Summary of Written Comments Received after July 21, 2016

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<u>Comments Received</u>

Project # 4A0359

City of Klamath Falls

Aircraft Maintenance Facility

GREG WALDEN
SECOND DISTRICT, OREGON
DEPUTY WHIP

ENERGY AND COMMERCE
SUBCOMMITTEES:
COMMUNICATIONS AND TECHNOLOGY
CHAIRMAN

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July 26, 2016

Commissioner Tammy Baney
Chair, Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Commissioner Baney:

I am writing in strong support of the City of Klamath Falls' application for $2.8 million in ConnectOregon VI grant funding for its Aircraft Maintenance Facility project at the Crater Lake – Klamath Regional Airport. As I understand, the project has been placed on the recommended priority list for your review and decision next month.

For the past two years, the City of Klamath Falls and its community partners have worked diligently to restore commercial air service to the region. With TSA's agreement to reestablish security screenings, which I was proud to have supported through the passage of bi-partisan federal legislation, the city was able to finally secure a deal with PenAir to provide air service between Klamath Falls and Portland beginning in October 2016.

As I understand, successful funding of this project will support additional maintenance operations by PenAir and other tenant aviation activities, adding about 30 direct and indirect jobs to the local economy. The city, airport, and community partners recognize the potential for this project to revitalize and renew economic growth in the region.

I enthusiastically urge your full and fair consideration of the City of Klamath Falls' ConnectOregon VI application. If I can provide any further information about this crucial project, please do not hesitate to contact Troy Ferguson in my Medford district office at (541) 776-4646.

Sincerely,

Greg Walden
Member of Congress

Comments Received

Project # 2B0411

Chehalem Parks and Recreation District

Newberg-Dundee Bypass Parallel Trail

And

Project # 2R0420

Knife River Corporation Northwest

Knife River Rock Train System Improvements

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Mid-Willamette Valley Area Commission on Transportation

A local advisory body chartered by the Oregon Transportation Commission

Chair
Councilor Ken Woods, Jr.
City of Dallas

Vice Chair
Councilor Cathy Clark
City of Keizer

August 1, 2016

Chair Tammy Baney
Oregon Transportation Commission (OTC)
355 Capitol Street NE
Salem, OR 97301-3871

Dear Chair Baney and Commissioners:

A day after the July 21st OTC meeting and public hearing, we became aware that in addition to the $44,500,000 of Connect*Oregon* VI funds ($45 million made available by the Legislature, minus $500,000 for administrative costs), the cover letter to the OTC noted that ODOT also planned to add over $4.5 million from cost savings of previously awarded Connect*Oregon* projects, bringing the total funds available for award to $49,518,726. With the new total, the "cut-off" line for projects recommended for funding went from the 36th ranked project to the 39th ranked project. The next two projects (#40 and #41) on the Final Review Committee's Prioritized Funding Recommendation list are two projects within the MWACT area, namely:

- #40 - (2R0420) Knife River Corporation: Knife River Rock Train System Improvements
- #41 - (2B0411) Chehalem Park and Recreation District: Newberg-Dundee Bypass Parallel Trail

The five Connect*Oregon* projects within the MWACT area were presented and prioritized by MWACT last May, with MWACT members giving points for each project (e.g. 10 points for their highest priority, 2 points for their lowest priority). The final scores and ranks (attached) show that the Newberg-Dundee Bypass Parallel Trail received 96 points and ranked third; the Knife River project received 42 points and was ranked fifth.

In late May, the ACTs within Region 2 ranked the 20 projects in the region, with the Newberg-Dundee trail ranked 11th and the Knife River project ranked 18th.

There was some surprise that the Knife River project ranked above the Newberg-Dundee trail in the Final Review Committee list, given not only the MWACT and Region rankings, but also that the Newberg-Dundee trail had a higher Statutory and Economic score than Knife River. In addition, the Newberg-Dundee trail ranked in the top 50 percent of the bike mode projects (9 of 22) while Knife River ranked in the bottom 50 percent of the rail mode projects (10 of 14) and only moderately better in the Freight Advisory Committee list of projects (10 of 26).

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We bring this to your attention because should one or more of the recommended funded projects (i.e. projects 1 to 39) be dropped from Connect*Oregon* funding for some unforeseen reason, the OTC would be asked to add a project not currently recommended for funding. Given the prioritization from the MWACT and the Region, and in recognition of the statutory and economic benefits scoring noted above, we **strongly** request that the Newberg-Dundee Bypass Parallel Trail be switched to #40 on the final list approved by the OTC, and that the Knife River project be made #41.

Thank you for your consideration and your continued support of the Area Commissions.

Sincerely,

Ken Woods
MWACT Chair

KW:lm

cc: Cathy Clark, MWACT Vice Chair
Matthew Garrett, ODOT
Jerri Bohard, ODOT
Scott Turnoy, ODOT
Sunny Chickering, ODOT
Tim Potter, ODOT
Northwest Oregon ACT
Cascades West ACT
Lane County ACT

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MWACT *Connect* Oregon VI
Final Scores and Ranks 5/5/2016

Project No	Applicant	Project Name	Total Rank Votes	Project Ranking
2B0409	Yamhill County	Yamhelas Westsider Trail: Bridge Construction	130	1
2R0360	Marion Ag Service, Inc.	Marion Ag Service Rail Spur	106	2
2B0411	Chehalem Parks and Recreation District	Newberg-Dundee Bypass Parallel Trail	96	3
2R0419	City of Dallas	Dallas Industrial Area Rail Improvement Project	76	4
2R0420	Knife River Corporation Northwest	Knife River Rock Train System Improvements	42	5
Total Points				