

HOLMES Kathy C

From: ODOT <notifications@cognitofrms.com>
Sent: Thursday, October 28, 2021 9:42 AM
To: Boren John
Subject: Connect Oregon 2021 Project Grant Application - Rachael Aldridge
Attachments: Tax Compliance Certification.pdf; City of Garibaldi.pdf; City of Wheeler.pdf; GFD.pdf; Nbfd.pdf; Salmonberry Trail.pdf; SP to POTB - RR Property - TCO Deed Book 326 Page 419.pdf; OCSR_Letter_of_Determination.pdf; 2nd Nehalem Main Span and Piers - V2.pdf; 2nd Nehalem Main Span and Piers.pdf; 2nd Nehalem Piers.pdf; 1511 - OCSR 2nd Nehalem Repair - Exist Pile Condition.pdf; Bridge Lifespan email.pdf; Wheeler Transportation Plan.pdf; Twins Ranch Railriders.pdf; Wheeler Treasures.pdf

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ODOT

Connect Oregon 2021 Project Grant Application

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Entry Details

APPLICATION ID	Region 2 Rail, Short Line
ENTITY/ORGANIZATION/COMPANY NAME	Oregon Coast Scenic Railroad and Port of Tillamook Bay
ADDRESS	306 American Ave, Garibaldi, Oregon 97118
WEBSITE ADDRESS	http://oregoncoastscenic.org
CONTACT PERSON NAME	Rachael Aldridge
CONTACT PERSON TITLE	Executive Director

EMAIL	rachael.aldridge@oregoncoastscenic.org
PHONE	(971) 706-1224
AUTHORIZED REPRESENTATIVE NAME, IF DIFFERENT FROM THE APPLICANT CONTACT	Michele Bradley
AUTHORIZED REPRESENTATIVE TITLE	Port Manager
PHONE	(503) 812-5100
EMAIL	mbradley@potb.org
ENTITY TYPE	Non-profit
BUSINESS REGISTRY NUMBER	12576875
PROJECT NAME	Oregon Coast Scenic Railroad and Port of Tillamook Bay
CHECK THIS BOX IF THE PROJECT ADDRESS IS THE SAME AS THE ADDRESS LISTED ABOVE.	No
PROJECT ADDRESS, (OR NEAREST STREET INTERSECTION OR LANDMARK)	Nehalem, Oregon 97131
LATITUDE (DEGREES AND DECIMAL)	45.70215
LONGITUDE (DEGREES AND DECIMAL)	-123.86136
4. MODE	Rail, Short Line
5. CONNECT OREGON REGION	Region 2
6. BRIEF SUMMARY OF PROJECT	The project will replace all 64 piles on two piers holding up a central steel bridge span through

a cap and post system, replace all the sway bracing on the piers, and rebuild the missing sheathing on the piers that provides lateral bracing and protection from storm debris in the river. The result will be the reopening of a rail bridge currently closed to traffic due to risk of catastrophic collapse from the current condition of the piers.

7. PROJECT PURPOSE AND DESCRIPTION

The Nehalem River bridge is at-risk of catastrophic failure due to pier condition below the central steel span. A recent bridge inspection found that out of a total of 64 pier piles only 4 were functional on one pier and 5 on the other pier, with 55 piles degraded through rot and storm damage and unable to support their required load. This pier piling condition has resulted in the closing of the bridge to all rail traffic.

The loss of bridge traffic has had a large impact upon a local area for which railroad operations are a key part. As a result:

- 1) Oregon Coast Scenic Railroad (OCSR) has been unable to run trains out of the city of Wheeler, creating major economic consequences in a rural community that relies on the trains for important tourism revenue in the town. Typical foot traffic created by railroad operations in Wheeler during the month of October alone would be around 2500 visitors. In 2019, Visit Tillamook Coast estimated the total impact of OCSR's operations to the local economy to be around \$10.5M, and Wheeler operations account for around 15-20% of that figure. OCSR also has plans to expand tourist rail service out of Wheeler beyond previous levels that are on hold until the bridge piers are addressed. Letters from Wheeler businesses have been included, testifying to the economic hardship created.

