

MEETING MINUTES – May 21, 2004 1:30 – 3:45 p.m.

MEMBERS PRESENT:

Bill Neland, Chair
Tom McMullen, Vice Chair
Ron Polvi, Northwest Natural Gas
Denny Nielsen, Salem Hospital
Ed Galligan, Port of Portland
Edith Yang, A.I.A.

MEMBERS NOT IN ATTENDANCE:

Doug Spencer, Providence Health Systems

OTHERS PRESENT:

Bill Foster, DAS Facilities Division
Shirley Finanger, DAS Facilities Division
Elaine Schacher, DAS Facilities Division
Bob Karau, DPSST
Robert Reitmajer, DAS
Dave Fayver, DAS
Dan Quinnett, DAS

Virginia Carey, ODOT
Rich Scanlan, ODOT
Paul Lucas, OPRD
Karen Tofte, ODFW
Dallas Weyand, Legislative Fiscal Office
Linda Riddell, Dept of Human Services
Sharon Domaschofsky, Dept of Human Services

Handouts distributed to all members present:

- Minutes from April 16, 2004 meeting
- Department of Public Safety Standards & Training (DPSST) Salem-Keizer Area Project Review Information
- Department of Public Safety Standards & Training Facilities (DPSST) Plan for 2005-2007 biennium w/questions and answers
- Department of Administrative Services Facilities (DAS) Plan for 2005-2007 biennium
- Department of Transportation Facilities Plan for 2005-2007 biennium w/questions and answers
- Parks and Recreation Department (ODPR) Facilities Plan for 2005-2007 biennium w/questions and answers
- Parks and Recreation Department (ODPR) listing of current projects

INTRODUCTORY REMARKS:

Chairman, *Bill Neland* called the meeting to order at 1:35 pm.

APPROVAL OF MINUTES FOR APRIL MEETING:

The April 16, 2004 minutes were approved. *Ed Galligan* moved, *Ron Polvi* seconded and unanimously approved..

SALEM-KEIZER AREA PLAN REVIEW

Bill Neland explained that this is the first meeting where additional responsibilities of the Capital Planning Commission will be presented to this Board during the 2-year suspension of the activities of the Capital Planning Commission. The Department of Public Safety Standards and Training had some unfinished business that will be presented in this meeting. He asked if there were any visitors present who wished to make Public Testimony. There being no public testimony, the Salem-Keizer Area Project Review for DPSST was presented by Bob Karau.

Four years ago, DPSST introduced the project to the Capitol Planning Commission awaiting final Area Plan approval. Documentation provided to the CPAB Board included the following items in order to meet the final requirements:

1. Final Design for the Public Safety Academy, site, architectural, and landscaping plans.
2. Area Plan compliance information.
3. City of Salem Conditional Use Application for local zoning compliance, subject to divisional use.
4. City of Salem Urban Growth Area Permit
5. Record of meetings with neighborhood groups and interested parties

The 1997 Legislature directed DPSST to expand basic police training from 8 weeks to 16 weeks, which is the national average for law enforcement around the country. Subsequent to that time period the national average has been increased from 22 to 26 weeks and with the current events, there is more and more pressure to increase that training even further. Current facilities cannot support more than 10 weeks. Initial site approval was received from the Capital Planning Commission in July, 2002. Legislative Emergency Board approval for the project was received in October, 2002 and design approval was received in May, 2003 from the Capital Planning Commission. The Legislature subsequently approved the continuance of the project during the 2003-2005 Legislative Session.

The site is located in Southeast Salem next to Hwy 22 and Aumsville Highway, surrounded by the Marion County Jail, Oregon Correctional facility and Western Baptist College. It is a 213 acre site located at 4100 Aumsville Highway SE. There will be ten buildings totaling 305,942 sq ft in the complex, in three core areas: 1) Lower end, city streets and emergency vehicle operations course. 2) Landscaping, which will be minimal, taking advantage of 22 acres of natural wetlands and natural grasses. Burm buffers will be constructed ranging from 8 to 15 feet high. 3) Ten buildings for classes, administration and dormitories.

Bill Neland asked if there was a 50 foot elevation differential. Answer: Yes, there are specific areas they are sensitive to. The tactical site was moved from on top of a hill to a lower area near the buildings.

