



Oregon Annual Transportation Infrastructure Bank

ANNUAL REPORT FOR FHWA

Submitted to:
**Federal Highway Administration
and
Federal Transit Administration**

Submitted by:
**Oregon Department of Transportation
December 31, 2020**



Introduction

We are pleased to present the Oregon Transportation Infrastructure Bank (OTIB) 2020 Annual Report. This annual report encompasses all OTIB activity, including, but not limited to the State Infrastructure Bank (SIB). The Cooperative Agreement executed between the Oregon Department of Transportation (ODOT), The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) requires ODOT to submit an annual report for the Infrastructure Bank.

The following subjects are covered in this Annual Report:

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History

In 1995, Congress passed the National Highway System Designation Act (NHS Act) which established the State Infrastructure Bank (SIB) pilot program. Designed to complement traditional transportation funding programs, SIBs give states significantly increased flexibility in project selection and financial management. Much like a private bank, a SIB uses seed capitalization funds to get started and offers customers a range of loans and credit enhancement products.

On April 4, 1996 the Secretary of the United States Department of Transportation designated Oregon as one of the ten states eligible to operate a SIB under Section 350 of the NHS Act. The ten states included: Arizona, California, Florida, Missouri, Ohio, Oklahoma, Oregon, South Carolina, Texas, and Virginia. The Oregon Transportation Commission established the Oregon Transportation Infrastructure Bank (OTIB) to manage the pilot SIB, and allocated \$10 million to the SIB highway account at its May 22, 1996 meeting. The \$10 million consisted of approximately \$9 million in federal funds matched with \$1 million in state highway funds. The Commission also approved the formation of a SIB transit account to be funded at a later date.

The Cooperative Agreement between the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), of the United States Department of Transportation (US DOT) and the Oregon Department of Transportation (ODOT) was signed on August 20, 1996. In September 1996, Congress passed additional SIB legislation that enabled the US DOT to designate additional qualified states to participate in the SIB pilot program. Twenty-nine (including two multi-state applications) new states were selected to participate in the SIB pilot program on June 19, 1997.

In the FFY 1997 Appropriations Act, Congress approved the allocation of \$150 million in federal general revenue funds for SIB capitalization. The Secretary of Transportation awarded OTIB \$5.51 million of this amount using a formula that provided a minimum allocation. These funds increased the capital available in the SIB highway account and provided an initial capitalization for the SIB transit account.

The 69th Oregon Legislative Assembly (1997) passed House Bill 2097 (Chapter 679, Oregon Laws 1997). The bill established the Oregon Transportation Infrastructure Fund (to be managed by OTIB) and authorized issuance of up to \$200 million of revenue bonds. To date, no OTIB revenue bonds have been issued by ODOT. The legislation further defined transportation projects to include projects for highway, transit, rail, and aeronautics capital infrastructure, bicycle and pedestrian paths, bridges and ways, and other facilities that facilitate the transportation of materials, animals, or people. On July 28, 1997 Governor Kitzhaber signed House Bill 2097 into law. The law took effect October 4, 1997.

Operational and management support for OTIB is provided by ODOT Economic and Financial Analysis Section.

Positions directly involved in the day to day operation of the OTIB include: the Chief Financial Officer, the Economic and Financial Analysis Manager, and the Senior Financial Analyst

assigned to the bank. Other ODOT involvement in the lending process includes participation from ODOT Regional offices, ODOT Public Transportation Division and the Oregon Transportation Commission. The Department retains Public Resource Advisory Group as financial advisor to OTIB, and the law firm Orrick, Herrington, & Sutcliff LLP as bond counsel. The Oregon Department of Justice provides general legal services to OTIB.

Goals and Objectives

ODOT's mission is to provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive. The mission of OTIB is to provide loans and other financial assistance to improve transportation infrastructure in the state.

To accomplish these missions, ODOT operates OTIB as a self-sustaining, growth-oriented fund. OTIB ensures projects satisfy appropriate federal, state and local planning and programming requirements.

OTIB allows ODOT to:

- Leverage federal and non-federal transportation funds;
- Accelerate the development of planned projects;
- Improve communities' ability to meet their own transportation needs;
- Encourage development of revenue generating projects; and
- Facilitate non-traditional projects such as public-private partnerships (PPP).