- 2) Local Twins Ranch Railbikes have also been unable to start a planned expansion of their franchise that would create jobs and more attractions in tourist dependent Wheeler. A letter from Twins Ranch Railbikes has been included.

3) Emergency management planning has also been affected. OCSR provides a 30,000-gallon capacity firefighting train to aid in local firefighting efforts in the Nehalem Valley, especially the more remote areas where hydrant and road access is limited. With the bridge closed to rail traffic this part of local emergency response is unable to occur.

Letters from the Garibaldi and Nehalem Fire Districts have been included testifying to this.

4) The Salmonberry Trail project, a state backed project to boost tourism by creating a hiking trail from Banks to Tillamook, will experience higher construction costs due to the loss of a rail connection with Mohler Sand and Gravel. OCSR is an active partner in the project and was ready to reduce material transportation costs by donating the conveyance of materials from the quarry to the construction sites along the railroad.

5) The bridge also carries a fibre optic line providing telecommunications up the Nehalem River valley, which is threatened by the condition of the piers.

As well as the economic impact the repair of the piers has the added public benefit of preventing the ecological consequences of the steel span collapsing into the Nehalem River and creating a dam of driftwood that would cause localized flooding and risk blocking fish passage. This would have a major impact on an ecologically sensitive tidal estuary.

The project seeks to remedy these negative impacts by restoring the piers and reopening the bridge to rail traffic. All 64 piles will be replaced, capping the solid timbers below the silt line and replacing them, with new bracing and sheathing installed to protect the piers from storm debris during the regular winter river flows. Once completed the bridge will be fully functional for rail traffic without any further work.

8. USEFUL LIFE (YEARS)

40 Years – see attached email from Ken Kirschling, Bridge Engineer

9. Project schedule

HAS THE MILESTONE BEEN MET? Yes

PROJECTED START DATE OF
MILESTONE WORK

PROJECTED MILESTONE
COMPLETION DATE

HAS THE MILESTONE BEEN MET? Yes

PROJECTED START DATE OF
MILESTONE WORK

PROJECTED MILESTONE
COMPLETION DATE

HAS THE MILESTONE BEEN MET? No

PROJECTED START DATE OF
MILESTONE WORK 1/1/2022

PROJECTED MILESTONE
COMPLETION DATE 6/30/2022

HAS THE MILESTONE BEEN MET? Yes

PROJECTED START DATE OF
MILESTONE WORK

PROJECTED MILESTONE
COMPLETION DATE

HAS THE MILESTONE BEEN MET? No

PROJECTED START DATE OF
MILESTONE WORK 8/1/2022

PROJECTED MILESTONE
COMPLETION DATE 9/30/2022

HAS THE MILESTONE BEEN MET? No

PROJECTED START DATE OF MILESTONE WORK 7/1/2023

PROJECTED MILESTONE COMPLETION DATE 8/15/2023

10. WILL THE PROJECT'S CONSTRUCTION SCHEDULE BE CONSTRAINED BY ENVIRONMENTAL CONSIDERATIONS (BIRD-NESTING, FISH-SPAWNING SEASONS, TEMPERATURE OR WEATHER)? Yes

IF YES, THEN PLEASE EXPLAIN AND PROVIDE LIMITATION DATES The estuary is tidally influenced, and the work needs to be done at the lowest tides with minimal additional flow from the Nehalem River. The primary tidal windows for this work are thus: The lowest tides in June, July, and early August which sit around -1.8ft to -2ft. Preferred work period for the Lower Nehalem River is July 1 to September 15 (per ODFW and EPA) meaning the work has a 6-to-7-week window of July 1 – August 15 to meet both tidal and fish requirements of in-water work.