Bill Neland said that he noticed the driving course was moved from the top of the hill. *Bob* responded that DPSST moved it from the South side to adjacent with the rest of the facility and commented that there are some prehistoric and historical findings on the property. They found an Indian encampment including an historic house, obsidian chips and some polished rocks. They have two more days of digs, however the items found so far are of low impact.

The Main Core Campus is comprised of:

- A – Program Services / Administration Support / Records building (2 story) public entrance to facility.
- B - Multi-purpose building for meeting rooms, classes, graduations, dining (3 meals a day with full service kitchen) and storage and docking area in the back.
- C – Academy – 2 story bldg with classrooms, training coordinators & academic support and mock trial room.
- D - Skills/Defense/Tactical Training area with a city streets environment for firearms training
- E - Dormitory/Computer Lab/Recreation Area building to house 350 students – (4 story) Gun locker area & study areas and basic student recreation areas.

Additional Areas:

- F - Fallen officer memorial – Memorial will be moved from Western Oregon University.
A Fire Service Memorial will be constructed in conjunction with the Oregon Arts Commission using 1% arts money.
- G – Skills of City Streets Area for one-on-one hands on training – Drive thru building and individual scenario rooms.
- H – Tactical Training Facility (4 story, 2 story and 2 story with controlled burn rooms)
- I – Maintenance facility
- J – Firearms Complex - Tactical range where officers move toward targets. Complex will be large enough to bring an automobile into the facility .
- K – EVOC support area – Vehicle and landscape maintenance and restroom
- L - Emergency vehicles operations course – Driving course 1.6 miles, city street environment. With different configurations. In future phases they have arranged for high speed pursuit driving and a gravel roadway off this course so they have different training surfaces, concrete, asphalt and a Also there will be a 300 X 500 concrete skills pad where they learn technical driving skills.

Summary: Construction documentation phase ended in February. They submitted their plan review to the City of Salem last month and that is underway. They have held their construction manager / general contractor interviews and requests for proposals. They have selected Hoffman Construction Company and they are in the final stages of contract negotiations and hope to have that concluded by June 1, 2004. They hope to start construction the first week in July. They are having a formal ground breaking ceremony at 11:00 am on June 30, 2004 at the site and working with the city and state for dignitaries to speak. Completion date is planned for July, 2006.

Bill Neland asked if they have authorization to proceed. Answer Yes. Legislative approval was received and they are now waiting on permits from the City of Salem. They are having weekly meetings with the City and working with DAS and the state on the potential impact of this project with the Mill Creek Industrial Park.

Ed Galligan asked about terms and conditions of contract relative to staying within the budget and inquired how DPSST came up with the budget amount of \$77.5M Answer: Several different estimates were drawn up through the design process and that budget was pushed through after the schematic design. Ed asked how much contingency was in that number. Answer. The Request for Proposal asked for a Guaranteed Maximum Contingency of 2.5%.

Ed Galligan asked if they have suggested a target for the Guaranteed Maximum Contingency. Answer: The fee is 2.5%. That is one of the items on the Request for Proposal.

Ron Polvi asked if it was a sustainable design. Answer: Yes, however, they will not go through certification. There is substantial sustainability language in the contract as well as with the architect.

Bill Neland stated that this facility has been under design for a long time and is based on a 25 year life expectancy. They don't know what training is going to be like 25 years from now . Virtually every building was designed with a future expansion plan to double in size.

Bill Neland asked if there were any other comments.

Bill Neland asked for a motion to acknowledge that the material received from DPSST meets the planning requirement for final project review outlined in the rule.

Tom McMullen made a motion that the Board acknowledges that the material received from DPSST meets the planning requirement for final project review. The motion was seconded by *Ed Galligan* and passed unanimously.

FACILITY PLAN PRESENTATIONS

Department of Public Safety Standards & Training (DPSST): Presented by Bob Karau

Space Needs.

