



Oregon

Tina Kotek, Governor

Oregon Transportation Commission


Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 26, 2024

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item I** – Connect Oregon 9 Project Selection

Requested Action:

Consider the list of recommended projects in Connect Oregon 9 for approval.

Background:

The Connect Oregon program supports multimodal non-highway aviation, marine and rail investments. Projects are selected through a competitive grant application process once \$50 million or more is available in the Connect Oregon fund. In September 2023, the Department determined that the minimum threshold for the 2023-2025 biennium was met and put out a request for applications based upon approximately \$46 million being available for award. The reason that the full \$50 million is not available for grantees is that by statute 7% goes to the Multi-modal Active Transportation (MAT) Fund, and 1% is set aside from program administration, leaving approximately \$46 million available to fund projects. It is important to note however, the target of \$46 million is approximate only as ODOT continues to receive deposits in the fund. At the March 2024 OTC meeting, the Commission affirmed the solicitation for Connect Oregon 9 projects and the process by which to review and recommend proposals.

ODOT received 36 Connect Oregon 9 applications for funding. After an initial eligibility review of all applications, one application was determined to be ineligible. The ineligible applicant was notified of ODOT's decision and given an opportunity to appeal, which they did not. Therefore, the Connect Oregon program and review processes assessed 35 applications with a total request of \$92,935,797.

In accordance with the Connect Oregon rule ([OAR 731.035](#)) and based on discussions with the Commission at the May 2024 OTC meeting, the following review process was undertaken:

- **Staff Review and Scoring:** ODOT Connect Oregon and rail staff, as well as Business Oregon (marine/ports), and Oregon Department of Aviation (aviation) reviewed and scored proposals.
- **Economic Analysis:** ODOT economists and Business Oregon regional development officers evaluated and scored projects for economic benefit. In addition, Regional Solutions Teams evaluated projects for consistency with regional economic priorities.
- **Modal Review:** Statewide modal advisory committees (Rail, Freight, Marine – through Business Oregon, and the Oregon Aviation Board) each reviewed and prioritized projects within their specific mode or function.

- **Regional Review:** Area Commissions on Transportation (ACTs) evaluated and prioritized projects within their respective areas. ACTs then coordinated together to develop one list of prioritized projects within each ODOT Region.
- **Final Review Committee:** representatives from statewide modal committees and ODOT Regional ACTs developed a final recommended list of projects using the priority rankings from the previous review groups.

Recommended Projects and Public Comments

The Final Review Committee reviewed and discussed projects and have prepared a formal consensus recommendation to the Commission (Attachment 01). The Committee identified 19 projects to fund for a total commitment of \$47,867,286, which is slightly more than the original estimate of \$46 million available, but ODOT has confirmed funds are available for the recommended project list. They also identified three projects below the cut line that could move forward if one of the awarded projects is withdrawn and funding is available. A summary of the Final Review Committee meeting is included as Attachment 02.

Following the meeting of the Final Review Committee, ODOT staff held a public hearing on August 16, 2024. This allowed for interested parties and the public to comment on the list of recommended projects, with interested parties also being able to provide written testimony. One project in particular received a number of verbal and written comments: the Port Westward Beaver Dock project. Most of the remaining comments are supporting various projects – some on the recommended list and others below the cut line. A summary of the comments is included in Attachment 03, and a full log in Attachment 04.

Staff requests that the Commission review attachments and consider approval of the recommended list of projects in Attachment 1.

Next Steps:

Upon approval by the Commission of the Connect Oregon 9 projects, ODOT staff will begin working with applicants on execution of project grant agreements. Applicants for approved projects may not be reimbursed for eligible expenses until they have entered into a grant agreement with ODOT.

Excluding the Commission's decision on Connect Oregon 9, the program has funded 242 projects with a total leverage of non-Connect Oregon Funds of \$665 million. Of those competitively awarded, most are nearly complete or are anticipated to be completed in 2025.

Attachments:

- Attachment 01 – Final Review Committee Prioritized Project List
- Attachment 02 – Final Review Committee Meeting Summary
- Attachment 03 – Public Hearing Summary
- Attachment 04 – Public Hearing Comments Table
- Attachment 05 – Summary of Written Comments

Connect Oregon

Final Review Committee Prioritized Funding Recommendation

| APP. # | APPLICANT | PROJECT NAME | TOTAL PROJECT COST | CO GRANT FUNDS REQUESTED | TOTAL PROJECT MATCH | FINAL COMMITTEE RANK |
|--------|---|--|--------------------|--------------------------|------------------------|----------------------|
| | | | | | Green = Recommend Fund | |
| 1R0485 | Mt. Hood Railroad | Mt. Hood Railroad Track Upgrade for Freight Expansion | \$ 2,526,400.00 | \$ 1,743,216.00 | \$ 783,184.00 | 1 |
| 3M0502 | Mith-ih-Kwuh Economic Development Corporation | Ko'Kwel Wharf Improvements Project - Marine Dock Facilities | \$ 9,300,087.00 | \$ 4,470,437.00 | \$ 4,829,650.00 | 2 |
| 4A0508 | City of Redmond | Redmond Airport Terminal Building Expansion Project | \$ 155,000,000.00 | \$ 10,000,000.00 | \$ 145,000,000.00 | 3 |
| 4R0510 | Lake County | Lake County Railroad Customer Connections | \$ 3,225,692.53 | \$ 2,225,692.53 | \$ 1,000,000.00 | 4 |
| 5R0515 | Oregon Eastern Railroad | Oregon Eastern Railroad 286k Upgrade Phase 3 | \$ 1,114,204.00 | \$ 657,380.00 | \$ 456,824.00 | 5 |
| 2M0494 | Port of Newport | Dock 7 and Commercial Marina Rebuild | \$ 34,570,110.00 | \$ 9,570,110.00 | \$ 25,000,000.00 | 6 |
| 3A0498 | Jackson County | Medford Airport East Side Heavy Duty Aircraft Apron Expansion | \$ 7,300,000.00 | \$ 3,000,000.00 | \$ 4,300,000.00 | 7 |
| 2M0489 | Columbia River Bar Pilots, LLC | Columbia River Bar and Coastal Wave Safety Technology | \$ 229,598.48 | \$ 160,718.94 | \$ 68,879.54 | 8 |
| 4A0505 | Christmas Valley Park and Recreation District | Christmas Valley Airport Runway Reconstruction | \$ 8,291,111.00 | \$ 524,111.00 | \$ 7,767,000.00 | 9 |
| 2A0488 | Oregon Department of Aviation | Oakridge Airport Runway Rehabilitation | \$ 2,630,000.00 | \$ 1,788,400.00 | \$ 841,600.00 | 10 |
| 2M0495 | Port of Columbia County | Port Westward Beaver Dock Modernization Project | \$ 3,900,000.00 | \$ 2,730,000.00 | \$ 1,170,000.00 | 11 |
| 5A0513 | Grant County | Grant County Regional Airport Fuel Tank Expansion and Upgrade | \$ 1,403,000.00 | \$ 982,100.00 | \$ 420,900.00 | 12 |
| 2R0496 | Green Hill Reload | Greenhill Reload Multi-Modal Center Rail Improvement | \$ 2,982,991.00 | \$ 2,058,264.00 | \$ 924,727.00 | 13 |
| 3R0504 | Central Oregon & Pacific Railroad | Douglas County Rail Access and Expansion Project | \$ 1,230,957.00 | \$ 614,248.00 | \$ 616,709.00 | 14 |
| 1A0481 | Port of Portland | PDX Airtrans Center (ATC) Air Cargo Expansion | \$ 5,813,085.42 | \$ 3,600,000.00 | \$ 2,213,085.42 | 15 |
| 5A0514 | City of Ontario | Ontario Municipal Airport Gate and Fence Install | \$ 150,000.00 | \$ 105,000.00 | \$ 45,000.00 | 16 |
| 2R0497 | Portland & Western RR | Salem to Woodburn Rail Modernization | \$ 2,731,365.00 | \$ 1,775,387.00 | \$ 955,978.00 | 17 |
| 4A0506 | City of The Dalles | Columbia Gorge Airport Aviation Hangar Expansion | \$ 2,415,000.00 | \$ 1,690,000.00 | \$ 725,000.00 | 18 |
| 3A0499 | City of Roseburg | Taxiway A Extension | \$ 1,722,222.00 | \$ 172,222.00 | \$ 1,550,000.00 | 19 |
| 2M0492 | Port of Astoria | Pier 2 West Rehabilitation & Lift Replacement | \$ 36,733,019.00 | \$ 6,415,126.00 | \$ 30,317,893.00 | 20 |
| 1M0483 | Port of Portland | Berth 601 Auto Carrier Expansion and Safety Project | \$ 5,169,918.00 | \$ 3,400,000.00 | \$ 1,769,918.00 | 21 |
| 3M0501 | Oregon International Port of Coos Bay | Charleston Shipyard Capacity Enhancement Project | \$ 5,000,000.00 | \$ 3,500,000.00 | \$ 1,500,000.00 | 22 |
| 2A0487 | City of Eugene | Eugene Airport Terminal Concourse A Seating Expansion | \$ 19,320,000.00 | \$ 13,524,000.00 | \$ 5,796,000.00 | 23 |
| 3A0500 | Coos County Airport District | Southwest Oregon Airport Apron Reconstruction | \$ 5,200,000.00 | \$ 3,000,000.00 | \$ 2,200,000.00 | 24 |
| 2M0491 | Pacific Seafood - Warrenton, LLC | Pacific Seafood Warrenton Fuel and Ice Dock Repair | \$ 1,340,210.00 | \$ 938,147.00 | \$ 402,063.00 | 25 |
| 4R0509 | Beaver Pumice, LLC | Beaver Pumice Rail Spur | \$ 3,740,000.00 | \$ 2,618,000.00 | \$ 1,122,000.00 | 26 |
| 2M0490 | Pacific Seafood Newport LLC | Pacific Seafood Newport LLC Dock Pilings | \$ 1,349,800.00 | \$ 944,860.00 | \$ 404,940.00 | 27 |
| 1M0482 | Gunderson Marine LLC | Gunderson Marine Wharf & Trestle Upgrades for Transloading | \$ 12,377,600.00 | \$ 4,800,000.00 | \$ 7,577,600.00 | 28 |
| 4R0511 | NW Volcanic Holdings, LLC | NW Volcanic Holdings SCM Rail Facility | \$ 1,870,000.00 | \$ 1,309,000.00 | \$ 561,000.00 | 29 |
| 5A0512 | City of Burns | Burns Airport UAS Range Infrastructure and Development | \$ 425,000.00 | \$ 297,500.00 | \$ 127,500.00 | 30 |
| 2A0486 | City of Corvallis | Corvallis Airport Hangar Taxilanes and Taxiway B and C Seal Coat | \$ 2,563,000.00 | \$ 800,000.00 | \$ 1,763,000.00 | 31 |
| 4A0507 | Port of Arlington | Linus Pauling Field Fuel Storage & Sales | \$ 575,500.00 | \$ 402,850.00 | \$ 172,650.00 | 32 |
| 1A0480 | Oregon Department of Aviation | Mulino State Airport Waterline Improvements | \$ 1,394,234.25 | \$ 948,079.29 | \$ 446,154.96 | 33 |
| 1R0484 | Hampton Lumber | Hampton Lumber Portland Reload Expansion | \$ 101,355.00 | \$ 70,948.50 | \$ 30,406.50 | 34 |
| 3R0503 | Knife River Materials | Green Siding Aggregate Offloading Facility | \$ 3,100,000.00 | \$ 2,100,000.00 | \$ 1,000,000.00 | 35 |



Attachment #2 Final Review Committee (FRC) Summary

ODOT Connect Oregon Final Review Committee Meeting

Event Details

Date/Time: Wednesday, August 7, 9 AM to 4 PM

Location: 355 Capitol St NE, Salem, OR, Transportation Building, Rm 103, Gail L Achterman Commission Conference room

Goals and Purpose of the Event

The Oregon Department of Transportation's Director convened the Connect Oregon Final Review Committee to develop recommendations regarding which projects should be funded under the current round of the Connect Oregon program. The Connect Oregon Final Review Committee (FRC) collaboratively reviewed available information as well as discussed proposed projects to help determine which projects best met the statutory considerations and provided statewide benefits. As a result of this meeting, the ODOT Director will develop a written recommendation on behalf of the FRC and submit the recommendation to the Oregon Transportation Commission (OTC).