11. WHO WAS RESPONSIBLE FOR DETERMINING THE PROJECT SCHEDULE AND WHAT IS THEIR LEVEL OF EXPERTISE? (I.E. CITY OR CONSULTING ENGINEER, CONSTRUCTION PROJECT MANAGER, CITY STAFF, ETC.) The schedule of the work was determined through the collaboration of three parties. First, Ken Kirschling of Railstar Engineering, who performs OCSR's bridge inspections, and has provided the engineering for the work. Second, Scott Wickert, OCSR's Chief Mechanical Officer and Bridge Supervisor who also has a B.S. in Forestry. Finally, Koppers Railroad Structures, who visited the site to assist with determining the scope of work for the project.

12. Project property control

IDENTIFY THE METHOD OF CONTROL FOR PROJECT PROPERTY Wholly or partially owned by applicant

13. DESCRIBE ANY PROJECT RISKS OR BARRIERS TO BEING READY FOR CONSTRUCTION AND YOUR PLAN TO ADDRESS THE RISKS/BARRIERS One of the biggest risks we have assessed in this project is delays in the supply chain. A recent stringer deck replacement performed on another bridge was quoted as having a 90-day lead time on the timber, which ultimately

arrived 150 days later and caused a delay in the project. With another small tidal and in water work window, timbers and hardware will have to be ordered sufficiently in advance to ensure the materials for the project are ready. The small work window also may create problems in securing contractor availability. Work will have to be scheduled sufficiently in advance to ensure the contractor is available at the right time.

We anticipate little problem with permitting processes. Typically, these have taken around 90-days for other bridge projects, and with the available work window 10 months after the financing of this grant, that is ample time to see that process through.

14. DESCRIBE YOUR PUBLIC AND STAKEHOLDER ENGAGEMENT PROCESS EFFORTS

Because OCSR is a key player in the local economy, there were many groups directly impacted by the closing of the bridge to rail traffic that had to be engaged with from early on in the process: Businesses in Wheeler and the City itself had to be informed they would no longer have tourist traffic from Spring and Fall train riders; Twins Ranch Railriders had to be informed that their expansion plans for Wheeler needed to be put on hold; The local fire district had to be informed that the fire train could no longer be dispatched across the bridge to assist up the valley; The group behind the Salmonberry Trail had to be informed; and the fibre company had to be informed about the threat to their infrastructure. This outreach was handled by direct personal outreach to the affected parties, both in person and in email. The key concerns that have arisen in outreach have been the economic impact to the city of Wheeler, and the impact on wildfire containment and emergency management.

15. Public body approvals and permits

STATUS

Not applicable

EXPECTED COMPLETION DATE

STATUS Not applicable

EXPECTED COMPLETION DATE

STATUS Not applicable

EXPECTED COMPLETION DATE

STATUS Not applicable

EXPECTED COMPLETION DATE

STATUS Permit required/materials not submitted

EXPECTED COMPLETION DATE 6/30/2022

STATUS Permit required/materials not submitted

EXPECTED COMPLETION DATE 6/30/2022

STATUS Not applicable

EXPECTED COMPLETION DATE

**Any additional specific permits or approvals needed
Item 1**

SPECIFIC PERMIT OR APPROVAL
NEEDED

STATUS

EXPECTED COMPLETION DATE

16. Planning and land use

STATUS Completed

EXPECTED COMPLETION DATE

STATUS Not applicable

EXPECTED COMPLETION DATE

STATUS Not applicable

EXPECTED COMPLETION DATE

STATUS Not applicable

EXPECTED COMPLETION DATE

STATUS Not applicable

EXPECTED COMPLETION DATE

STATUS Not applicable

EXPECTED COMPLETION DATE

Any additional planning or land use efforts not specified above
Item 1

PLANNING/LAND USE EFFORT

STATUS

EXPECTED COMPLETION DATE

17. PLANNING/LAND USE NARRATIVE No land use action is required. This project is maintenance of an existing structure with no change to use or design.