This presentation is a little different because they don't currently have a facility. They are now located at Western Oregon University. This facility is needed because they are limited on space and do not meet the legislative requirement of 16 weeks law enforcement training and current facilities are scattered around the Mid- Willamette Valley. The program was first formed as a Police Academy and over the years they have virtually trained all public safety professionals, over 32,000 individuals. Basically they have been told they need to get the law enforcement training up to 16 weeks. At today's level, they are still 6 weeks behind the national average

Facility Update

Training Facility - A 213 acres site with ten buildings totally 305,942 sq ft to provide training, administrative, and storage areas for Law Enforcement – State, City and County; Corrections; Career and Volunteer Firefighters; Parole and Probation personnel and Telecommunicators / Emergency Medical Dispatchers. Need for this

project is to provide an adequate facility to attain required training objectives. Legislature approved project budget of \$73.24M in October, 2002 for construction. Annual maintenance and operational budget is projected at \$3.5 M.

Maintenance Plan

To be developed with the commissioning agent while they are working through all the commissioning projects. The project will be under warrant throughout the next biennium (July, 2007) since they are planning on opening July, 2006. Cost in maintenance area should be very small.

Building Maintenance staff will start July, 2005 so they can be there while the buildings are being constructed. They will be working with the contractor and the commissioning agent while equipment is installed so they will receive training as the project goes along.

The projected annual budget for maintenance was prepared using industry averages for universities. Personal Services are projected at \$850,000 per year, fuel costs about \$1M per year, maintenance repair costs \$700,000 per year and they are proposing a reserve for future maintenance and improvement \$1M per year. For a total annual maintenance budget of \$3.5M.

Energy Savings Measures

While they have not received the final report, the Department of Energy has indicated a 30% energy savings on this project. They are pleased with this result despite some severe engineering efforts, over the last couple years, to keep the project within budget.

Sustainability

This building will not go through Sustainability certification, however there is substantial sustainability language in the construction contract as well as with the architect contract.

Bob Karau commented that they have had incredible cooperation with the City and State on this project.

Tom McMullen commented that he is impressed with the fact that they are bringing maintenance people on early. With a facility this large that is particularly valuable to get the maintenance people up to speed on the building. While maintenance is minimal the first year or two, unless they have contracted for the maintenance with the contractor; they should make sure they have allocated enough money to establish preventative maintenance routines. While there may be warranties in place, the preventative maintenance and operational maintenance is still there and he encouraged them not to lose site of that.

Bill Foster suggested that CPAB commentary on DPSST should reinforce planning for maintenance by establishing a reserve, then budget is set up from the beginning as a rent program or something so that at the end of ten years, they don't end up with some of the same problems as other agencies who own their own buildings.

It was moved by Tom McMullen and seconded by Ron Polvi to accept the report submitted by DPSST. The motion passed unanimously.

Tom McMullen asked why energy savings are not adjusted for weather.

Bill Foster responded that DAS has been working with the Office of Energy to come up with a formula for the calculation. However, a factor has not yet been established. It is not a simple nor obvious process. Precisely what to do is hard to quantify. Currently the calculation looks at a whole year's consumption and so far, the fluctuation in weather impact is not sufficient enough that anyone has failed to meet the guidelines. Therefore, it is not a high priority at this time to warrant immediate attention, however, effort is being put into developing a formula.

DEPARTMENT OF ADMINISTRATIVE SERVICES (DAS): Presented by Robert Reitmajer

DAS is the central services provider and landlord to most state agencies. Currently the state has 1.1 m square feet of office space within 250,000 square feet of office buildings, equipped with 90 to 95 % systems furniture

Space Needs – Five projects are planned

Project Plans 2003-2005

- **Consolidated Data Center** . This project will consolidate the 12 largest data centers (of 30). IRMD is developing a business case for presentation to the June E-board. Some of the agencies being consolidated will be ODOT, Human Services, Employment, and Housing. Plan is to purchase an existing bldg 60,000 to 80,000 sq ft and convert it to a Tier III Facility. It is very important that the building have double HVAC and electrical to prevent down time. Hot sheet has been sent out. Available properties are being inspected. Design and construction target completion will be in the 2003/2005 biennium. Move in is targeted for early 2005. Cost: \$15M to \$20M.