The goal is to select the best projects across the board that benefit air, rail, marine infrastructure to ensure Oregon's non-highway transportation system is strong, diverse, and efficient.

Committee Member Attendance:

- Pia Welch – Region 1
- Lianne Thompson – Region 2
- Ron Kutch - Region 3
- Patti Adair – Region 4
- Paul Anderes – Region 5 | *Attended virtually*
- Margaret Barber – Marine Representative
- Johann Helman – Rail Representative
- Jim Knight – Aviation Representative | *Alternate*
- Jana Jarvis – Freight Representative
- Betsy Johnson – FRC Chair | **non-voting seat*

ODOT: Erik Havig, John Boren, Sunshine Mancuso

JLA: Adrienne DeDona, Esme Schornstein

Staff in attendance from ODOT, JLA, and the FRC Chair are non-voting roles.

Meeting Summary

Welcome and Introductions

Betsy Johnson, FRC Chair, welcomed the group and led group introductions.

Erik Having, ODOT, reviewed the committee and meeting purpose.

Connect Oregon Program Process and FRC Roles

Adrienne DeDona, JLA, reviewed the meeting protocols, including the decision-making process and definition of consensus. For this meeting, consensus is defined as overall agreement. If consensus cannot be reached, then a two-thirds majority vote will occur. Adrienne handed out consensus flags/signs to all the committee members that were green, yellow, and red (green = support, yellow = support with some change, and red = lack of support). Committee members were then asked to hold up a sign during each voting process to indicate their position on the matter. Additionally, each committee member was given three green dots for prioritization purposes.

This meeting was open to the public for observation; there was no opportunity for public comment/testimony.

There was consensus from the committee to agree to the memorandum of collaboration.

John Boren, ODOT's Freight Program Manager, went over the history of Connect Oregon, which has existed since 2005, and is ultimately about investing in non-highway modes of transportation. This program is unique to Oregon and since 2005, over half a billion has been awarded. Applicable projects are those that show economic benefits for the state of Oregon. Access of jobs and labor are also considered, as well as readiness of the project. John reminded the FRC of the statutorily required considerations which the FRC needed to utilize in making their final recommendations.

There was discussion and questions from committee members regarding additional considerations surrounding resilience, specifically from catastrophic events and/or natural disasters. ODOT staff indicated that these criteria could be used in addition to the statutory considerations particularly to help decide between projects with similar rankings.

There was also discussion and questions regarding the order of projects below the cutline, and the possibility if they can get moved up above the cutline if an approved project is then cancelled. It was noted that projects below the cutline are in a queue and could be moved up above the cutline if a project doesn't move forward and if there are enough funds available.

John reviewed the project application process. Project applications were due in February, and in March/April different modal committees review applications and rank them. These rankings are based on the criteria score. The FRC is the last step before review and approval by the Oregon Transportation Commission, OTC.

The project rankings are conceived by a normalization formula, and are reviewed based on their proposal, scope, and budget. John stated that there is **~\$46 million** available for projects this funding cycle.

Review and Discuss Connect Oregon Project List

John explained the current project list consists of:

- 35 eligible projects
- \$96 million in funding requests
- \$1.8 million is the median requested amount
- \$71,000 to \$13.5 million is the range of individual project funding requested
- Nearly half of the projects are aviation and marine.

Additionally, there was clarification needed from committee members regarding the cutline. If one project is moved above the cutline then one or more projects need to be moved below the cutline – depending upon the project funds requested.

Group Discussion on Project Prioritization

Adrienne and John explained the guideline for this cycle is to automatically agree to fund the top ranked projects to respect the prior work done by all the various review committees. There was unanimous agreement from the committee to recommend funding projects 1-6 (listed below):

| Project Name | Applicant | County | CO Grant Funds Requested | Starting Rank |
|---|---|------------|--------------------------|---------------|
| Mt. Hood Railroad Track Upgrade for Freight Expansion | Mt. Hood Railroad | Hood River | \$1,743,216.00 | 1 |
| Ko'Kwel Wharf Improvements Project - Marine Dock Facilities | Mith-ih-Kwuh Economic Development Corporation | Coos | \$4,470,437.00 | 2 |
| Redmond Airport Terminal Building Expansion Project | City of Redmond | Deschutes | \$10,000,000.00 | 3 |
| Lake County Railroad Customer Connections | Lake County | Lake | \$2,225,692.53 | 4 |
| Oregon Eastern Railroad 286k Upgrade Phase 3 | Oregon Eastern Railroad | Malheur | \$675,380.00 | 5 |
| Dock 7 and Commercial Marina Rebuild | Port of Newport | Lincoln | \$9,570,110.00 | 6 |

Adrienne reminded the committee that decisions will be respected as final to avoid backtracking, unless the committee as a whole agrees there is sufficient new information, or the chairperson deems it necessary to reconsider a previous decision.

Adrienne and John explained the other guideline this cycle is to agree to not fund projects that ranked relatively low during the review process. It was proposed that the committee recommend not funding projects 25-35. There was discussion from the committee surrounding if there is anything preventing these projects from returning to the queue during the next round of applications. It was clarified that there is nothing preventing these projects from submitting an application for funding during the upcoming cycle.

There was unanimous agreement from the committee to not recommend projects 25-35 (listed below) for funding:

| Project Name | Applicant | County | CO Grant Funds Requested | Starting Rank |
|---|----------------------------------|-----------|--------------------------|---------------|
| Pacific Seafood Warrenton Fuel and Ice Dock Repair | Pacific Seafood – Warrenton, LLC | Clatsop | \$402,063.00 | 25 |
| Beaver Pumice rail Spur | Beaver Pumice, LLC | Klamath | \$2,618,00.00 | 26 |
| Pacific Seafood Newport LLC Dock Pilings | Pacific Seafood Newport LLC | Newport | \$944,860.00 | 27 |
| Gunderson Marine Wharf & Trestle upgrades for Transloading | Gunderson Marine LLC | Multnomah | \$4,800,00.00 | 28 |
| NW Volcanic Holdings SCM Rail Facility | NW Volcanic Holdings, LLC | Klamath | \$1,309,000.00 | 29 |
| Burns Airport UAS Range Infrastructure and Development | City of Burns | Harney | \$297,500.00 | 30 |
| Corvallis Airport Hanger Taxi lanes and Taxiway B and C Seal Coat | City of Corvallis | Benton | \$800,000.00 | 31 |
| Linus Pauling Field Fuel Storage & Sales | Port of Arlington | Gilliam | \$402,850.00 | 32 |
| Mulino State Airport Waterline improvements | Oregon Department of Aviation | Clackamas | \$948,079.29 | 33 |
| Hampton Lumber Portland Reload Expansion | Hampton Lumber | Multnomah | \$70,948.50 | 34 |
| Green Siding Aggregate Offloading Facility | Knife Ricer Materials | Douglas | \$2,100,000.00 | 35 |

Prior to formulating recommendations on the projects identified for discussion (those in ranked order 7-24), the FRC Chair helped lead a brief project review discussion. Committee members who represented the mode and/or general location of these projects were asked to provide a brief overview of the scope and general benefits. This opened a pre-voting project discussion between committee members. The following table reflects the information shared by committee representatives.

| Project Name | Additional Notes | Applicant | County | CO Grant Funds Requested | Starting Rank |
|---|---|--|-----------|--------------------------|---------------|
| PDX Airtrans Center (ATC) Air Cargo Expansion | <ul style="list-style-type: none"> •Almost half of the cargo is Amazon cargo •PDX airport said without this project they are at risk for losing Amazon customer base •The project has no other funding resources | Port of Portland | Multnomah | \$3,600,000.00 | 7 |
| Oakridge Airport Runway Rehabilitation | <ul style="list-style-type: none"> •If this isn't fixed, this airport will fail. •This is not an FAA qualified airport. • It is a critical airport for firefighting •The agency has the match | Oregon Dept. of Aviation | Lane | \$1,788,400.00 | 8 |
| Medford Airport East Side Heavy Duty Aircraft Apron Expansion | <ul style="list-style-type: none"> •Provides capacity for large aircraft for military, firefighters | Jackson County | Jackson | \$3,000,000.00 | 9 |
| Port Westward Beaver Dock Modernization Project | <ul style="list-style-type: none"> •Funding would provide professional services for the modernization of the dock •The dock is self-scouring •Will create lots of jobs | Port of Columbia County | Columbia | \$2,730,00.00 | 10 |
| Grant County Regional Airport Fuel Tank Expansion and Upgrade | <ul style="list-style-type: none"> •Tanks are from the 1980's | Grant County | Grant | \$982,100.00 | 11 |
| Salem to Woodburn Rail Modernization | <ul style="list-style-type: none"> •Promotes safety •Accelerates the line of trains which helps speed up traffic since there are so many stops | Portland & Western PR | Marion | \$1,775,387.00 | 12 |
| Christmas Valley Airport Runway Reconstruction | <ul style="list-style-type: none"> •Needs to be funded by 2026 •Reconstruction of the runway | Christmas Valley Parks & Recreation District | Lake | \$774,111.00 | 13 |
| Columbia Gorge Airport Aviation Hanger Expansion | <ul style="list-style-type: none"> •20 new hangers •The hangers will have an economic impact on the community •The hanger is in Washington State but is owned by the Dalles | City of the Dalles | Wasco | \$1,690,000.00 | 14 |
| Douglas County Rail Access and Expansion Project | <ul style="list-style-type: none"> •Constructing new multimodal railway •Will be more economically and environmentally friendly •Saves 41k gallons of diesel, creates jobs | Central Oregon & Pacific Railroad | Douglas | \$614,248.29 | 15 |