18A. BUDGETED AMOUNT: LAND ACQUISITION \$0.00

18B. BUDGETED AMOUNT: PERMITS,
OTHER PUBLIC BODY APPROVALS
(APPLICATION PREPARATION/FEES) \$10,000.00

18C. BUDGETED AMOUNT:
DESIGN/ENGINEERING \$18,500.00

18D. BUDGETED AMOUNT:
DESIGN/ENGINEERING CONTRACT
ADMINISTRATION \$1,000.00

18E. BUDGETED AMOUNT:
CONSTRUCTION \$640,000.00

18F. BUDGETED AMOUNT:
CONSTRUCTION CONTRACT
ADMINISTRATION \$1,000.00

18G. BUDGETED AMOUNT:
MISCELLANEOUS \$1,500.00

SUBTOTAL \$672,000.00

CONTINGENCY

TOTAL PROJECT COST \$672,000.00

19. WHO WAS RESPONSIBLE FOR
DETERMINING THE PROJECT
BUDGET AND WHAT IS THEIR LEVEL
OF EXPERTISE?

The budget was determined by the following:
Ken Kirschling of Railstar Engineering who
performs OCSR's bridge inspections and has
provided the engineering for the work. Scott
Wickert, OCSR's Chief Mechanical Officer and
Bridge Supervisor. Koppers Railroad
Structures, who visited the site to assist with
determining what the work would entail from
the contractor and providing quotes for work.
Rachael Aldridge, Executive Director of OCSR,
MS in Non-profit management.

TOTAL PROJECT COST \$672,000.00

GRANT REQUEST \$469,560.00

APPLICANT MATCH (DOLLARS) \$202,440.00

APPLICANT MATCH (PERCENT) 30.13%

21. Please identify each source of matching funds you will use for the project

Item 1

SOURCE OCSR Already Paid

AMOUNT \$18,500.00

Item 2

SOURCE OCSR 2022 Budget - Timbers

AMOUNT \$120,000.00

Item 3

SOURCE OCSR 2023 Budget

AMOUNT \$64,000.00

Economic Benefits

22. HOW DOES THE PROJECT REDUCE TRANSPORTATION COSTS FOR OREGON BUSINESSES OR IMPROVE ACCESS TO JOBS AND SOURCES OF LABOR?

While OCSR primarily runs passenger trains, it occasionally functions as a contractor for projects happening near the railroad right of way. A good example of this was OCSR providing material transport for the building of a new waterline between Garibaldi and Barview. Currently OCSR is a partner with the state supported Salmonberry Trail to assist in the construction of the trail. As part of this OCSR is able to greatly reduce the transportation costs of the project by donating time, staff, and equipment to move material from Mohler Sand and Gravel to the relevant worksites. With the Nehalem River Bridge out of service, however, OCSR is unable to bring these transportation

savings to this public project or similar ones that will arise in the future.

23. WHAT ARE THE SPECIFIC ECONOMIC BENEFITS TO THIS STATE THAT WILL RESULT FROM THIS PROJECT?

OCSR will directly benefit from the bridge restoration as it provides a link to the Nehalem Valley for spring and fall tours that riders enjoy and have, until the closure of the bridge, been vital part of OCSR's core operations. The bridge also allows for use of the tracks into the valley for long tours, which visitors from all over the world are anticipating. The approximate financial gain would be \$120,000 per year to OCSR's operating budget, of which at least 50% is anticipated to be spent on new employment.

For Twins Ranch Railriders, the bridge is an expansion to current operations, allowing longer tours in the valley. They would have the ability to hire more employees for their seasons, better serve their communities, and the people who ride with them. This operation requires 3-4 seasonal staff to operate during the summer months. These staff would be expected to be paid about \$15 per hour. The City of Wheeler, a rural coastal town, dependent on tourism, will benefit from having the bridge rehabilitated, as they would be able to remain open in the shoulder seasons due to the other operations' expansions. These shoulder seasons help retain employees for longer periods, as well as support the businesses through the off-season.