Project Plans 2005-2007

- **Eugene State Office Building Remodel** – This is an existing 30,000 sq ft building in downtown government area. It was built in the 70's and is in need of major restoration. Two options are being considered: Option 1) A joint condominium-type project with Lane county . A new 125,000 sq ft building would be constructed with the State share being 50,000 sq ft at a cost of \$8.5M. The reason for the condominium-type ownership is so there will be a clarity of ownership. Option 2) Restore existing 30,000 sq ft building for a cost of \$2.7M.
- **ODOT Building Renovation** – This is the last building on the mall that does not have central air conditioning. The building is very inefficient and very non-sustainable. The building is currently owned by ODOT and the plan is for ownership to be transferred to DAS, DAS will renovate the building while ODOT occupies temporary leased quarters. After the building is restored, it will become a part of uniform rent, ODOT headquarters functions will move back into the building which will allow approximately 60,000 sq ft for lease to other agencies. Building is badly in need of restoration and there is no easy way to do the necessary repairs without moving everyone out during the renovation. Then DAS could move the staff from the Executive Building into this remodeled space while renovating the Executive Building. Cost: \$15 to \$20M. – Design and Construction in the 2005/2007 biennium.
- **Capital Mall and Parking – Red Lot** This property was purchased some time ago for future use as parking space. Currently it is a parking lot and real estate office pending redevelopment. This is one of the states long range plans. The plan is to build a 60,000 sq ft office building and parking garage that will net 500 parking spaces. The CPC established the standard used; 1 parking space for every 3 employees. While employees are encouraged to use alternative modes of transportation, this parking space is necessary because neighborhoods are being impacted by employees parking on streets. Cost: \$12.5M for parking structure and \$9M for office. Planning in 2005/2007 biennium and Construction in 2007/2009 biennium.
- **Capital Mall Office Building #3 – Yellow Lot** (2007-2009 biennium)
The goal is to, in an orderly fashion, implement long range plans and make a dent in leased space by constructing this 250,000 sq ft office building. The State is currently leasing 1.1m sq ft of space. The building will be sustainable, with silver as the target.

Energy Savings Measures

DAS has reduced electrical usage by 15% and gas by 33%.

Maintenance

DAS looks at maintenance issues in three ways: 1) Long term plan, Capital Improvements 2) Preventative maintenance 3) As Needed maintenance. Buildings are assessed and results are compared to the expected life cycle. The goal is to continue to increase efficiency in energy usage in all buildings. Operations and Maintenance controls have been implemented and the Energy Resource coordinator is watching as new buildings are being constructed. DAS

will continue to work with the Department of Energy in future building projects to make sure the best efficiencies are being used.

Sustainability DAS has changed, to some degree, how buildings are maintained. Buildings are more sustainable than they used to be. Operations and Maintenance has done an assessment of all DAS buildings, looking for things that need to be corrected. A consultant will be hired soon to do a total assessment of all buildings. A tool for capital improvements and capital construction projects is being developed where all components and systems of the building will be processed and compared to expected life cycle.

Deferred Maintenance Projects - None

Denny Nielsen asked if the state has ever entered into a condominium-type agreement in the past?

Bill Foster responded that we have gotten close more than once, but have not actually done it.

Denny Nielsen asked if the state envisions doing a land lease and an allocation of square footage owned by the county?

Bill Foster responded that there are a number of ways to structure it but probably the simplest would be an appropriation of the value of the land as one of the contributing factors and depending on how this project ends up being financed, maybe some portion of the finance costs. There will have to be some allocation for the ongoing operations and maintenance costs as well as consideration for changing needs with provisions for who gets first right of refusal and how we might draw the line on who owns what.

Denny Nielsen responded that the reason he asked is because during the past year, he was involved in a project where they completed their first condominium project on a 220,000 sq ft building. It has been a great move for everybody who had an interest in an equity position in the real estate. Moving the line is simple, you just do a survey and do a lot line adjustment.

Bill Foster responded that DAS would like to borrow a copy of the document.

Denny Nielsen responded that he would be happy to share the document.

Denny Nielsen asked what caused the difference in cost per sq ft for the Eugene building vs the 60,000 sq ft proposed office building adjacent to the parking structure in Salem. There is a \$20 per sq ft difference.

Bob Reitmajer responded that a study was done with a Eugene based consultant who engaged a cost estimating firm so the Eugene building costs are more precise and its coming fairly soon so there is not much guess work there. With the Salem building, an approximation was done based upon the latest office building constructed and the project is two biennia into the future.