Leverage Federal and Non-Federal Transportation Funds

Leveraging state and federal funds through OTIB is a component of ODOT's long-term investment strategy to meet the gap between needed and available funding. ODOT uses financial assistance provided by OTIB to encourage additional private and local investment to leverage federal and non-federal funds. This leveraging may involve:

- *Recycling Funds* - using loan repayments to provide financial assistance to future projects;
- *Attracting Non-Traditional Sources of Capital* - participation by private project sponsors through development impact fees, user fees, public-private partnerships, etc., in-kind donations such as infrastructure improvements associated with development activity, right-of-way donations etc.;
- *Generating Investment Income* - interest earnings on funds held in OTIB further increases the available resources; and
- *Issuing Debt* - using OTIB's portfolio of loan repayments, and/or each borrower's apportionment of the State's Highway User Tax revenues as security for new debt.

Accelerate Projects

OTIB funding may accelerate projects in the planning process. For example, an OTIB loan may be used to accelerate a project currently programmed for a future year in the Statewide Transportation Improvement Plan.

Promote Partnership with Local Governments

OTIB may leverage local funds, providing a more stable, predictable source of funding, and enhance local government financing capacity. For example, a local city/county government may

form a local improvement district (LID) to develop roads and commercial, industrial and residential sites. Revenues generated through the taxing powers of the LID could be dedicated to transportation infrastructure investments and repayment of OTIB assistance.

Traditional vs. Innovative Financing

- *Traditional financing* - grant-based funding.
- *Innovative financing* - credit-based funding.

While grant-based funding will almost certainly remain the mainstay of the Federal-aid highway and transit programs, OTIB expands applicants' choices in how they are able to finance transportation projects, and creates an incentive for applicants to identify new revenue streams that are linked to the benefits that the projects provide. Innovative financing may offer low interest rates and flexible terms.

Summary of OTIB Operations for Federal Fiscal Year 2020

The following provides a summary of the OTIB Active Loan portfolio and funds and accounts.

Funds

The OTIB ended federal fiscal year (FFY) 2020 with a cash balance of \$17,271,370. The cash balance consists of funds contained in six accounts:

- 641-01 Administrative / State Highway Fund Account:
Balance: \$467,837
Description: This account is capitalized from loan origination fees and other revenues such as late payment charges. The purpose of this account is to pay administrative expenses, such as Department of Justice fees. These funds carry Oregon constitutional and statutory restrictions.

- 645-01 SIB Highway Account:
Balance: \$5,941,843
Description: The purpose of this account is to originate loans for U.S.C. Title 23 - Highways and U.S.C. Title 49 - Transportation purposes. It was capitalized by an original federal SIB appropriation and matched with State Highway Fund monies. These funds can be used for loans for Title 23 and Title 49 purposes and carry federalization requirements.

- 645-02 SIB Transit Account:
Balance: \$7
Description: The purpose of this account was to originate loans for public transportation projects that are federal aid eligible. It was primarily capitalized through monies received via the “Stripper Well” settlement, and matched with other federal disbursements. Those funds carried federalization requirements and have been fully expended. The account will be rebalanced to \$0 in 2021, and the remaining \$7 is attributed to marginal interest earnings.

- 645-03 SIB Transit Repayment Account:
Balance: \$2,383,934
Description: This account is capitalized from repayments for loans made from the 645-02 Transit Account, which are from non-federal sources. These funds can be used for loans for public transportation projects that are federal aid eligible. Because of the unique circumstances related to the status of the OTIB as a pilot SIB, repayments from the original recapitalization that are from non-federal sources are not subject to full federalization requirements when loaned back out.

- 645-04 State Highway Fund Account:
Balance: \$4,490,229
Description: The purpose of this account is to originate loans for road and highway projects. This account was capitalized primarily through a transfer of State Highway Fund monies. These funds carry Oregon constitutional and statutory restrictions.
- 645-05 SIB Highway Repayment Account:
Balance: \$3,987,519
Description: This account is capitalized from non-federal sourced repayments for loans made from the 645-01 SIB account. The purpose of this account is to originate loans for Title 23 and Title 49 purposes. Because of the unique circumstances related to the status of the OTIB as a pilot SIB, repayments from the original recapitalization that are from non-federal sources are not subject to full federalization requirements when loaned back out.