24. DESCRIBE HOW THE PROJECT PROVIDES A CRITICAL LINK CONNECTING ELEMENTS OF OREGON'S TRANSPORTATION SYSTEM, AND HOW IT WILL MEASURABLY IMPROVE UTILIZATION AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.

This project will ensure the restoration of an existing link to a better condition than before its closure. With rail service up the Nehalem River Valley restored, Mohler Sand and Gravel will be able to serve the area by rail as well as by road. The rail connection will also provide an alternate route to tourists wanting to see the Nehalem Valley, reducing road capacity by linking Highway 101 at Wheeler with areas that even local county roads are unable to access.

25. HOW DOES THE PROJECT IMPROVE OREGON'S TRANSPORTATION SYSTEM EFFICIENCY AND/OR UTILIZATION?

Increases system capacity
Removes an existing barrier
Reduces traffic or use conflicts

EXPLAIN:

The increased trackage accessible with the repair of the bridge (around 6 miles operational, and a further 20 currently in rehabilitation) will allow OCSR and Twins Ranch Railriders to expand operations with fewer scheduling conflicts. For OCSR particularly it will allow the running of multiple excursion trains simultaneously from Wheeler and Garibaldi or Rockaway Beach, something that is currently hard to do without track and time conflicts.

The restoration of the bridge also increases the capacity of the transportation system up the Nehalem Valley overall, providing an alternative to driving along the narrow county road which is often crowded in summer by tourists, as well as the many trucks from the quarry and the lumber industry.

EXPLAIN:

The current pile condition of the bridge prevents all rail traffic from crossing, cutting off a large portion of the railroad. Doing the project contained in this grant application will ensure that the bridge is fully open to rail traffic, the future Salmonberry Trail, and the physical barrier of a closed bridge to the movement of goods and persons by rail is removed.

EXPLAIN:

The loss of track capacity with the closure of the bridge has resulted in increased rail traffic in other areas of OCSR's operation where grade crossings are far more prevalent. The result has been an increase in near misses with vehicles, plus a low-speed collision with a motor vehicle earlier this year. Restoration of the bridge would see that additional rail traffic moved away from those high-risk crossings. Overall, up the Nehalem Valley the restoration of the bridge has the potential to reduce road traffic from tourists driving up to see the valley that can end up in conflict with the heavy trucks

of the quarry and logging industry that regularly use the narrow county road.

Untitled

26. A) HOW IS SUCCESS MEASURED FOR THIS PROJECT (INCLUDE METHODOLOGY FOR CALCULATION)?

Success for this project will be the reopening of the bridge to rail traffic, with regular OCSR excursion trains departing from Wheeler, especially in the spring and fall, and regular railrider excursions through the summer. The number of trains and tourist visitors from OCSR operations would be expected to exceed that of 2019 pre-Covid levels

B) WHAT IS THE EXISTING MEASUREMENT TODAY?

There is no rail traffic over the bridge and no tourism in Wheeler connected to railroad operations.

C) WHAT IS THE ANTICIPATED MEASUREMENT WHEN THE PROJECT IS FULLY OPERATIONAL?

Trains up the Nehalem Valley from Wheeler, regular summer railrider excursions from an expanded operation. Tourist numbers in Wheeler around 6000 within the first year, with plans for expansion.

27. DOES THE PROJECT IMPROVE AN EXISTING TRANSPORTATION CONNECTION OR ADD A NEW CONNECTION TO AN INDUSTRIAL OREMPLOYMENT CENTER?