Denny Nielsen stated that \$50 per sq ft is fairly high unless there are some amenity costs that are driving it. He looks down the street at the Military Building which has a fence that costs at least \$1,000 sq ft and as a tax payer he is offended by that. If these projects contain amenities driven issues, he wants the Board to see the details of them.

Bob Reitmajer responded that the approach is functional adequacy and basic building.

Tom McMullen asked if there was some synergy in the condominium building being shared by the county and the state. He sees some complex issues in the tear down and replace and substantial risk – if you are doing it for good neighbor type of relationship he wants to make sure the relationship is functional.

Denny Nielsen – responded that if a good structure is developed up front, all the issues mentioned are addressed. It will always work as well as the structure you put into place in the beginning. They have found the condominium concept to be very workable so far.

It was moved by *Denny Nielsen* and seconded by *Ed Galligan* to accept the report submitted by DAS. The motion passed unanimously.

DEPARTMENT OF TRANSPORTATION (ODOT): Presented by Virginia Carey

The Department of Transportation's primary focus is highway operations and owned facilities are primarily maintenance stations.

SPACE NEEDS PLAN

Project Plans 2005-2007

- **East Portland Maintenance Building Replacement** – Located close to 205 Fwy - 6,708 sq ft of office space and 24,974 sq ft of equipment and maintenance buildings. This building needs to be replaced because there have been a number of employee accidents. Employees enter the building through the boiler room and the building has multiple maintenance problems including plumbing, HVAC, electrical, sprinkler, and it is energy inefficient. Entrance is not ADA accessible, plumbing system does not provide safe drinking water and fire exits do not meet code, insufficient toilet facilities for the number of occupants, floor drains with unknown discharge concerns, and there is a need for electrical service upgrades. Cost: \$3.5M.
- **Sylvan Project completion** – Three buildings for vehicle and equipment storage and landscaping. This project was split into two phases by the Legislature. The target is to complete this project in the 2005-2007 biennium. Landscape Project has been going on for ten years now. Cost: \$1.2M.
- **Highway EPA Regulations Compliance project** – This project will address spill prevention, containment and underground injection control. It could possibly become a capital construction project. There are 30 maintenance yards that are not in compliance with the SPCC (Spill Prevention Control Countermeasures) regulations which are hazard materials containment in the event of an accident. UIC (Underground Injection Control) are underground injection wells and old septic systems that could possibly put contaminants into the ground water. This project is underway right now and the sites are being inventoried. ODOT has a total of 98 maintenance yards, 30 need repair. Target for project completion is 2006. Cost: \$1M to \$1.5M
- **Headquarters Building Renovation** - This project was presented by the Department of Administrative Services as DAS is proposing to purchase the building and manage the renovation as a Capital Mall building while ODOT occupants relocate to temporary leased space. Continuing to maintain the building without major upgrading would result in ever-increasing costs both in financial impacts and employee productivity. The building has outlived its useful life. Cost: \$0 to ODOT. DAS will have the budget for the remodel.

Project Plans 2007-2009

- **Replace Baker City Maintenance Station** – 3,104 sq ft office Space; 16,762 sq ft Equipment and Maintenance Buildings. Maintenance Station plan was presented last biennium. Needs for replacement are: environmental concerns regarding wastewater management and herbicide storage; the new larger equipment cannot fit into the existing bays; poor ventilation in the welding area; large equipment must use congested residential streets for site access; inadequate electrical service in the buildings. Plan is to relocate the site outside the city limits. Cost: \$8M.
- **Salem area consolidation** – 150,000 sq ft of Office Space to consolidate operations which are currently located in 7 different areas around town. Consolidation would provide more efficient working space and some efficiencies in being close together. A site in East Salem has been proposed. If selected, an effort to co-locate the Woodburn and Salem Maintenance stations would be reviewed. Target is to have design plans completed in 2007-09 biennium and construction in 2009-2011 biennium. An Area Plan will also be done. Cost: \$2.5M.

Energy Savings Measures

ODOT is very attentive to energy costs. Electricity is down 16% and Gas is down 7%, primarily from increased awareness and improvement projects. Outdoor lighting has been reduced and sand shed lights are being turned off.