FFY 2020 Loans

As of September 30, 2020, in its Active Portfolio, OTIB has 29 loans with an outstanding balance of \$24,026,128. An additional \$16,234,088 is obligated to borrowers, but has yet to be drawn upon.

From its inception to September 30, 2020, OTIB has originated an additional 28 loans totaling \$52,268,371 which have been fully repaid. The average loan size is \$1,792,226.

OTIB originated two loans in Federal Fiscal Year 2020:

#0070 – City of Molalla (\$2,500,000)

Project: OR 213 at MP 15.71 (Toliver Rd) Project

Terms: 1.22%, 15 year maturity

Projected Funds: 645-04 State Highway Fund Account

Notes: This project is to contribute the city's portion of a \$9 million project to fund the construction of a roundabout at Cascade Highway, OR 213 and Toliver Road. This project is designed to provide significant safety benefits for bicycle and pedestrian users and autos; provide adequate capacity and minimize delay, and accommodate for freight movement.

#0071 – Tillamook County Transportation District (\$50,000)

Project: Downtown Transit Visitor Center Purchase

Terms: 1.70%, 10 year maturity

Projected Funds: 645-03 SIB Transit Repay Account

Notes: This project is to purchase the Downtown Transit Visitor Center property and all other expenses to complete this transaction. After the transaction is completed the District plans to renovate the office and move its entire bus operations dispatching employees to the Transit Visitor Center.

Approved FFY 2021 Loans

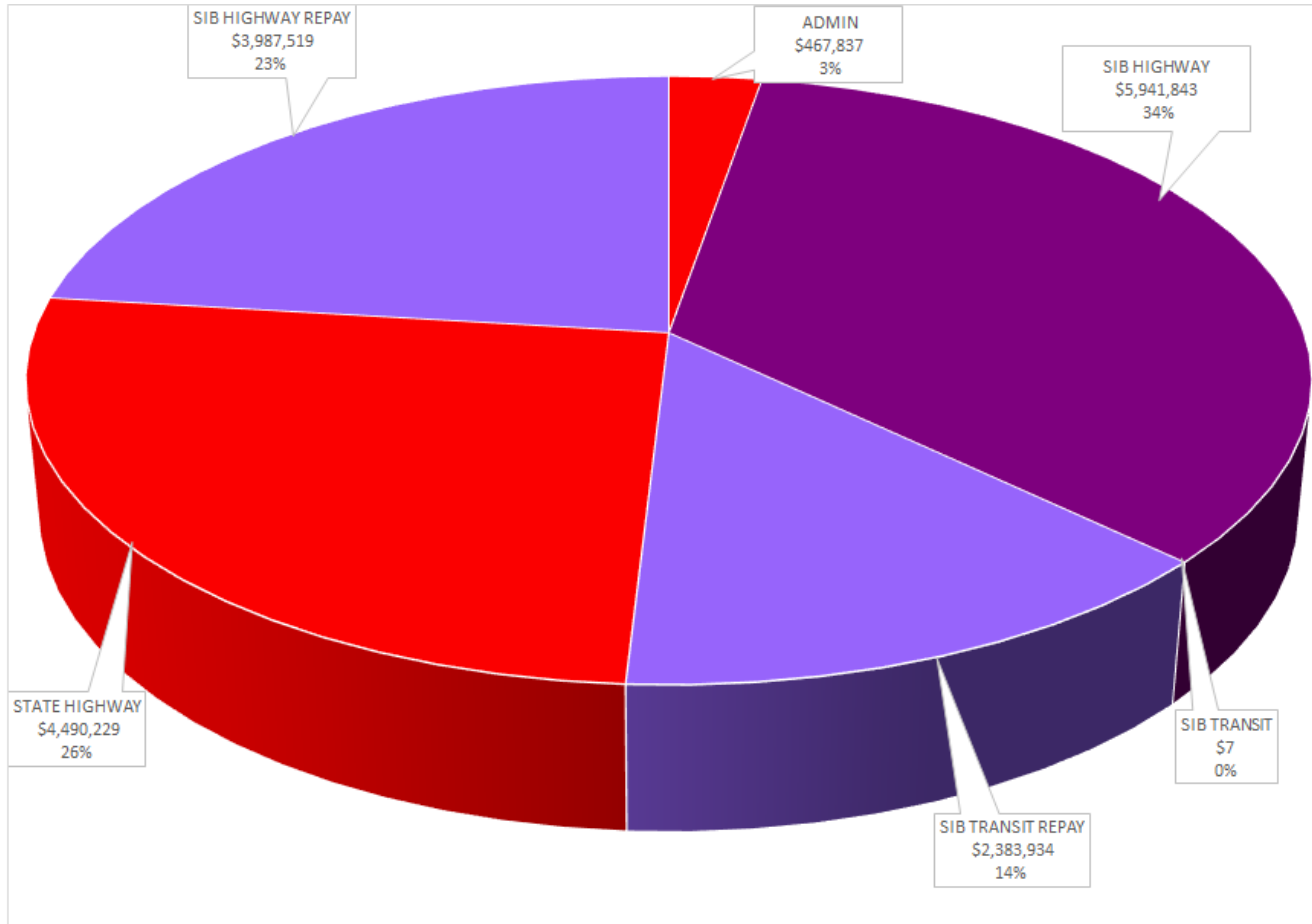
As of September 30, 2020, no loans are approved for FFY 2021:

Pending FFY 2020 Loans

As of September 30, 2020 OTIB staff have received no new applications to be processed in FFY 2021, but have received one proposal for a potential project.

Fund Balances

(As of September 30, 2020)



Outstanding Loans

(As of September 30, 2020)

| Loan Count | Loan No. | EA/Subjob | Borrower Name | Project Description | Loan Date | Loan Amount | Interest Rate | Maturity Date | Undisbursed Amount | Principal Balance OS | Next Scheduled Payment Date | Scheduled Amount | Frequency | Fund/ Fund Detail | Portfolio Percent |
|---------------|----------|--------------|--|--|-----------|---------------|---------------|---------------|--------------------|----------------------|-----------------------------|------------------|-------------|----------------------|-------------------|
| 1 | 0031 | OTIB0031/900 | Multnomah County | 223rd Sandy Blvd. Bridge St Undercrossing | 10/07/08 | 3,133,515.59 | 3.98% | 09/01/25 | - | 1,299,912.57 | 09/01/21 | 291,831.57 | Annual | 645-05 | 5.41% |
| 2 | 0043 | OTIBH043/RED | City of Mitchell | US26 Bridge Creek Water Line Relocation | 08/25/11 | 9,147.18 | 0.00% | 09/20/22 | - | 1,829.42 | 09/20/21 | 914.72 | Annual | 645-04 | 0.01% |
| 3 | 0045 | OTIBH045/RED | City of Chiloquin | Line Replacement | 06/01/12 | 197,584.28 | 1.00% | 01/25/32 | - | 133,168.58 | 01/25/21 | 12,379.00 | Annual | 645-04 | 0.55% |
| 4 | 0046 | OTIBH046/RED | City of Dundee | Newberg-Dundee Bypass Phase 1 | 07/01/13 | 315,200.00 | 2.58% | 07/31/37 | - | 267,901.43 | 07/01/21 | 20,373.00 | Annual | 645-04 | 1.12% |
| 5 | 0047 | OTIBH047/RED | City of Dundee | Overlays & Street Improvements | 07/01/13 | 284,000.00 | 2.58% | 01/25/36 | - | 224,357.88 | 01/25/21 | 18,356.00 | Annual | 645-04 | 0.93% |
| 6 | 0048 | OTIBH048/RED | City of McMinnville | Newberg-Dundee Bypass Phase 1 | 07/01/13 | 3,209,600.00 | 2.26% | 01/25/36 | - | 2,590,895.07 | 01/25/21 | 201,248.00 | Annual | 645-04 | 10.78% |
| 7 | 0049 | OTIBH049/LAV | Yamhill County | Newberg-Dundee Bypass Phase 1 | 07/01/13 | 10,366,640.00 | 2.26% | 01/25/36 | - | 9,301,184.69 | 07/01/21 | 655,259.79 | Annual | 645-05 | 38.71% |
| 8 | 0050 | OTIBH050/RED | City of Newberg | Newberg-Dundee Bypass Phase 1 | 07/01/13 | 2,211,200.00 | 2.58% | 01/25/36 | - | 1,777,705.94 | 01/25/21 | 142,916.00 | Annual | 645-04 | 7.40% |
| 9 | 0051 | OTIBH051/RED | City of Rogue River | Overlays & Street Improvements | 09/20/13 | 250,000.00 | 1.00% | 01/15/37 | - | 225,346.84 | 01/15/21 | 11,391.87 | Annual | 645-04 | 0.94% |
| 10 | 0052 | OTIBH052/RED | City of Rogue River | Overlays & Street Improvements | 09/20/13 | 1,350,000.00 | 3.09% | 01/15/37 | - | 981,735.00 | 01/15/21 | 76,951.68 | Annual | 645-04 | 4.09% |
| 11 | 0054 | OTIBH054/PUR | City of Medford | Foothill Road | 06/01/15 | 10,000,000.00 | 1.61% | 05/01/28 | 8,481,896.12 | 1,454,716.80 | 05/01/21 | 23,420.94 | Semi-Annual | 645-01 | 6.05% |
| 12 | 0055 | OTIBH055/RED | Union County | Palmer Junction Road | 01/01/15 | 767,965.61 | 2.27% | 01/01/33 | - | 652,324.84 | 01/01/21 | 30,491.00 | Semi-Annual | 645-04 | 2.72% |
