a survival issue
- WGA – Governors can help:
 1. Bring tax more to forefront
 2. Bring railroad to table; tax breaks in exchange for level of service
- AASHTO – must show needs of western states for rebuilding and preserving interstate system; demonstrate financial need
- New Mexico – borrowed against future revenue to fix roads now. Cannot do this anymore
- Arizona – reauthorization upon us; need Governor's support; start with AASHTO reports
- WGA – Will contact steering group for more direction and what is needed for region and their state.
- Alaska – Hook = economy, safety, quality of life, congestion
- California – bears environmental impact of goods for country passing through and heavy truck emissions
- Oklahoma – cost of inaction too great

- New Mexico – need to emphasize economic vitality of west and nation
- Oregon – liability standards if roads are not built and maintained; trucks will detour to smaller roads and drastically impact small towns.
Inherent contradiction: (a) 50 years – a need to move more people and freight, (b) 50 years – no oil, therefore, less people and freight

Discussion about Public-Private-Partnerships – Gary Ridley (OK)

Public-Private-Partnerships (PPP) is being pushed as a solution to Federal Trust Fund financial difficulties; pending bankruptcy.

Open discussion:

- Texas – PPP is a tool, not a total solution. 1 project moving; 12 could go; moratorium on future projects:
 - Private builds takes risk
 - Private builds; government pays off over time (via tolls & other)
 - PPP can play a part but will not meet all demands
- New Mexico – PPP are not just toll roads. Toll roads will not work in NM
- Hawaii – Congestion, but not the volume to justify toll
- Montana – Interchanges and rest area via developer funds, but cannot fund system via PPP
- Oregon – look at rail PPP opportunities; cost net for road projects; some nibbles but no bites; \$500M road through wine country; locals will not accept tolls.
- California – as a tool, need to keep PPP as option. Income to trust fund is/will be flat; freight will triple in 20 years; passenger traffic will double in 20 years. Only 3 ways to fund roads:
 1. Toll; pay as you go
 2. General tax
 3. Combination
- Wyoming – Government officials not aware of magnitude of need, which could result in pushback to PPP
- Washington – Government must be focused and targeted; talk about impact at local level
- AASHTO – Oberstar/DeFazio letter; pictures to WGA of deficiencies are examples of problem
- Oregon – Many messengers; Business community
- Alaska – White paper; what happens if we do not take action?
- AASHTO – Inform of consequences of not maintaining, but emphasize opportunities going forward

WASHTO 2008 Annual Meeting in Portland, Oregon – Matt Garrett (OR)

Look forward to seeing everyone next year.

Adjourn – Victor Mendez (AZ)