| | | | | | |
|---|--|---------------------------------------|-----------|-----------------|----|
| Columbia River Bar and Coastal Wave Safety Technology | <ul style="list-style-type: none"> •These will benefit thousands of vessels crossing •Small cost with a huge benefit •Most of the cargo benefits Washington, but it universally benefits the Snake and Columbia River systems, OSU and national guard used it. •Big project for a small cost | Columbia River Bar Pilots, LLC | Clatsop | \$160,718.94 | 16 |
| Taxiway A Extension | <ul style="list-style-type: none"> •Critical for Douglas County who is one of the timber exports •Air medical and life flights are dependent of it (nearest hospital is one hour away) | City of Roseburg | Douglas | \$172,222.00 | 17 |
| Berth 601 Auto Carrier Expansion and Safety Project | <ul style="list-style-type: none"> •Need more asphalt •Need to add existing equipment to terminal 6 | Port of Portland | Multnomah | \$3,400,000.00 | 18 |
| Eugene Airport Terminal Concourse A Seating Expansion | <ul style="list-style-type: none"> •Bad ADA access and overcrowded with people •Adds ADA ramp and restroom •Contributes to economic benefits, tourism •Comment: too big of an ask | City of Eugene | Lane | \$13,524,000.00 | 19 |
| Pier 2 West Rehabilitation & Lift Replacement | <ul style="list-style-type: none"> •Existing safety issue •This project has needed funding for decades •Primary use of costumers is seafood processing | Port of Astoria | Clatsop | \$6,415,126.00 | 20 |
| Greenhill Reload Multi-Modal Center Rail Improvement | <ul style="list-style-type: none"> •Project creates additional capacity •Moves 16k truckloads annually •New jobs and promotes economic growth | Green Hill Reload | Lane | \$2,068,264.00 | 21 |
| Ontario Municipal Airport Gate and Fence Install | <ul style="list-style-type: none"> •Risk of security that is trying to be addressed and it provides secure fencing for the airport •Critical for firefighting | City of Ontario | Malheur | \$105,000.00 | 22 |
| Charleston Shipyard Capacity Enhancement Project | <ul style="list-style-type: none"> •Dangerous work docks •Piers are not currently wide enough | Oregon International Port of Coos Bay | Coos | \$3,500,000.00 | 23 |
| Southwest Oregon Airport Apron Reconstruction | <ul style="list-style-type: none"> •Phase 2 of a 3-phase project •Reinforcement of new concrete with total replacement of the apron, 39k square feet | Coos County Airport District | Coos | \$3,000,000.00 | 24 |

Group Discussion on Project Prioritization

Following the review of projects for discussion, Betsy Johnson, FRC Chair, made a proposal to the committee for consideration to recommend the Columbia River Bar and Coastal Wave Safety Technology project for funding due to its relatively low cost and high reward. The committee unanimously agreed to recommend this project for funding.

| Project Name | Applicant | County | CO Grant Funds Requested | Starting Rank |
|---|--------------------------------|---------|--------------------------|---------------|
| Columbia River Bar and Coastal Wave Safety Technology | Columbia River Bar Pilots, LLC | Clatsop | \$160,718.94 | 16 |

Adrienne led the group in a project prioritization process for projects under discussion (those that were ranked 7-24). She explained this exercise would help to identify where there were areas of agreement for which projects to recommend for funding and which projects to recommend not to fund this cycle. Each committee member was instructed to place a colored dot on the project card located on the sticky wall that they felt was most worthy. More than one dot could be placed on a single project, if desired, though the recommendation was to distribute dots to multiple projects. The following summarizes the results of the prioritization activity with the starting rank of the project in parentheses:

Four Dots:

- Medford Airport East Side Heavy Duty Aircraft Apron Expansion (9)
- Christmas Valley Airport Runway Reconstruction (13)
- Greenhill Reload Multi-Modal Center Rail Improvement (21)

Three Dots:

- Oakridge Airport Runway Rehabilitation (8)
- Port Westward Beaver Dock Modernization Project (10)
- Grant County Regional Airport Fuel Tank Expansion and Upgrade (11)
- Douglas County Rail Access and Expansion (15)
- Ontario Municipal Airport Gate and Fence Installation (22)

Two Dots:

- Berth 601 Auto Carrier Expansion and Safety Project (18)
- Pier 2 West Rehabilitation & Lift Replacement (20)

One Dot:

- PDX Airtrans Center (ATC) Air Cargo expansion (7)
- Salem to Woodburn Rail Modernization (12)
- Columbia Gorge Airport Aviation Hangar Expansion (14)
- Roseburg Taxiway A Extension (17)
- Charleston Shipyard Capacity Enhancement Project (23)

Zero Dots:

- Eugene Airport Terminal Concourse A Seating Expansion (19)
- Southwest Oregon Airport Apron Reconstruction (24)

Erik Havig, ODOT, proposed to the committee to consider recommending for funding two of the projects that received 4 dots and also received high starting ranks. The committee unanimously agreed to recommend funding the Medford Airport Eastside Heavy Duty Aircraft Apron Expansion project and the Christmas Valley Airport Runway Reconstruction project.

| Project Name | Applicant | County | CO Grant Funds Requested | Starting Rank |
|---|--|---------|--------------------------|---------------|
| Medford Airport East Side Heavy Duty Aircraft Apron Expansion | Jackson County | Jackson | \$3,000,000.00 | 9 |
| Christmas Valley Airport Runway Reconstruction | Christmas Valley Parks and Recreation District | Lake | \$774,111.00 | 13 |

Adrienne asked the committee to consider the projects that received no support during the dot exercise. The committee unanimously agreed not to recommend funding the Eugene Airport Terminal Concourse A Seating and Expansion project and the Southwest Airport Apron Reconstruction project.

| Project Name | Applicant | County | CO Grant Funds Requested | Starting Rank |
|---|------------------------------|--------|--------------------------|---------------|
| Eugene Airport Terminal Concourse A Seating and Expansion | City of Eugene | Lane | \$5,796,000.00 | 19 |
| Southwest Oregon Airport Apron Reconstruction | Coos County Airport District | Coos | \$3,000,000.00 | 24 |

There was discussion amongst the committee to consider moving Pier 2 West Rehabilitation to below the cutline, and not recommend it for funding, but place it at the “top” of the cutline. The reasoning was that the funding request was far too high, and funding it would prevent several other worthwhile, and higher ranked, projects from being funded. The committee unanimously agreed to move the project below the cutline and not recommend it for funding; however, they indicated it should be the first project below the cutline in case a project was removed from the list for any reason. The Pier 2 West Rehabilitation final ranking was 20.

| Project Name | Applicant | County | CO Grant Funds Requested | Starting Rank |
|---|-----------------|---------|--------------------------|---------------|
| Pier 2 West Rehabilitation & Lift Replacement | Port of Astoria | Clatsop | \$6,415,126.00 | 20 |

Johann Helman, who was the Rail Representative, emphasized that the Salem to Woodburn Rail Modernization project is essential to the rail industry. At this same time, Margaret proposed to the committee that only one Port of Portland project should be approved. Erik went over the previous funding that the Port has received recently from Connect Oregon, and what other federal grant funding they currently have.

Jim Knight, the Aviation Representative, suggested to the committee that the PDX Airtrans Center, Columbia Gorge Aviation Hangar, and the Salem to Woodburn Rail Modernization projects should all be moved above the cut line and recommended for funding. Pia Welch, Region 1 representative, disagreed with approving the PDX Airtrans project as she believed it is mainly beneficial to Amazon who already has two gates for their use. There was an informal vote to gauge consensus from the committee on keeping PDX Airtrans above the cutline. There were seven yes votes, but two no votes from Pia Welch and Jana Jarvis. The committee took a quick recess to get expert clarification regarding additional funding sources for the Port of Portland. This was followed by a unanimous vote to only pick one of the two Port of Portland projects.

Erik Havig, ODOT, shared the information gained during the brief recess from a virtual participant, Carmen Merlo, who does public involvement work and is on the freight advisory committee representing the Port of Portland. She noted that available airport funds are already subscribed to other capital improvement projects and that there are no available Port funds for the Air Cargo project now, or in the immediate future.

Paul Anderes, Region 5, noted that the Salem Woodburn Rail project is a strong project. He added that he doesn't want to discount the work of the modal committees who ranked the PDX Airtrans Center project highly (7). This was followed by Jana Jarvis, Freight Representative, proposing to move Salem to Woodburn Rail, Columbia Gorge Airport Aviation Hangar Expansion, and Taxiway A Extension to above the cut line and recommend for funding. The committee agreed unanimously to recommend funding the Salem to Woodburn Rail Modernization project, the Columbia Gorge Airport Aviation Hangar Expansion and the Roseburg Taxiway A Extension project.

| Project Name | Applicant | County | CO Grant Funds Requested | Starting Rank |
|--|-----------------------|---------|--------------------------|---------------|
| Salem to Woodburn Rail Modernization | Portland & Western RP | Marion | \$1,775,387.00 | 12 |
| Columbia Gorge Airport Aviation Hanger Expansion | City of the Dalles | Wasco | \$1,690,000.00 | 14 |
| Taxiway A Extension | City of Roseburg | Douglas | \$172,222.00 | 17 |

The committee agreed unanimously to move Charleston Shipyard below the cutline and not recommend for funding but place it near the top of the cut list after the Port of Astoria project, where it's final ranking was 22.

| Project Name | Applicant | County | CO Grant Funds Requested | Starting Rank |
|--|---------------------------------------|--------|--------------------------|---------------|
| Charleston Shipyard Capacity Enhancement Project | Oregon International Port of Coos Bay | Coos | \$3,500,000.00 | 23 |

There was significant deliberation between committee members regarding the PDX Airtrans project and what that entails and in terms of who uses the gate and who benefits most from it. There was continued ongoing discussion and deliberation amongst committee members about which of the Port of Portland projects should be recommended for funding. Ultimately, the majority of the committee felt some emphasis should be placed on the project’s original rankings.

The committee voted on whether to recommend the PDX Airtrans Center project for funding. The vote resulted in a majority of seven members recommending funding the project with a minority of two not in support of recommending the project for funding. However, as described later, all FRC members unanimously supported the recommended final list of projects.

| Project Name | Applicant | County | CO Grant Funds Requested | Starting Rank |
|---|------------------|-----------|--------------------------|---------------|
| PDX Airtrans Center (ATC) Air Cargo Expansion | Port of Portland | Multnomah | \$3,600,000.00 | 7 |

The committee voted on whether to recommend Berth 601 Auto Carrier Expansion project for funding. The vote resulted in a majority of seven members recommending moving the project below the cut line and not recommending it for funding and a minority of two committee members voting to recommend it for funding. Those who voted to not recommend the project for funding indicated it should be placed second on the list after the Astoria Pier 2 project., where it’s final ranking was 21.

| Project Name | Applicant | County | CO Grant Funds Requested | Starting Rank |
|---|------------------|-----------|--------------------------|---------------|
| Berth 601 Auto Carrier Expansion and Safety Project | Port of Portland | Multnomah | \$3,400,000.00 | 18 |

Group Recommendation

Once the committee had weighed in on all of the projects in terms of whether they should be recommended for funding above or below the cutline, there was discussion regarding how to order the projects in terms of their ranking. There were several comments and questions from committee members on whether to rank the projects based on the modal committee rankings or based on FRC prioritization.

Erik Havig, ODOT, proposed that the original high-ranking projects 1-6 should be ranked in their original order, then the other projects should be ranked in the order the committee recommended them for funding. Astoria Pier 2, Berth 601 and Charleston Shipyard would be placed just below the cut line followed by Eugene Airport, Southwest Oregon Airport Apron, then the remainder of the projects not considered for funding in their original order.

The committee unanimously agreed to the proposed numbering of the project list. (See *Attachment 1 for the FRC Prioritized Funding Recommendation*).