| 13 | 0057 | N/A | City of Brookings | Railroad Street | 08/01/15 | 650,000.00 | 2.05% | 10/01/28 | 643,500.00 | 0.00 | 10/01/20 | tdb | Annual | 645-04 | 0.00% |
| 14 | 0058 | OTIBT058/LAV | Rogue Valley Transportation District | Purchase of Buses and Equipment | 09/01/15 | 573,000.00 | 2.42% | 10/01/25 | - | 329,904.10 | 10/01/20 | 32,600.00 | Semi-Annual | 645-03 | 1.37% |
| 15 | 0059 | OTIBH059/RED | City of Coos Bay | S. Empire Blvd. Water Line Replacement | 03/31/16 | 404,000.00 | 1.34% | 03/31/26 | - | 249,032.63 | 09/30/20 | 21,651.11 | Semi-Annual | 645-04 | 1.04% |
| 16 | 0060 | OTIBH060/RED | City of North Bend | S. Empire Blvd. Water Line Replacement | 03/31/16 | 404,000.00 | 1.34% | 03/31/26 | - | 249,032.63 | 09/30/20 | 21,651.11 | Semi-Annual | 645-04 | 1.04% |
| 17 | 0061 | OTIBT061/LAV | Tillamook County Transportation District | Building & Facility Renovations | 10/01/16 | 338,516.00 | 2.04% | 10/01/34 | - | 289,004.55 | 04/01/21 | 13,155.22 | Semi-Annual | 645-03 | 1.20% |
| 18 | 0062 | OTIBT062/RED | City of Mosier | Mosier Creek Bridge Replacement | 03/01/17 | 212,265.00 | 2.80% | 02/01/39 | - | 127,925.67 | 08/01/20 | 7,003.02 | Semi-Annual | 645-04 | 0.53% |
| 19 | 0063 | OTIBH063/RED | City of Dundee | Street & Sidewalk Improvements | 05/01/17 | 815,070.00 | 1.99% | 06/01/30 | - | 815,070.00 | 12/01/20 | 45,346.72 | Semi-Annual | 645-04 | 3.39% |
| 20 | 0064 | OTIBH064/RED | City of Sutherlin | Central Avenue Repair and Transformation | 07/01/17 | 505,000.00 | 1.61% | 07/01/30 | - | 505,000.00 | 01/01/21 | 27,438.42 | Semi-Annual | 645-04 | 2.10% |
| 21 | 0065 | OTIBH065/RED | Mt. Hood Meadows | Highway 35 Improvements | 07/13/18 | 2,154,000.00 | 3.48% | 12/01/30 | 157,809.08 | 1,996,190.92 | 12/01/20 | 69,467.44 | Semi-Annual | 645-04 | 8.31% |
| 22 | 0066 | OTIBH066/RED | Jefferson County | Crooked River Ranch Emergency Access Road | 08/01/18 | 807,000.00 | 2.49% | 03/01/29 | - | 155,900.50 | 03/01/21 | 29,025.27 | Annual | 645-04 | 0.65% |
| 23 | 0067 | OTIBT067/LAV | Curry Public Transit, Inc. | Curry Public Transit, Inc Transit Hub | 06/18/19 | 404,000.00 | 2.88% | 07/01/34 | 87,566.48 | 291,797.98 | 01/01/21 | 16,837.35 | Semi-Annual | 645-03 | 1.21% |
| 26 | 0068 | OTIBH068/RED | City of Madras | J Street Floodplain Mitigation | 09/05/19 | 2,233,420.00 | 1.99% | 10/01/41 | 2,127,230.45 | 106,189.55 | 10/01/20 | 3,842.93 | Semi-Annual | 645-04 | 0.44% |
| 27 | 0069 | OTIBH069/LAV | Jefferson County | J Street Floodplain Mitigation | 09/06/19 | 2,233,420.00 | 1.99% | 10/01/41 | 2,211,085.80 | 0.00 | 10/01/20 | tdb | Semi-Annual | 645-05 | 0.00% |
| 28 | 0070 | Get EA | City of Molalla | | 06/30/20 | 2,500,000.00 | 1.22% | 10/01/37 | 2,475,000.00 | 0.00 | | tdb | | 645-04 | 0.00% |
| 29 | 0071 | Get EA | Tillamook County Transportation District | | 05/18/20 | 50,000.00 | 1.70% | 11/01/30 | 50,000.00 | 0.00 | | tdb | | 645-03 | 0.00% |
| 24,026,127.59 | | | | | | | | | | | | | | | 100.00% |