No

28. THIS PROJECT IMPROVES OR CREATES ACCESS TO:

29. DOES THE PROJECT IMPROVE SAFETY?

Yes

EXPLAIN. PLEASE NOTE THE NUMBER AND TYPE OF INCIDENTS (FATAL ACCIDENT, INJURY ACCIDENT, PROPERTY-DAMAGE ACCIDENT, CRIME, OR OTHER) WITHIN A SPECIFIED TIMEFRAME.

The loss of track capacity with the closure of the bridge has resulted in increased rail traffic in other areas of OCSR's operation where grade crossings are far more prevalent. The result has been an increase in near misses with vehicles, plus a low-speed collision earlier this year. Restoration of the bridge would see that additional rail traffic moved away from those high-risk crossings.

30. DOES THE PROJECT SERVE ONE OR MORE OF OREGON'S STATEWIDE BUSINESS CLUSTERS? CHECK ALL THAT APPLY.

Tourism and Hospitality

PROVIDE DETAIL ON THE BUSINESS CLUSTERS SERVED.

Tourism and Hospitality is the primary business cluster covering most of the stakeholders in this project. OCSR is, at its heart, a tourist railroad and museum, Twins Ranch Railriders are a tourist attraction, and the core economy of the town of Wheeler, and the wider north Tillamook Coast, is tourism. In 2019 Visit Tillamook Coast calculated OCSR's value to the local economy at \$10.5M per annum, and a large part of that came from operations out of Wheeler up the Nehalem valley.

31. DOES THIS PROJECT BENEFIT THE OREGON ECONOMY BY GENERATING A NET INCREASE IN OR RETENTION OF LONG-TERM JOBS (BEYOND SHORT-TERM CONSTRUCTION JOBS) AND/OR INCREASING PRIVATE INVESTMENT IN OREGON?

Yes

Untitled

A) NUMBER OF LONG-TERM (NON-CONSTRUCTION) JOBS CREATED OR RETAINED AS A DIRECT RESULT OF THE PROJECT:

6

B. AVERAGE ANNUAL WAGE OF LONG-TERM (NON-CONSTRUCTION) JOBS CREATED OR RETAINED:

30000

c. List up to 5 businesses that will verify job creation/retention or new private investment:

Item 1

BUSINESS NAME

Twins Ranch Railriders

NAME OF CONTACT PERSON

Lawrence Oswald

CONTACT PERSON PHONE

(702) 576-2814

Item 2

BUSINESS NAME Wheeler Treasures

NAME OF CONTACT PERSON Peggy Schumann

CONTACT PERSON PHONE (503) 354-4454

D. WHAT IS THE INCREASE BY THESE BUSINESSES IN OREGON AS A RESULT OF THIS PROJECT? Ability to hire more employees.

COMMITMENT LETTER ACKNOWLEDGEMENT Required for a yes answer. Commitment letters must be uploaded in section 35 and submitted with application. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retained over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity would make in Oregon over a specified period of time as a direct result of this project.

E) EXPLAIN This project directly benefits the two above entities, as the Railriders seek to expand their operations into the valley and Wheeler Treasures is a local business that relies on the tourism that OCSR's operations bring.

32. IS THE PROJECT LOCATED WITHIN 10 MILES OF A SITE FOR MINING OR PROCESSING AGGREGATE THAT IS ALLOWED UNDER ORS 215.213 (2)(D) OR 215.283 (2)(B) ON LAND THAT IS ZONED EXCLUSIVE FARM USE? THIS IS NOT COMMON. No

33. Additional Considerations

A) HOW DOES THIS PROJECT IMPACT EQUITY CONSIDERATIONS? The Nehalem River Valley is hard to access terrain that people with physical limitations may struggle to access. OCSR's trains allow them to experience the beauty of the Oregon coastal range without their physical limitations

hindering access and enjoyment. As well, the Salmonberry Trail provides an alternative form of access for those who wish to enjoy Tillamook County.