Closing & Next Steps

Betsy Johnson, FRC Chair, reviewed the next steps, including inviting committee members and members of the public to participate in the upcoming public hearing on August 16th. Betsy noted that the OTC would be considering the committee's recommendation at their regular meeting on October 10th.

Erik Havig, ODOT, made a suggestion for folks who might be applying for Connect Oregon funding in the future, to consider breaking their project into multiple phases if their project is asking for a large dollar amount and if those individual phases would have strong independent utility.

Betsy thanked the project staff and the committee for their time and effort.

Attachment 3: Public Hearing Summary

ODOT staff held a virtual public hearing on August 15, 2024, to gather feedback from interested parties on this competitive cycle of the Connect Oregon Grant Fund program. The comments of the speakers are summarized with identification of key themes in Attachment 5. Topics that speakers focused on are as follows:

Project 2M0495 Port Westward Beaver Dock Modernization Project

The project that garnered the most discussion at the public hearing was Port of Columbia County sponsored application. There were multiple speakers for and against funding the project, with those for the project citing the need for seismic retrofits of the dock to comply with Senate Bill 1567, and that dock is one of the few deep-water ports in the state that can handle liquid bulk material for customers. The opponents of the project were concerned that the primary beneficiary of the project was NXT Clean Fuels, and they asserted that that entity should have more financial responsibility for these upgrades, and they had general concerns about the handling of hazardous material on the Columbia River in terms of safety and potential impacts to the environment.

Project 2M0494 Dock 7 and Marine Commercial Rebuild

The next project with more than two speakers providing testimony was the Port of Newport sponsored application. The speakers cited the need to replace aging port infrastructure, better accommodate larger fishing vessels, and reduce congestion at the currently limited number of available slips.

OTC adoption of the Final Review Committee list as presented

Another common topic area was from speakers who were supportive of the extensive project review process done by the various staff and committees, and the culminating Final Review Committee list of recommended projects. These supporters recommended that the OTC vote to select the project list as recommended by the Final Review Committee with no modifications to the list.

Attachment 4: Public Hearing Comments Table

| Representation | Testimony Summary | Key Themes |
|---|--|--|
| Eric Kim, Cathay Specific Airways LTD/Cathay Cargo | Cathay Cargo is the solo international freighter out of PDX. Parking stalls limited for cargo planes, expanding the spaces would support their plans for future growth and enhance operations in PDX. | <ul style="list-style-type: none"> In support of 1A0481 PDX Airtrans Center (ATC) Air Cargo Expansion |
| Sean Clark, Port of Columbia County | The Beaver Dock Marine Terminal project will structurally retrofit the dock to comply with Oregon State Senate Bill 1567, which was passed in 2022 and requires liquid fuel terminals on the lower Columbia and Willamette rivers, including fuel tanks, pipelines and docks. The Beaver Dock at the Port of Columbia County owns is one of only 5 deep water ports in Oregon and holds the distinction of being the deepest liquid bulk terminal in the state. The dock seismic compliance is crucial for the industrial customers that serves, including Portland, General Electric and Columbia Pacific Bio refinery, which together support over 100 family wage jobs and contribute more than \$5,000,000 in county tax revenue annually. The Port of Columbia County has only the only public entity and impacted by this law. The port contractually is actually obligated to provide a berth to our tenants and has no choice but to upgrade the dock to meet these requirements. | <ul style="list-style-type: none"> In support of 2M0495 Port Westward Beaver Dock Modernization Project |
| Dan Jordan, Columbia River Bar Pilot | Thanked everyone involved in the advisory committees for recognizing the safety that these wave buoys provide to commercial and recreational mariners. The Columbia River bars, recognized as the most dangerous entrance of major commercial waterway in the world. Data from these wave buoys helps us minimize some of the adverse economic impacts caused by winter storms that can be felt across the Oregon and its neighboring states. | <ul style="list-style-type: none"> In support of 2M0489 Columbia River Bar and Coastal Wave Safety and Technology |
| Natasha Parvey, NXT Clean Fuels | Expressed support for the Port of Columbia counties connect Oregon Grant application to modernize the Beaver Dock at Port Westward. Project is critical for maintaining safe and reliable operations at the Beaver Dock, as well as positioning Columbia County as an important economic hub within the state of Oregon, as other West Coast ports continue to experience growth, limitations and logistical complexities. NXT Clean fuels evaluated nearly 100 locations along the West Coast of the United States for our facility and chose Port Westward because of its strategic alliance as a deep-water port with multimodal advantages in getting products to the market as a clean fuels company, we aim to import materials from Asian and Pacific Rim Pacific Rim trading partners and deliver finished products to locations up and down the West Coast. Port Westward is home to other vital industries, users that employ hundreds of local workers and generate millions of dollars in tax revenue for Columbia County and the state of Oregon, the project aligns with Oregon's economic goals and will provide Ripple benefits to the region for decades to come. | <ul style="list-style-type: none"> In support of 2M0495 Port Westward Beaver Dock Modernization Project |
| Dan Serres, Columbia Riverkeepers | The Port of Columbia County's proposal should not be awarded the Connect Oregon Grant. The public should not be paying for risks introduced by companies that store candle and transload toxic flammable substances like diesel of any kind, including renewable diesel. The November 2023 rock barge incident that damaged the dock support at Port Westward calls into question whether development of our refinery there is viable. The soil will be very unstable in an earthquake. the docks that loaded the rock that smashed the dock at Port Westward was paid for in | <ul style="list-style-type: none"> In opposition of 2M0495 Port Westward Beaver Dock Modernization Project |

| Representation | Testimony Summary | Key Themes |
|---|--|---|
| | <p>part by Connect Oregon. Columbia Riverkeeper supports new seismic rules for fuel storage and handling facilities. do not support using public connect organ funds to retrofit the Beaver dot for this purpose as requested by the Port of Columbia County in its application, a company that profit from a hazardous facility should be financially responsible for the potential harm its operations could cause by assigning cost to those that create the risk, the public is would not be burdened with the cost of pollution control.</p> | <ul style="list-style-type: none"> • Generally supportive of seismic rules for fuel storage and handling facilities |
| <p>Kelley Retherford, Port of Newport Commissioner</p> | <p>Testifying on behalf of Port of Newport Dock 7 project. There are 4 commercial fishing vessels that lease slips at the port. Important to prepare our port for the future due to aged infrastructure within the port from our aged docks to lack of space for the ever-changing fishing vessels. NOAA also has a presence and home in Newport.</p> | <ul style="list-style-type: none"> • In support of 2M0494 Dock 7 and Commercial Marina Rebuild |
| <p>Aaron Bretz, Port of Newport</p> | <p>The Port of Newport Commercial Marina is overcapacity and is turning new business away due to crowding. This investment will allow the port to accommodate these businesses and build a redesigned Port Dock 7, which is a mid 1960s era facility. There is a concurrent federal project that's ongoing to establish an 18-foot channel to the Port Dock 7 and Fisherman's Wharf area, the timing is perfect to invest in a commercial Marina that's optimally sized for the drastically changed modern commercial fishing vessel or commercial vessel. This project directly benefits the number one industry in Lincoln County by providing much needed space and opens the door for imminent growth in the cargo and energy sectors by reducing congestion and at key times at the Newport International Terminal with 600 feet of additional slide type space, 42 more slips of 50 feet and larger and a new depth of -18 feet.</p> | <ul style="list-style-type: none"> • In support of 2M0494 Dock 7 and Commercial Marina Rebuild |
| <p>Sen. Dick Anderson, Senate District 5</p> | <p>Wanted to highlight the Charleston shipyard capacity enhancement project, at the Charleston Marina Complex. The travel, lift and shipbuilding operations employ 35 individuals in the Charleston area and increased shipyard capacity would allow for its expansion and for more family wage jobs if the travel lift boat slip becomes inoperable or the work dock is further constrained, it would cause a major disruption in one of Oregon's flagship industries and one of the largest fishing fleets on the coast. Noted that 9 out of the 19, almost half of the priority prioritized projects have an air component. Would suggest a relook with area populations in mind and equality of functional disciplines. Encouraged the Commission and ODOT leadership to continue prioritizing Connect Oregon in the coming years. Encourage the Commission to ODOT to consider ways to ensure resources such as Connect Oregon, that are finding their way to rural public entities, these small rural projects find it difficult to compete with high profile projects who could promote big numbers in their applications.</p> | <ul style="list-style-type: none"> • In support of 3M0501 Charleston Shipyard Capacity Enhancement Project • Concerned about the proportion of aviation projects recommended for funding. • Support for the overall Connect Oregon program |
| <p>Kate Mickelson, Columbia River Steamship Operators Association</p> | <p>Represents a diverse group of members, including ship owners, operators, agents, towing and bunkering, and various ports and terminals along the Columbia Willamette Snake River systems, as well as the Oregon Coast. Expresses full support for the port of Portland's Terminal 6 birth 601 auto carrier expansion and safety project. This project is crucial for maintaining and growing automobile shipping at Terminal 6, one of the top two gateways on the West Coast for the North American auto industry. The construction of a new upstream mooring dolphin, which is a structure comprised of multiple steel pipe piles located in the river off the main dock that are used to tie up the ship safely, and the installation of catwalks between dolphins, which function like bridges to allow dock workers safe access for tying up the ships, will significantly enhance the safe handling of these larger vessels, which can carry up to 10,800 vehicles each. Project will retain 464 jobs and generate approximately \$41.3 million in direct income, along with an additional 14.4 million in state and local taxes.</p> | <ul style="list-style-type: none"> • In support of 1M0483 Berth 601 Auto Carrier Expansion and Safety Project |