Repaid Loans

(As of September 30, 2020)

| Loan Count | Loan No. | Borrower Name | Project Description | Loan Date | Loan Amount | Interest Rate | Scheduled Maturity Date | Paid Date | Fund/Fund Detail |
|--------------|----------|----------------------------------|----------------------------------|-----------|---------------|---------------|-------------------------|-----------|------------------|
| 1 | 0003 | Lane Transit District | Signal Priority Systems | 05/15/98 | 781,000 | 4.180% | 01/01/04 | 07/21/00 | 645-02 |
| 2 | 0009 | City of Independence | Ash Creek Bridge Replacement | 04/01/98 | 735,000 | 4.000% | 07/01/00 | 01/31/99 | 645-01 |
| 3 | 0011 | Sunset Empire Transportation | Intermodal Center Design | 08/26/99 | 225,000 | 3.610% | 12/31/03 | 06/04/04 | 645-01 |
| 4 | 0012 | Washington County | Murray Blvd Bridge Widening | 06/30/99 | 4,400,000 | 3.610% | 06/30/03 | 06/18/03 | 645-01 |
| 5 | 0015B | Port of Hood River | Interstate Bridge Lift Controls | 08/03/99 | 600,000 | 3.560% | 09/03/03 | 04/23/03 | 645-01 |
| 6 | 0016B | City of Portland | Landslides Repair | 02/29/00 | 690,000 | 4.180% | 05/01/04 | 06/28/01 | 645-01 |
| 7 | 0017 | City of Portland | Lovejoy Ramp Replacement | 03/20/00 | 2,500,000 | 4.320% | 06/30/04 | 06/04/04 | 645-01 |
| 8 | 0019 | ODOT (Ontario) | SW 18th Avenue | 04/17/01 | 5,500,000 | 3.500% | 03/30/03 | 09/30/02 | 645-01 |
| 9 | 0021 | ODOT (Harrisburg) | Highway 99E Signal | 01/30/02 | 375,000 | 4.000% | 10/15/06 | 09/30/02 | 645-01 |
| 10 | 0037 | ODOT Rail | MMTF Study | 04/14/08 | 400,000 | 0.000% | 04/14/10 | 06/26/09 | 645-04 |
| 11 | 0033 | City of Turner | 3rd and Denver | 03/08/07 | 222,334 | 4.110% | 01/01/29 | 11/23/09 | 645-01 |
| 12 | 0028 | Rogue Valley Transp. | Purchase Equipment | 07/30/04 | 725,000 | 4.000% | 12/01/14 | 03/05/10 | 645-02 |
| 13 | 0020 | City of Rainier | West "B" Street | 05/11/01 | 302,000 | 4.000% | 05/11/11 | 05/11/11 | 645-01 |
| 14 | 0022 | City of Rainier | West "B" Street | 04/12/02 | 113,000 | 4.000% | 05/11/11 | 05/11/11 | 645-01 |
| 15 | 0024 | City of Phoenix | I-5: Fern Valley | 05/29/03 | 1,000,000 | 4.000% | 05/01/13 | 12/07/11 | 645-01 |