B) HOW DOES THE PROJECT IMPACT CLIMATE MITIGATION, ADAPTATION AND SUSTAINABILITY CONSIDERATIONS?*

The repair of the piles on the Nehalem River Bridge will prevent the steel span falling into the river below, creating flooding issues and causing damage to a sensitive tidal estuary. The repair of the bridge will allow for the use of OCSR's firefighting train lessen the needs of hazard mitigation in the Nehalem Valley. The use of rail transportation in the building Salmonberry Trail will reduce the GHG emissions produced in the transportation of materials for the project.

34. Maintenance and Operations

WHAT IS THE SOURCE/ARE THE SOURCES OF FUNDS FOR THE CONTINUED MAINTENANCE AND OPERATION OF THE PROJECT FOR THE USEFUL LIFE OF THE PROJECT?

OCSR's annual budget.

WHAT IS THE STATUS OF THESE FUNDS?

Secured (available now)
Budgeted (committed for future)

DESCRIBE THE STEPS REMAINING TO COMMIT MAINTENANCE AND OPERATIONS FUNDING FOR THE USEFUL LIFE OF THE PROJECT?

OCSR is committed to the maintenance and operations funding of the Nehalem Valley Bridge through its annual budget.

HAVE YOU HAD PREVIOUS CONNECT OREGON GRANT AWARDS?

No

35. Documentation

DEPARTMENT OF REVENUE TAX CERTIFICATION

Tax Compliance Certification.pdf

LETTERS OF SUPPORT

City of Garibaldi.pdf
City of Wheeler.pdf
GFD.pdf
NBFD.pdf
Salmonberry Trail.pdf

PROPERTY OWNERSHIP, LAND
LEASE/CONTROL

SP to POTB - RR Property - TCO Deed Book
326 Page 419.pdf

SECRETARY OF STATE BUSINESS ID

OCSR_Letter_of_Determination.pdf

SITE PLANS, IF AVAILABLE

2nd Nehalem Main Span and Piers - V2.pdf
2nd Nehalem Main Span and Piers.pdf
2nd Nehalem Piers.pdf
1511 - OCSR 2nd Nehalem Repair - Exist Pile
Condition.pdf
Bridge Lifespan email.pdf

PLANNING/PERMITTING DOCUMENTS

COMMITMENT LETTERS

Twins Ranch Railriders.pdf
Wheeler Treasures.pdf

MISCELLANEOUS

Wheeler Transportation Plan.pdf

36. Authorizations and Signatures

PLEASE READ AND CHECK ALL
BOXES

By checking this box, I certify that above-mentioned Applicant Organization supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Connect Oregon funds. I further certify that matching funds are available or will be available for the proposed project no later than 60 days prior to the Oregon Transportation Commission's final action on grant awards, anticipated to be in May or July 2022. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

By checking this box, I certify that all of the content of this application is true to the best of my knowledge and that I have read the Sample Draft Agreement and will sign the Agreement if selected. I understand that non-compliance with the agreement and program may result in a cancelled project and return of grant funds. By checking this box, I certify that per Oregon

Administrative Rule (OAR) 731-035-0050(2)(b), as a condition of Connect Oregon program eligibility, applicants must be current on all state and local taxes, fees and assessments where applicable. Inasmuch, as an authorized representative, I declare, that MY ORGANIZATION, is to the best of the undersigned(s) knowledge, current on all Oregon state and local taxes, fees and assessments. As a continuing requirement to remain eligible, I understand that MY ORGANIZATION will remain current on all Oregon state and local taxes, fees and assessments and failure to comply with this rule may result in corrective action up to and including a determination of ineligibility for Connect Oregon funding. I further understand that Connect Oregon funds may be withdrawn should it be determined that this certification was signed falsely or in error, or that MY ORGANIZATION has become delinquent in its state and local tax, fee or assessment obligation.

SIGNATURE OF AUTHORIZED
REPRESENTATIVE

Captured