| Representation | Testimony Summary | Key Themes |
|---|---|---|
| Jed Crowther, Port of Arlington | Since applied for the Linus Pauling Field fuel storage project, there's been a major catastrophic event in our region with the Lone Rock fire which destroyed over 137,000 acres. Links directly to the need for aviation fuel storage on site. One of the smallest projects submitted and if there are funds available in the total amount to move up in the ranking and receive an award that would help in dealing with emergency events | <ul style="list-style-type: none"> • In support of 4A0507 Linus Pauling Field Fuel Storage & Sales |
| Steve Winkle, Port of Portland | Clarify information regarding the PDX Airtrans Center Cargo expansion. Project not being built for specific operators. The air cargo area PDX is utilized by many different operators and is currently physically constrained, limiting operational flexibility and growth. The ramp is being pursued by the airport authority, not for the benefit of any particular operator, but for the benefit of the overall aircraft parking system that facilitates significant air cargo commerce throughout the state of Oregon. | <ul style="list-style-type: none"> • In support of 1A0481 PDX Airtrans Center (ATC) Air Cargo Expansion |
| Mary Duvall | Clatskanie resident. Agrees with SB 1567 mandate for DEQ to develop a program for evaluation of the vulnerability of large capacity fuel storage and distribution visibilities in the event of a major earthquake. Great damage is inevitable at Port Westward, but the port grant proposal seems to misrepresent where the financial responsibility lies Tenant, not Port should pay for improvements. Profit driven corporations do not need to be subsidized by our port and by our state funds, especially in light of the horrors occurring on nearby U.S. 30. NXT Clean Fuels rent forgiven at Port in the amount of \$100,000 per month. U.S. 30 should include better intersection markings, lights, turns lanes and speed monitors and other enforcement mechanisms. | <ul style="list-style-type: none"> • In opposition of 2M0495 Port Westward Beaver Dock Modernization Project • Supports safety improvements on U.S. 30 between Portland and Astoria |
| Dorinne Tye | Struggling with the noise and pollutants from low flying general aviation aircraft. General aviation shouldn't be part of Connect Oregon, activity benefits less than ¼ of 1% off the population. Oregon general aviation lead pollution is 87% of Oregon's lead pollution, 17% higher than the national average. Professionals agree that there is no level of blood lead that is considered safe. General aviation aircraft are different than commercial and that they generally have little by way of agenda. | <ul style="list-style-type: none"> • In opposition to projects that primarily benefit general aviation aircraft |
| Paul Vogel, Columbia Economic Team | The Beaver Dock Seismic upgrade and modernization comprehensively aligns with the purpose of Connect Oregon. It has served multiple tenants and shippers, with dozens of customers, scores of suppliers, hundreds of employees with these responsible upgrades, it can accommodate multiple additional tenants. These companies using the Port comprise nearly 1/4 of Columbia County's tax base and have for decades. | <ul style="list-style-type: none"> • In support of 2M0495 Port Westward Beaver Dock Modernization Project |
| Heather Mann, Midwater Trawlers Cooperative | Based in Newport, represents 32 commercial fishing vessels. Those vessels can only moor at the international terminal because the other commercial docks cannot accommodate size. Commercial fishing at Newport supports Oregon's food security, robust seafood market. Newport has an authentic working waterfront and attracts tourists that want to see it – also benefit tourism. Seafood has the lowest carbon footprint for protein. Project benefits a wide range of constituents, not just the boats that use the dock, but nearby vessel supporting businesses. | <ul style="list-style-type: none"> • In support of 2M0494 Dock 7 and Commercial Marina Rebuild |
| Elliot Levin, Port of Columbia County | Addressed comments about SB 1567, law is aimed at owners of large capacity fuel storage tanks. Law extends the responsibility to the related infrastructure such as pipelines and docks. Have a contractual obligation under their lease at the Beaver Dock to their tenants | <ul style="list-style-type: none"> • In support of 2M0495 Port Westward Beaver Dock Modernization Project |

| Representation | Testimony Summary | Key Themes |
|---|---|---|
| Diana Gordon | <p>Concerned about the health of the Columbia River and we know the importance of a clean and vital Columbia River estuary. In favor of seismic upgrades and for ports that house large fuel storage and distribution facilities. Questioned whether enabling a fuel refinery via a Connect Oregon grant to the Port of Columbia County is the best way to protect the river. Aging dikes need to be upgrade, and public transportation improved before installing a new rail yard, which will disrupt normal traffic and cause more pollution. Refinery will produce over 1,000,000 tons of GHGs annually. Granting funds to support a company (NXT Clean Fuels) not currently paying rent to the Port of Columbia County puts the port in a difficult position.</p> | <ul style="list-style-type: none"> • In opposition of 2M0495 Port Westward Beaver Dock Modernization Project |
| Carroll Sweet, Envision Columbia County | <p>Don't want to see taxpayer dollars going to pay for anything for NXT Clean Fuels. Rent has already been reduced, doesn't need more taxpayer dollars going to them. Location is on the edge of a subduction zone.</p> | <ul style="list-style-type: none"> • In opposition of 2M0495 Port Westward Beaver Dock Modernization Project |
| David Anzur, Anzur Logistics | <p>Energizing to hear the conversation. Been in the marine industry for 23 years. Businessperson, grant proposal writer. I support Kyle Cox, and Commissioner Boice statements. Would want to see taxpayer funds best utilized in most macroeconomic view. \$21 million to Astoria makes them happy. Then there's 1000 other works that won't get employed, negative impact from money all in one place. Impact to Fred Wahl, Tarheel Aluminum businesses. Some people only need \$500k. The gain in employees will be in a 5-6 year period, not right away. Will spread tax dollars over multitude counties rather than just one. Doesn't begrudge Clatsop County for making the case. Know the industry, money would be best served spread throughout statewide system.</p> | <ul style="list-style-type: none"> • In support of the Final Review Committee list of recommend projects. |

Attachment 5

Summary of Written Comments Received by August 30, 2024

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Project 2M0495 - Port of Columbia County - Port Westward Beaver Dock Modernization Project

Bays, Judith A.
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Efird, Christopher for NXTClean Fuels
Farmer, Marc for Clatskanie People's Utility District
Garrett, Commission Chair Casey for Columbia County
Gray, Stuart
Grissom, BreAnna for Rainier Chamber of Commerce
Johnson, Sarah for Clatskanie Chamber of Commerce
Lillich, Jasmine
Maunu, Neil for Pacific Northwest Waterways Association
Martin, Laura
Milton, Maureen
Mohan-Gibbons, Heather
Moilanen, Sandra
Powell, Debbie for Portland General Electric
Prescott-MacGregor, Tracy
Schmidt, Wendy
Serres, Dan for Columbia Riverkeeper
Sharek, Steve for Clatskanie Rural Fire Protection District
Vogel, Paul for Columbia Economic Team

Project 3M0502 - Mith-ih-Kwuh Economic Development Corporation - Ko'Kwel Wharf Improvements Project - Marine Dock Facilities

Dunn, Alex for McGee Engineering
Padilla, Colleen for Southern Oregon Regional Economic Development, Inc.

Comments Received

Project #2M0495

Port of Columbia County

Port Westward Beaver Dock Modernization

Project

From: [Jan Chozen Bays](#)
To: [Boren John](#)
Subject: Comment on the Connect Oregon Grant for funds for the proposed NEXT plant
Date: Thursday, August 15, 2024 5:01:50 PM

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear Mr. John Boren,

I am writing in opposition to the plan to provide money from a Connect Oregon Grant to the proposed NEXT plant. The funds should be used to improve transportation beneficial to Orgon's citizens, not a corporate entity.

Thank you for the work you do,

Judith A. Bays
79640 Quincy Mayger Road
Clatskanie, Oregon 97016

--



CITY OF CLATSKANIE

August 8th, 2024

John Boren
Connect Oregon
Oregon Department of Transportation

Dear Mr. Boren,

This letter is to express the City of Clatskanie's full support for the Port of Columbia County's Connect Oregon grant application to modernize the Beaver Dock at Port Westward. The City Council voted unanimously at its August 7th, 2024 council meeting to offer its full support to the Port for this project. The City agrees with the port's position that this project is not only crucial for the port's operations but also for the economic vitality of Columbia County and the entire state of Oregon.

As you may be aware, Port Westward is unique for the State and the Pacific Northwest. It is an unequaled invaluable asset, being one of only five deepwater ports in Oregon. Its multi-modal freight transportation capacity, including access to a 43-foot deep-draft Federal Navigation Channel and rail connections, makes it an essential hub for commerce and industry.

The importance of this project extends far beyond the immediate benefits to the port. It will directly support key economic drivers in the Clatskanie area and greater Columbia County, including Portland General Electric and Global Partners' Columbia Pacific Bio-Refinery, which together provide 100 family-wage jobs and are among the county's top taxpayers. Furthermore, the project will pave the way for future growth, such as the NXT Clean Fuels facility, which is projected to contribute \$45 million annually in local and state revenues and create 240 family-wage jobs.

With this grant, the port continues its wise investment in the Beaver Dock modernization. They are not only ensuring the safety and efficiency of current operations but also positioning Port Westward for future economic opportunities. This project aligns perfectly with Oregon's economic goals and will contribute significantly to the prosperity of the region.

The Council strongly encourages the approval of the Port of Columbia County's Connect Oregon grant application. This investment in Port Westward will yield substantial returns for our community and state, fostering economic growth, creating jobs, and strengthening our infrastructure for years to come.

Thank you for your consideration of this vital project.

Sincerely,

A handwritten signature in blue ink that reads "Bob Brajcich".

Bob Brajcich
Mayor



Columbia and Willamette Rivers · Oregon and Washington

August 12, 2024

John Boren
Connect Oregon
Oregon Department of Transportation

Dear Mr. Boren,

I am writing to express our support for the Port of Columbia County's Connect Oregon grant application to modernize the Beaver Dock at Port Westward. This project is not only crucial for the port's operations but also for the economic vitality of Columbia County and the entire state of Oregon.

The Maritime Fire & Safety Association (MFSA) is a non-profit organization that was established in 1983 to enhance the safety of the lower Columbia and Willamette river systems. Our membership consists of thirteen public ports and terminal operators. In addition, there are thirteen public fire agencies who participate in our Fire Protection Agencies Advisory Council (FPAAC) as well as 27 vessel agencies and operators who are enrolled in our state approved oil spill contingency plan.

Port Westward is a unique and valuable asset, being one of only five deepwater ports in Oregon. Its multi-modal freight transportation capacity, including access to a 43-foot deep-draft Federal Navigation Channel and rail connections, makes it an essential hub for commerce and industry.

By nature of MFSA's mission, we have a keen interest in oil spill prevention. We believe that seismic upgrades to the Beaver Dock are critically important to preventing an accidental discharge into the river in the event of a Cascadia subduction zone event or similar magnitude disaster. These upgrades will make the facility safer and go a long way to minimizing the pollution potential, protecting both the river and wildlife.

For this reason, I strongly encourage the approval of the Port of Columbia County's Connect Oregon grant application. This investment in Port Westward will yield substantial returns for the community and state and will strengthen their infrastructure for years to come.

Thank you for your consideration of this important project.

Sincerely,

Curtis Cannizzaro

Executive Director



August 8, 2024

John Boren
Connect Oregon
Oregon Department of Transportation

Dear Mr. Boren,

I am the CEO and Chairperson of NXTClean Fuels, and am writing to express our support for the Port of Columbia County's Connect Oregon grant application to modernize the Beaver Dock at Port Westward. This project is critical for maintaining safe and reliable operations at the Beaver Dock, as well as positioning Columbia County as an important economic hub within the state of Oregon.

As other west coast ports continue to experience growth limitations and logistical complexities, Oregon has a tremendous opportunity to modernize its core port assets. Modernizing the dock will attract new maritime-based users and expand international trade. NXTClean Fuels evaluated nearly one hundred locations along the West Coast of the United States for our facility and chose Port Westward because of its strategic advantage as a deepwater port with multimodal advantages in getting products to market. As a clean fuels company, we aim to import materials from Asian and Pacific Rim trading partners and deliver finished products to locations up and down the west coast. It is paramount that we have access to port facilities that meet safety and operational standards for current and anticipated regulations.

Beyond our facility, Port Westward is home to other vital industrial users that employ hundreds of local workers and generate millions of dollars in tax revenue for Columbia County and the State of Oregon. This project aligns with Oregon's economic goals and will provide ripple benefits to the region for decades to come.

We strongly encourage approval of the Port of Columbia County's Connect Oregon grant application. This investment in Port Westward will yield substantial returns for the community and state, fostering economic growth, creating jobs, and strengthening maritime infrastructure.

Sincerely,

A handwritten signature in blue ink, appearing to read "Christopher Efird", is written over a light blue circular stamp.