| 16 | 0027 | City of Nyssa | Snake R. Bridge Water Relocation | 04/26/04 | 125,500 | 0.000% | 06/01/14 | 01/17/12 | 645-01 |
| 17 | 0040 | City of Pendleton | Airport Connector Rd | 04/22/09 | 1,411,613 | 4.800% | 07/01/16 | 04/08/13 | 645-01 |
| 18 | 0044 | Benton County | Reservoir Avenue Re-alignment | 08/25/11 | 1,189,408 | 2.100% | 01/20/22 | 01/26/15 | 645-05 |
| 19 | 0026 | City of Jacksonville | Hwy 238 & Other Improvements | 10/03/03 | 1,145,000 | 4.000% | 08/01/15 | 07/21/15 | 645-01 |
| 20 | 0038 | Clackamas County | 5 Projects | 08/05/08 | 10,000,000 | 3.650% | 11/15/24 | 04/08/16 | 645-04 |
| 21 | 0023 | Tillamook County Transportation | Transit Facility | 02/04/03 | 750,000 | 4.000% | 06/01/23 | 10/04/16 | 645-02 |
| 22 | 0029 | Clackamas County | Sunnyside Rd Widening | 05/25/05 | 12,250,000 | 3.750% | 05/15/20 | 11/17/16 | 645-04 |
| 23 | 0053 | Jackson County | West Jackson LID | 04/15/14 | 770,537 | 2.300% | 01/10/29 | 12/28/16 | 645-04 |
| 24 | 0018 | Tillamook County | Sand Lake-Galloway | 06/28/00 | 1,250,000 | 0.500% | 07/01/20 | 05/15/17 | 645-02 |
| 25 | 0036 | Cascade Sierra Solutions | SmartWay Upgrade | 02/26/08 | 2,985,179 | 5.000% | 12/01/13 | 12/01/13 | 645-01 |
| 26 | 0025 | City of Scappoose | Crown Z Road | 08/28/03 | 625,000 | 4.000% | 01/02/19 | 12/24/18 | 645-05 |
| 27 | 0041 | Athey Creek Christian Fellowship | I-205, Stafford Rd, Ek Road | 08/24/09 | 950,000 | 5.000% | 01/01/21 | 01/22/20 | 645-04 |
| 28 | 0056 | Rogue Valley Transp. District | One Call One Click Center | 01/31/15 | 247,800 | 1.430% | 01/31/20 | 03/24/20 | 645-02 |
| Total | | | | | \$ 52,268,371 | | | | |

Report Authors

The ODOT Economic and Financial Analysis Section serves as staff to the Oregon Transportation Infrastructure Bank. For more information about the Bank, or the contents of this report, please contact:

Daniel Porter, Manager
355 Capitol St NE, MS 21
Salem, OR 97301
503-986-5365
Daniel.R.Porter@odot.state.or.us

Cindy Lesmeister, Senior Financial Analyst
355 Capitol St NE, MS 21
Salem, OR 97301
503-986-6634
Cindy.L.Lesmeister@odot.state.or.us