Maintenance Plan

- Roof Replacement – 12 buildings are identified for re-roofing.
- HVAC replacement – 3 buildings with inadequate HVAC Systems.
- Miscellaneous Repairs – Windows, Ceilings, Rollup Doors, Plumbing, Carpeting, and Exterior Painting.

Cost: \$13M. ODOT continues to perform inspections to identify maintenance projects. As deterioration is identified, the projects are re-prioritized. ODOT is on a flat budget for maintenance and capital improvements.

Tom McMullen asked about the employee hazards at the East Portland component . If water is unfit to drink and there are exit issues, it seems like these are emergency types of things. He asked if employees drink unfit water or is water brought in? Answer – Water is tested and if the result is poor quality, water is brought in for drinking. The problem with the water is the condition of the pipes.

Ron Polvi asked if the commission is committed to addressing the ongoing needs. Answer: Formal approval of overall budget will not be completed until next month, but the concept is approved.

It was moved by Tom McMullen and seconded by Ron Polvi to accept the report for ODOT. The motion passed unanimously.

DEPARTMENT OF PARKS AND RECREATION (ODPR): Presented by David Wright and Paul Lucas

Oregon Department of Parks and Recreation owns and manages about 98,000 acres of real property including 1,800 buildings. The majority of buildings were constructed in the 1950's and 1960's when they were part of the Oregon Highway Department and had access to General Funds. Since 1980 they have not been a part of the Highway Department and as a result, not a lot of investment went into the State Parks System from 1980 to 1999. The Governor, at the time, recognized the need for funding toward State Parks so he pushed forward a Bill that created the Oregon Department of Parks and Recreation and as a result, a separate department was created but they were divorced from the gas tax so they still didn't have any money so not a lot of effort went into facilities maintenance other than painting and holding things together with rubber bands. In 1999, ballot measure 66 was passed by voters through the initiative process which gave 15% net proceeds from lottery funds to be split between ODPR and the Watershed Enhancement Board. Out of the lottery dollars, \$15M has been appropriated to a facility investment program. They don't have a capital construction program but do have a facility investment program which is considered deferred maintenance.

Ed Galligan asked if the lottery money covers operating expenses and capital improvement – Answer: Yes, \$4M is used for land acquisition and another \$5M from a local government grant program. The remainder is used for maintenance.

Ed Galligan asked what ODPR does with the excess revenue. Answer: An ending balance of \$29M is carried to meet unforeseen costs such as rising fuel and utility costs. When the voters passed the initiative, there was a tremendous backlog of deferred maintenance, however, there was also an expectation to create new parks. They are in the process of building a new park in Washington County with construction to begin next month. Two bridges are being constructed at a cost of \$2M to access an 18 acre property.

Ed Galligan asked if they get any Federal Grants – Answer: Yes, they receive \$9M for Historic preservation from the Land and Water Conservation Program.

Deferred Maintenance Projects

In 1997 ODPR had a backlog of \$120M in deferred maintenance which is being slowly chipping away at and is currently at \$53M for facilities and \$6M in pavement. In 1998 \$15M lottery funds were received. They originally had \$15M toward their FIP Program. This has been increased to \$19M in 2007-2009 and this is budgeted through 2014. ODPR receives an annual income of \$25 to \$27M from camping fees and recreational vehicle registrations.

Maintenance projects scheduled for the 2005-2007 biennium include: Champoeg Visitor Center, South Silver Creek Falls Lodge Visitor Area, Silver Falls Youth Camp and Wolf Creek Inn.

The ODPR revenue budget for 2005-2007 is \$146M (39% from Lottery, 23% from user fees, 18% from RV registrations, 6% from ATV registration fees and 14% from Federal grants/others).

Ed Galligan asked how long user fees have been in effect – Answer: Since the 50's or 60's and they have not been increased over the last 5 or 6 years except for adjustments based on hotel tax fees. Park fees were recently increased, resulting in an increased revenue from \$15M to \$19M

Goals For the future: Reduction of backlog, enhance systems for the future, gain efficiencies for maintenance and operating costs and reduce utility costs. A Project Facilities Management System is used to reduce the backlog. The biggest backlog is in buildings, mostly restrooms and showers. Improvements in water, sewer and electrical systems will be addressed in the next few bienniums.