Christopher Efird, Chairperson & CEO
NXTClean Fuels



CLATSKANIE
PEOPLE'S UTILITY DISTRICT
Owned by the People We Serve

Board of Directors

Merle Gillespie
Stephen D. Petersen
Jeannie Mustola
Bob Wiggins
Don Hooper

General Manager/CEO

W. Marc Farmer

August 7, 2024

John Boren
Connect Oregon
Oregon Department of Transportation

Dear Mr. Boren,

Clatskanie PUD is pleased to express its support for the Port of Columbia County's Connect Oregon grant application to modernize the Beaver Dock at Port Westward. This project is not only crucial for the Port's operations but also for the economic vitality of Columbia County and the entire state of Oregon.

As a publicly owned, locally controlled electric power utility, Clatskanie PUD has a responsibility to its customers to weigh in on opportunities that align with our strategic plan and have a material impact on the communities we serve. We are pleased that the Port's application is being considered for funding.

Port Westward is a unique and valuable asset, being one of only five deepwater ports in Oregon. Its multi-modal freight transportation capacity, including access to a 43-foot deep-draft Federal Navigation Channel and rail connections, makes it an essential hub for commerce and industry.

The importance of this project extends far beyond the immediate benefits to the port. It will directly support key economic drivers in Columbia County, including Portland General Electric and Global Partners' Columbia Pacific Bio-Refinery, which together provide 100 family-wage jobs and are among the county's top taxpayers. Furthermore, the project will pave the way for future growth, such as the NXT Clean Fuels facility, which is projected to contribute \$45 million annually in local and state revenues and create 240 family-wage jobs.

By investing in the Beaver Dock modernization, we are not only ensuring the safety and efficiency of current operations but also positioning Port Westward for future economic opportunities. This project aligns perfectly with Oregon's economic goals and will contribute significantly to the prosperity of the region.

I strongly encourage the approval of the Port of Columbia County's Connect Oregon grant application. This investment in Port Westward will yield substantial returns for our community and state, fostering economic growth, creating jobs, and strengthening our infrastructure for years to come.

Thank you for your consideration of this vital project.

Sincerely,

A handwritten signature in blue ink that reads 'W. Marc Farmer'. The signature is fluid and cursive, written over a white background.

Marc Farmer, General Manager/CEO
Clatskanie PUD
PO Box 216
Clatskanie, OR 97016
mfarmer@clatskaniepud.com

COLUMBIA COUNTY

Board of Commissioners Office

Commissioners

Margaret Magruder
Kellie Jo Smith
Casey Garrett

Administration

Jacyn Normine
Kathy Coddington

Communications

Mark Pacheco



ST. HELENS, OR 97051

230 Strand St., Room 338

Direct (503) 397-4322

Fax (503) 366-7243

columbiacountyor.gov

August 7, 2024

John Boren

Connect Oregon | Oregon Department of Transportation

355 Capitol Street NE, MS 11

Salem, OR, 97301-3871 USA

John.Boren@odot.state.or.us

Dear Mr. Boren,

We are writing to express our support for the Port of Columbia County's Connect Oregon grant application to modernize the Beaver Dock at Port Westward. This project is not only crucial for the port's operations but also for the economic vitality of Columbia County and the entire state of Oregon.

Port Westward is a unique and valuable asset, being one of only five deepwater ports in Oregon. Its multi-modal freight transportation capacity, including access to a 43-foot deep-draft Federal Navigation Channel and rail connections, makes it an essential hub for commerce and industry.

The importance of this project extends far beyond the immediate benefits to the port. It will directly support key economic drivers in Columbia County, including Portland General Electric and Global Partners' Columbia Pacific Bio-Refinery, which together provide 100 family-wage jobs and are among the county's top taxpayers. Furthermore, the project will pave the way for future growth, such as the NXT Clean Fuels facility, which is projected to contribute \$45 million annually in local and state revenues and create 240 family-wage jobs.

By investing in the Beaver Dock modernization, we are not only ensuring the safety and efficiency of current operations but also positioning Port Westward for future economic opportunities. This project aligns perfectly with Oregon's economic goals and will contribute significantly to the prosperity of the region. Under ORS 777.065 the Legislature has explicitly stated that "the development of deepwater port facilities at Astoria, Coos Bay, Newport, Portland, and St. Helens is declared to be a state economic goal of high priority" and calls on all state agencies to "assist in promptly achieving the creation of such facilities by processing applications for necessary permits in an expeditious manner and by assisting the ports involved with available financial assistance or services when necessary" (emphases added).

We strongly encourage the approval of the Port of Columbia County's Connect Oregon grant application. This investment in Port Westward will yield substantial returns for our community and state, fostering economic growth, creating jobs, and strengthening our infrastructure for years to come.

Thank you for your consideration of this vital project.

Sincerely,



Casey Garrett, Commission Chair



Kellie Jo Smith, Commissioner



Margaret Magruder, Commissioner

CC: Sean P. Clark Clark@portofcolumbiacounty.org
Gina Sisco Sisco@portofcolumbiacounty.org

From: [Stuart Gray](#)
To: [Boren John](#)
Subject: commenting on Port of Columbia County's grant application
Date: Monday, August 12, 2024 8:11:11 PM

You don't often get email from graystuart@usa.net. [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Good evening John. Please convey this email to the members of the Oregon Transportation Commission and to Connect Oregon's interested parties.

You will soon be voting on the recommendation to fund the Port of Columbia County (PCC) for the seismic upgrades to the deep water dock at Port Westward Industrial Part in Clatskanie, Oregon.

It will be a grand mistake if you allocate any funds to PCC for the purposes the county has outlined. While I believe seismic upgrades are necessary to safely comply with Oregon's Seismic Resiliency requirement, the responsibility for paying for upgrades , according to the DEQ, goes to the Port's tenants, not PCC itself. A few months ago, PCC reduced the lease rent to one of the potential tenants, NEXT Energy, by almost \$100,000 per month, so that NEXT Energy could remain solvent while it seeks the many approvals needed to begin it's "renewable" fuel processing plant. If the PCC had not done this, they would have the funds to make the seismic upgrades without having to ask for public funds.

There are many reasons a reasonable person may object to the proposed NEXT plant--the killing of salmon, the pollution of the Columbia River and reduction of rich farmland among them. I object most vehemently about using public finds in the form of Connect Oregon grants solely to benefit one or two large fuel-exporting corporations.

Please reconsider granting funds tot he Port of Columbia County for the Port Westward dock. It is not in the public's interest.

Thank you.

Stuart Gray
79640 Quincy-Mayger Road
Clatskanie OR 97016



Community & Business working together

08/12/24

John Boren
Connect Oregon
Oregon Department of Transportation

Dear Mr. Boren,

I am writing to express my support for the Port of Columbia County's Connect Oregon grant application to modernize the Beaver Dock at Port Westward. This project is not only crucial for the port's operations but also for the economic vitality of Columbia County and the entire state of Oregon.

Port Westward is a unique and valuable asset, being one of only five deepwater ports in Oregon. Its multi-modal freight transportation capacity, including access to a 43-foot deep-draft Federal Navigation Channel and rail connections, makes it an essential hub for commerce and industry.

The importance of this project extends far beyond the immediate benefits to the port. It will directly support key economic drivers in Columbia County, including Portland General Electric and Global Partners' Columbia Pacific Bio-Refinery, which together provide 100 family-wage jobs and are among the county's top taxpayers. Furthermore, the project will pave the way for future growth, such as the NXT Clean Fuels facility, which is projected to contribute \$45 million annually in local and state revenues and create 240 family-wage jobs.

By investing in the Beaver Dock modernization, we are not only ensuring the safety and efficiency of current operations but also positioning Port Westward for future economic opportunities. This project aligns perfectly with Oregon's economic goals and will contribute significantly to the prosperity of the region.

I strongly encourage the approval of the Port of Columbia County's Connect Oregon grant application. This investment in Port Westward will yield substantial returns for our community and state, fostering economic growth, creating jobs, and strengthening our infrastructure for years to come.

Thank you for your consideration of this vital project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'BreAnna Grissom', is written over the word 'Sincerely,'.

BreAnna Grissom

Rainier Chamber of Commerce



TOGETHER WE MEAN BUSINESS

August 7, 2024

John Boren
Connect Oregon
Oregon Department of Transportation

Dear Mr. Boren,

I am writing to express my support for the Port of Columbia County's Connect Oregon grant application to modernize the Beaver Dock at Port Westward. This project is not only crucial for the port's operations but also for the economic vitality of Columbia County and the entire state of Oregon.

Port Westward is a unique and valuable asset, being one of only five deepwater ports in Oregon. Its multi-modal freight transportation capacity, including access to a 43-foot deep-draft Federal Navigation Channel and rail connections, makes it an essential hub for commerce and industry.

The importance of this project extends far beyond the immediate benefits to the port. It will directly support key economic drivers in Columbia County, including Portland General Electric and Global Partners' Columbia Pacific Bio-Refinery, which together provide 100 family-wage jobs and are among the county's top taxpayers. Furthermore, the project will pave the way for future growth, such as the NXT Clean Fuels facility, which is projected to contribute \$45 million annually in local and state revenues and create 240 family-wage jobs.

By investing in the Beaver Dock modernization, we are not only ensuring the safety and efficiency of current operations but also positioning Port Westward for future economic opportunities. This project aligns perfectly with Oregon's economic goals and will contribute significantly to the prosperity of the region.

We strongly encourage the approval of the Port of Columbia County's Connect Oregon grant application. This investment in Port Westward will yield substantial returns for our community and state, fostering economic growth, creating jobs, and strengthening our infrastructure for years to come.

Thank you for your consideration of this vital project.

Respectfully,

A handwritten signature in blue ink that reads "Sarah Johnson".

Sarah Johnson
Chamber President

Dear Oregon Transportation Committee:

My name is Jasmine Lillich, I live at 1160 NE Wood Lane in Clatskanie Oregon. I am a 5th Clatskanie resident, farmer and small business owner. I am requesting that the Oregon Transportation Committee does not fund the Port of Columbia County's application for the Connect Oregon grant program.

As a small business owner, farmer and resident of Clatskanie I feel it is irresponsible to direct a significant portion of Oregon's scarce transportation funds to exclusively benefit the Port of Columbia County's current tenants, NEXT Energy and Global Partners. The Port of Columbia County should be responsible for this expansion and upgrade to Beaver Dock. The diked access roads to Port Westward should take priority before Port upgrades and expansion are considered. A significant group of local residents and farmers have consistently opposed NEXT Energy at Port Westward for over five years now due to threat of significant air pollution, damage to diking infrastructure, rail traffic and risk of contamination to surrounding farmland. The local residents living around Port Westward understand that the drainage district infrastructure that gives access to and connects to Port Westward will not support the construction or operation of this massive facility. Port Westward is too remote to support this scale of activity.

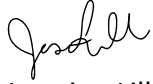
A wiser and more responsible initial investment would be to improve the safety and efficiency of the Highway 30 corridor. The Highway 30 corridor in and around Clatskanie is becoming increasingly hazardous from distracted and aggressive driving. As a small business owner downtown Clatskanie, I believe the best investment for our local economy would come from decreasing rail traffic and enhancing the safety of the Highway 30 corridor. A more comprehensive Highway 30 and rail safety study in Columbia County needs to be conducted before further investment in Port Westward infrastructure. I recognize that Connect Oregon funding does not go to highway projects, but the entire Highway 30 corridor would be seriously impacted if the proposed NEXT refinery were to proceed, creating both massive construction traffic and blocked at-grade crossings. There must be some way for Connect Oregon 9 to think through these potential impacts before exacerbating the problem.