Sustainability objectives for Capital Construction look at the highest feasible efficiencies and the lowest life cycle costs. Efficient use of energy and water resources, reduce dependence on nature habitats and species and more efficient use of resources and elimination of toxins. Methods of delivery will include construction contracts, purchase agreements and personal services contracts. They also use a lot of youth and inmate work crews and Department of Corrections' products are being used, such as: signs, picnic tables and smaller structures for camp grounds and parks.

Future Construction Projects

Current Construction Projects for 2005-2007 include some legacy renovations, historic structures and new park development.

- **Fort Stevens** – reconstruction. The Northern campground is complete and they are currently working on the South end.
- **Harris Canyon** – park development.
- **Fort Yamhill** – Historic fort . They are working in conjunction with the tribes in the area and with Lewis and Clark.
- **Thompson's Mill** is a historic mill South of Albany, east of Shed. There are some natural resource issues but this will be an interesting cultural site. There are some buildings that were constructed in 1958
- **Crissy Field** will be an Oregon Visitor Center at the entrance into the state from California on Hwy 101. It will be a park area.

Slides were shown of completed projects to demonstrate maintenance needs and the types of upgrades which have been done to meet the needs of today, such as RV waste disposal stations and ADA accessible toilets. The slides included:

Silver Falls foot bridge to reduce the slope on the bridges.

Port Orford entrance road.

Various restroom replacements - They have been constructing modular restrooms with mixed results. It is too early to tell how they will hold up.

Devil's Lake registration booth – Building was sinking into the ground. Asphalt and utilities were sinking

Bullards Beach Camp Site was made ADA accessible – All facilities are being assessed for ADA accessibility

Willamette Mission State Park - First Methodist Mission Site – North of Salem

Hughes House roof and chimney restoration

RV Waste Disposal Station – Champoeg

The Cove Palisades water tank. and pavement repair. Some underground tanks will be put into some locations for increased security and better landscaping.

Heritage Landing on the Deschutes River – Boat Waste Disposal Station.

Jasper Point RV Waste Station and road paving.

Smith Rock – restroom now has an experimental composting toilet which lowers itself by solar power.

Lake Owyhee and Prineville launch ramp improvements.

New Maintenance shop at Fort Stevens.

Rooster Rock office remodel

Banks Vernonia picnic shelter was built by volunteers

Hat Rock Boat ramp improvement

A list of current projects was passed out.

Ed Galligan commented that the Board appreciated the overview on funding sources.

Closing Comments: The Governor recently announced that there will be a new state park constructed every year over the next 10 years.

Bill Neland commented that the Board would like to be kept up- to-date on their deferred maintenance.

Tom McMullen asked if it is reasonable to continue to build and keep up with the maintenance? Answer: A lot of the properties being acquired now are not including as much infrastructure as in the 50's and 60's, with the exception of Thompson Mill. They are now focusing on natural areas. They are not putting in camp sites or infrastructure. They are using gravel parking areas, and making hiking trails.

Ed Galligan asked if they have some predictability in funding sources. Answer: The major limitation is that the lottery funding will be re-voted on in 2014, to determine if the lottery funding source will continue. ODPR must demonstrate a good use of the lottery money and satisfy the expectations of the ballot measure, as well as maintaining the facilities. Park usage is going up with the influx of visitors to Oregon. A lot of recent acquisitions have been politically driven. In fact the Legislature has increased appropriation for land acquisition. ODPR doesn't condemn property and they have a list of properties that would be a good addition to the state. ODPR doesn't tell the legislature specific properties they want to buy. If something becomes available and they have the money, they will acquire it. The commission makes all the decisions on land acquisition.

Ron Polvi commented that it's commendable that OPRD cut the deferred maintenance backlog in half in three biennia.

It was moved by Ron Polvi and seconded by Ed Galligan to accept the report for OPRD. The motion passed unanimously.

NEXT MEETING DATE: June 18, 2004 from 1:30 pm to 4:00 pm at the Forestry Building.

Meeting adjourned at 3:45 pm.