I attended the public hearing you held on August 15th. From what I heard, there are many high impact and community supported applications that should take priority over the Port of Columbia County. I listened to the activities of the other applicants and appreciated the diversity that would be supported with these funds such as tourism, recreation and small business in addition to industry. The Port of Columbia County wants Port Westward to be an energy hub and the local community does not support that sole direction. The Port of Columbia County and their development of Port Westward has been highly contested by local residents for the past 25 years and the history of failed projects at this site should be alarming. Companies with questionable track records often find their way to Port Westward and then leave before project competition or shortly thereafter. The Port of Columbia County's application mainly supports one oil company, NEXT Energy, who just recently reduced their rent

payment to the Port of Columbia County because they aren't sure they will be able to build their desired facility at Port Westward due to their environmental impact.

Please consider using these limited Connect Oregon grant dollars for more urgent transportation problems in Oregon. These funds should help save lives and enhance the quality of life for Oregon residents. The Port of Columbia County does not have the urgency or the justified impact to warrant this funding.

Sincerely,

A handwritten signature in black ink, appearing to read "Jasmine Lillich". The signature is fluid and cursive, with the first name being more prominent.

Jasmine Lillich

From: [Laura Jomon Martin](#)
To: [Boren John](#)
Subject: Comment on Connect Oregon Port Westward
Date: Sunday, August 11, 2024 11:16:09 PM

You don't often get email from laura.jomon@gmail.com. [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Hello, and thank you for reading this comment.

I am writing about the application for Connect Oregon funds by Port Westward in Clatskanie. I am unable to attend the public comment period on August 15th, so please accept this written comment.

I am a resident of Clatskanie, and an Oregon taxpayer. I am enthusiastic about the Connect Oregon program, and excited about all the good it can do. Especially seismic upgrades. I think about this driving over every bridge. However I am dismayed by the prospect of this funding supporting the NEXT Energy Global Partners refinery project.

I understand this is perhaps an attempt to attract new business to the area by allowing Oregon taxpayers to pay for the seismic upgrades required by large fuel storage and distribution centers. The Port itself, I believe, currently does not have seismic upgrading requirements. It is only because of its desired tenants, NEXT Energy and Global Partners, that this application is being made, and it is NEXT Energy and Global Partners who stand to benefit.

I can imagine a great many other projects in Oregon -- maybe even in Columbia County -- that would benefit from Connect Oregon's support, that would have a much broader benefit to the whole population.

I also understand that the Port has paused the collection of rent from the NEXT Corporation. Why couldn't this money be spent on seismic upgrades?

The construction of a refinery in this particular location will damage the environment, and even if it withstands an earthquake -- the location is quite vulnerable to flood. Why support a potentially dangerous project like this, that is not something that is critical infrastructure? Please prioritize less harmful projects in our state.

Thank you for your time and consideration.

Laura Martin



August 14, 2024

John Boren
Connect Oregon
Oregon Department of Transportation

Dear Mr. Boren,

On behalf of the Pacific Northwest Waterways Association (PNWA), I am writing to express support for the Port of Columbia County's Connect Oregon grant application to modernize the Beaver Dock at Port Westward. This project is not only crucial for the port's operations, but also for the economic vitality of Columbia County and the entire state of Oregon. The modernization project will bring the facility into compliance with Oregon state law which mandates seismic resiliency of large capacity fuel storage and distribution facilities in the event of a major earthquake.

PNWA has over 150 members, including ports, barge companies, steamship operators, grain elevator operators, agricultural producers, electric utilities, irrigation districts, and union labor throughout Washington, Oregon, and Idaho. Our association supports projects to advance and protect the region's navigation infrastructure, freight mobility, economic health, and the environment. We support the region's multi-modal transportation system, which provides safe, efficient, and reliable links to competitive domestic and world markets. The Port of Columbia County is one of our valued members.

As one of only five deepwater ports in Oregon, Port Westward is a unique and valuable asset to the state. Its multi-modal freight transportation capacity, including access to a 43-foot deep-draft Federal Navigation Channel and rail connections, makes it an essential hub for commerce and industry. The importance of this project extends far beyond the immediate benefits to the port. It will directly support key economic drivers in Columbia County, including Portland General Electric and Global Partners' Columbia Pacific Bio-Refinery, which together provide 100 family-wage jobs and are among the county's top taxpayers. Furthermore, the project will pave the way for future growth, such as the NXT Clean Fuels facility, which is projected to contribute \$45 million annually in local and state revenues and create 240 family-wage jobs. By investing in the Beaver Dock modernization, the Connect Oregon program is ensuring the safety and efficiency of current operations as mandated by Oregon law, but also positioning Port Westward for future economic opportunities. This project also aligns perfectly with Oregon's economic goals and will contribute significantly to the prosperity of the region.

PNWA strongly encourages the approval of the Port of Columbia County's Connect Oregon grant application. This investment in Port Westward will bring the facility up to modern seismic standards and increase safety. In addition, it will yield substantial returns for the community and the state by fostering economic growth, creating jobs, and strengthening the infrastructure for years to come.

Thank you for your consideration of this vital project.

Respectfully submitted,

Neil Maunu
Executive Director
Pacific Northwest Waterways Association

From: [Maureen Milton](#)
To: [Boren John](#)
Subject: Decline Connect Oregon grant to NEXT Refinery via Port of Columbia County
Date: Monday, August 12, 2024 3:39:35 PM

You don't often get email from milton.maureen@gmail.com. [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear Mr. Boren,

I am writing from within 5 miles of Port Westward, in Clatskanie where I live, to oppose the Connect Oregon Grant application for Port Westward.

As Connect Oregon is a state program that uses public money to fund transportation projects in Oregon that benefit the *public*, the Port's application for over \$2.3M is thinly veiled support for the proposed *private* tenants. It should be denied for the following reasons:

1. The Port is not subject to the seismic resiliency requirements, and the public should not pay for the Global Partners and Next Chemical Refinery, its tenants' compliance costs.
2. The Port's project exclusively benefits a chemical refinery that will foul the air, the water, fish, wildlife, and even the night sky. There is no apparent *public* benefit to this resident member of the Columbia County public.
3. NEXT's 400-car rail yard and refinery construction will increase traffic--not a public benefit.
4. The Port forfeited rent from NEXT that could fully fund this project. The NEXT Chemical Refinery is unable to pay its rent, not to mention for the infrastructure to make its refinery comply with seismic requirements. Had the Port had not permitted NEXT to skip out on paying its rent, it would not "need" \$2.73 million from Connect Oregon to facilitate NEXT's project.

As a resident of Columbia County, I vehemently urge you to deny the Port of Columbia County's misguided attempt to use public funds to provide public welfare to an out-of-state for-profit corporation.

Please use these important funds for actual public benefit, not this gross misuse of public funds.

With gratitude for the work you do in serving Oregon (not Texas),

Maureen Milton
Clatskanie, Oregon

From: [Heather Mohan-Gibbons](#)
To: [Boren John](#)
Subject: I oppose Port of Columbia County's request for grant funds from the OTC
Date: Wednesday, August 14, 2024 11:52:50 AM

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This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

As a local farmer in Clatskanie, I am deeply troubled about the Port of Columbia County's request for grant funds from the Oregon Transportation Committee. The Port is seeking to use limited state transportation funds to subsidize seismic resiliency requirements—regulations that apply to its tenants, not to the Port itself. This represents a misuse of public funds and sets a concerning precedent by allowing large corporations to pass their operational costs onto taxpayers.

The Port has already provided substantial rent concessions to NEXT, which could be used to cover these necessary upgrades, making this request for public funds unnecessary. Having received government grants for wildlife, salmon, and stream bed restoration on our farm Pippinstock, I understand how valuable these funds are. Redirecting public transportation funds in this way would take resources away from projects that could benefit the broader community, such as much-needed road improvements and public transit enhancements in Columbia County.

Moreover, the proposed NEXT refinery project poses significant challenges to our local area. The refinery would disrupt farmland that is crucial to our local food system and create transportation bottlenecks due to increased rail and truck traffic in our small town.

The Oregon Transportation Committee should deny their request and prioritize projects that offer clear, widespread benefits to the public rather than subsidizing a private corporation who have disregarded what we value as a community. Public money should be reserved for projects that genuinely benefit the community, not for bolstering a corporation whose activities pose significant environmental and social risks.

I wish I could attend the public comment in person but due to my work schedule I am unable to take off. Note, I used the online system to submit this message but didn't get a confirmation that it was received, so I am emailing here.

Thank you.

Heather Mohan-Gibbons, MS, RVT, ACAAB
Pippinstock
75364 Conyers Creek RD
Clatskanie, OR 97016

From: [Sandra Moilanen](#)
To: [Boren John](#)
Cc: [Wendy Schmidt](#); [Jasmine Lillich](#); [Barbara Green](#)
Subject: Public Comment for Hearing Aug. 15, 2024
Date: Wednesday, August 14, 2024 6:03:58 PM

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This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Connect Oregon Grant funds should NOT be awarded for the proposal submitted by Columbia County Port of Commissioners. Our Port commissioners have a history of "making deals" with Port renters/leasees such as fuel oil companies carrying highly toxic and flammable chemicals without proper, thorough environmental review. N-E-X-T or N-X-T has no permit to build yet!

Port Commissioners have continued to push this gigantic oil refinery - a proposed virtual "concept" against tremendous objection from the farmers and residents on the surrounding 7,000 acres of fertile farmlands. These farms are on an island in the Columbia River, protected by dikes or levees. They share ditches and sloughs that drain flood waters off pastures into wetlands occupied by Bald Eagles, Great Blue Heron, Snowy Egrets, Canadian Geese, etc.

These waters then enter Beaver Creek, the Clatskanie River, and the Columbia River where Tribal and Federal Salmon Recovery efforts are being made to restore habitat. On the flood plain in the middle of the Columbia River is the WRONG LOCATION to spend public grant monies on a dock that does NOT SERVE PUBLIC TRANSPORTATION! Please DENY their application.

While our county needs these funds, our public bridges and roads are a priority. Thank you. Raised in Clatskanie, Oregon area. Sandra Moilanen



Portland General Electric
121 SW Salmon Street • Portland, OR 97204
portlandgeneral.com

August 13, 2024

Mr. John Boren
Connect Oregon
Oregon Department of Transportation

Dear Mr. Boren,

I am writing to express Portland General Electric Company's ("PGE") support for the Port of Columbia County's Connect Oregon grant application to modernize the Beaver Dock at Port Westward Industrial Park ("Port Westward").

While PGE is not currently using the Beaver Dock to transit any goods or fuels, PGE believes investing in the Beaver Dock modernization will help ensure the safety and efficiency of current operations at Port Westward and will better position Port Westward for future economic opportunities.

This investment in Port Westward should yield substantial returns for the community and state, foster economic growth, and strengthen our infrastructure.

Thank you for your consideration of this project.

Sincerely,

A handwritten signature in blue ink that reads "Debbie Powell". The signature is written in a cursive, flowing style.

Debbie Powell

Vice President, Utility Operations
Portland General Electric

From: [tracy MacGregor](#)
To: [Boren John](#)
Subject: Don't allow Connect Oregon Funds to Fuel NEXT's failing project!
Date: Wednesday, August 14, 2024 3:39:25 PM

[You don't often get email from tracypmacg@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

To Whom it may concern,

My name is Tracy Prescott-MacGregor and I live within miles of NEXT's failing so-called bio fuel project.

I am very opposed to awarding Connect Oregon Grant funds to the Port of St. Helen's to further NEXT's failing project's viability.

Connect Oregon Funds should be spent on projects that benefit the public NOT corporate private enterprise!

The public should not be saddled with the responsibility of paying for the Port of St. Helen's tenant's seismic upgrades and resiliency compliance!

There are much more worthy projects that Connect Oregon funds could be spent on to benefit the public, for example, transportation initiatives like reestablishing passenger trains up highway 30 to move more people, relieve traffic, cut pollution from the metro Portland area to Astoria and back.

Global Partners and NEXT need to pay their own bills for their own resiliency requirements! These misguided Port projects do not benefit the public! Instead they benefit the fuel industries and corporations directly at the public's expense! They threaten nearby farmland and salmon habitat recovery project's currently under way!

A proposed 400 car rail yard and its construction will do nothing but complicate and decrease transportation efficiency in this already crowded area!

The Port of St. Helen's itself has given this ill -conceived project the huge favor of forfeiting rent from this same client that could have funded this seismic resilience work in the first place!

Don't be fooled! Don't award Connect Oregon Funding to further this ill-fated project.

Thank you,

Tracy Prescott-MacGregor

From: [Wendy Schmidt](#)
To: [Boren John](#)
Subject: Port Westward Expansion Application under Connect Oregon
Date: Wednesday, August 14, 2024 4:01:17 PM

You don't often get email from windykitty03@gmail.com. [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear Mr Boren,

I own a farm in the Beaver Drainage District, close to Port Westward. The Port of Columbia has been mismanaging funds for a long time. They are currently in a bind, having pardoned rent in excess of \$100,000.00 from Next Renewables lease on the property they intend to build a biofuel facility on. This company has been trying every trick in the book to get their permits passed. We, the surrounding communities, have been in a 6 year battle so far. The Port of Columbia continues to waste funds in trying to rezone prime agricultural land in The Beaver Drainage District (an over 30 year battle.) and ignoring any opposition from the local communities. In my opinion, The Port of Columbia is a bad investment for public access dollars. They have shown that they cannot deliver on their promises.

Thank you.

Sincerely, Wendy Schmidt
windykitty03@gmail.com



Columbia Riverkeeper
401 Portway Avenue, Suite 301
Hood River, OR 97031
phone 541.387.3030
www.columbiariverkeeper.org

August 16, 2024

Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem , OR , 97301-3871

Submitted to: john.boren@odot.oregon.gov

RE: Connect Oregon 9 Testimony of Dan Serres for Public Hearing

Dear Oregon Transportation Commissioners and ODOT Staff:

These are comments for the August 15, 1pm, public hearing regarding Connect Oregon 9. I appreciate ODOT staff's assistance in participating, although the muting/unmuting function seemed to pose difficulty for several participants appearing as "Guests" in the Microsoft Teams meeting, including myself. As a result, I may have been inaudible for part of my testimony, which is copied below for the record.

My name is Dan Serres, and I am the Advocacy Director for Columbia Riverkeeper.

I will just highlight a few of the issues that we raised in our more detailed comment letter submitted to you today.

The Port of Columbia County's proposal should not be awarded the Connect Oregon Grant.

- *The public should not be paying for risks introduced by companies that store, handle, and transload toxic, flammable substances like diesel of any kind.*
- *The November 2023 rock barge incident that damaged the dock at Port Westward calls into question whether development of a refinery there is viable. It was through lucky timing (no ship was berthed) and excellent spill response by DEQ and others that a larger spill was averted.*

- *There are many potential futures for Port Westward, and the time has come to seriously question whether massive industrialization makes sense in a place with inadequate dikes, sensitive drainage systems, adjacent essential fish habitat, and farms that rely on clean water, fresh air, and rich peat soil. The soil will be very unstable in an earthquake.*
- *Does it make sense to automatically continue investment by Connect Oregon in Port Westward when the previous investments in the area have created the situation we are in? For example, the dock that loaded the rock that smashed the dock at Port Westward was paid for, in part, by Connect Oregon. Let me say that again. The dock that loaded the rock that smashed the dock at Port Westward was paid for, in part, by Connect Oregon.*
- *Now, the Port of Columbia County's proposal is to use Connect Oregon funds to "modernize" Beaver Dock, but this obscures its true purpose. The Port requested \$2.7 million from Connect Oregon to finance its compliance with Senate Bill 1567, Oregon's Seismic Resiliency requirements.*
- *The Port of Columbia County is not listed as one of SB 1567's regulated facilities. According to DEQ's website, the regulated facilities are:*
 - *Cascade Kelly Holdings LLC (Pacific Bio-Refinery)*
 - *Chevron Fuels, Willbridge Terminal*
 - *Kinder Morgan Liquids Terminals*
 - *Kinder Morgan - Willbridge and Linnton Terminals*
 - *McCall Oil & Chemical Corporation*
 - *NW Natural Corporation*
 - *Owens Corning Roofing and Asphalt LLC*
 - *Pacific Terminal Services*
 - *PDX Fuel Company, LLC*
 - *Phillips 66 Company*
 - *Portland General Electric - Beaver Plant/Port Westward*
 - *Seaport Midstream Partners, LLC*
 - *SFPP LP (Kinder Morgan Eugene)*
 - *Shore Terminals LLC - NuStar Energy*
 - *Triton West LLC - Shell*
 - *Vigor Industrial*
 - *Zenith Energy Terminals*
- *The seismic resiliency rules apply to owners and operators of large fuel storage and distribution facilities: the Port's tenants.¹ Although the Port repeatedly states in its*

¹ OR. ADMIN. R. 340-300-0001(2).

application that it is a “qualifying facility,”² DEQ has confirmed that the Port is not one of the regulated facilities under the Seismic Resiliency Program (It’s not on the list).³

- *There are two regulated facilities in the area, and they should bear the brunt of the costs. One of them - PGE - has informed DEQ that it intends to decommission tanks and cease operation of its backup diesel tanks at Port Westward by 2026.*
- *To be clear, Columbia Riverkeeper supports Oregon’s new seismic rules for fuel storage and handling facilities, but we do not support using public Connect Oregon funds to retrofit the Beaver Dock for this purpose as requested by the Port of Columbia County in its application.*
- *A company that profits from a hazardous facility should be financially responsible for the potential harm its operations could cause. By assigning costs to those that create the risk, the public is not burdened with the costs of pollution control measures.*
- *We are also deeply appreciative of the good work that was done to prevent a much larger spill when the dock at Port Westward was damaged.*
- *We recognize that spills have tremendous impacts on transportation systems (Highway 30 was impacted by a renewable diesel spill near Scappoose in February 2022, requiring Hazmat response).*

If the Port’s tenants were not connected to tank farms, and if they were not shipping flammable, toxic fuel, then SB 1567 would not be a justification for receiving the Connect Oregon funds.

Thank you for your time and consideration of these comments.

Additionally, Columbia Riverkeeper collected the following comment petition signed by members and supporters of Columbia Riverkeeper from several different counties, all urging ODOT to prioritize other projects ahead of the Port of Columbia County’s application for the Beaver Dock at Port Westward.

The undersigned support the following comment, collected through Columbia Riverkeeper’s website:

² See Application at Question 25.

³ See OR. ADMIN. R. 340-300-0002(10) (defining “facility” to mean “the entire bulk oils or fuel terminal” operations); OR. ADMIN. R. 340-300-0002(11) (defining “facility owner or operator” as “any person or entity that owns, leases, and/or operates a facility,” but *not* including “any person or entity that owns the land underlying the facility if the person or entity is not involved in the operations of the facility”); *see also* Seismic Stability Regulated Facilities, DEQ, <https://www.oregon.gov/deq/ss/Pages/default.aspx> (listing the 17 regulated facilities under the program which does not include Port Westward).

To the Oregon Transportation Commission,

Please deny the Port of Columbia County's (Port) Connect Oregon grant application for the Beaver Dock at Port Westward. The purpose of Connect Oregon is to finance transportation projects that positively impact the public—the Port's application contradicts this purpose. The Port's project exclusively benefits two fuel corporations that do more harm than good to the surrounding communities. These large, profit-driven ventures should be responsible for funding the infrastructure they need.

The Port's project is designed to benefit NEXT Renewable Fuels' proposed non-conventional diesel refinery at the Port. If built, the NEXT refinery will result in over one million tons of local greenhouse gas emissions per year, destroy over 100 acres of wetlands, harm local farms, and increase the risk of fuel spills into the Columbia River Estuary. Subsidizing this controversial and speculative project is an irresponsible use of public funds and undermines Oregon's progress toward carbon neutrality.

The Port's proposal would divert public funds to benefit a few corporations. I urge you to uphold the integrity of the Connect Oregon Grant by ensuring that it is used exclusively for transportation projects that serve the public interest and enhance our community's infrastructure.

Sincerely,

Sandra Moilanen (Port Westward, Columbia County, OR)

Roger Rocka (Astoria, OR)

Rory Cowal (Portland, OR)

Anna Cowen (Oregon City, OR)

Kimberly Maun (Rhododendron, OR)

Thank you for your consideration of these concerns.

Please note that Columbia Riverkeeper has separately filed detailed comments on the Connect Oregon 9 application from the Port of Columbia County.

Sincerely,

Dan Serres, Advocacy Director, Columbia Riverkeeper

August 14, 2024]

John Boren
Connect Oregon
Oregon Department of Transportation

Dear Mr. Boren,

Clatskanie Rural Fire Protection District Board of Directors and myself as Fire Chief are writing this letter to express our support for the Port of Columbia County's Connect Oregon grant application to modernize the Beaver Dock at Port Westward. This project is not only crucial for the port's operations but also for the economic vitality of Columbia County and the entire state of Oregon. Locally our district's fire and emergency medical services provided to our community is dependent on tax revenue generated by the industrial facilities located at Port Westward.

Port Westward is a unique and valuable asset, being one of only five deepwater ports in Oregon. Its multi-modal freight transportation capacity, including access to a 43-foot deep-draft Federal Navigation Channel and rail connections, makes it an essential hub for commerce and industry.


The importance of this project extends far beyond the immediate benefits to the port. It will directly support key economic drivers in Columbia County, including Portland General Electric and Global Partners' Columbia Pacific Bio-Refinery, which together provide 100 family-wage jobs and are among the county's top taxpayers. Furthermore, the project will pave the way for future growth, such as the NXT Clean Fuels facility, which is projected to contribute \$45 million annually in local and state revenues and create 240 family-wage jobs.

By investing in the Beaver Dock modernization, we are ensuring increased safety through upgrading to fire resistive construction and improved fire suppression systems. This grant award will allow for efficiency of current operations and also position Port Westward for future economic opportunities. This project aligns perfectly with Oregon's economic goals and will contribute significantly to the prosperity of the region.

We strongly encourage the approval of the Port of Columbia County's Connect Oregon grant application. This investment in Port Westward will yield substantial returns for our community and state, fostering economic growth, creating jobs, and strengthening our infrastructure for years to come.

Thank you for your consideration of this vital project.

Sincerely,



STEVE GRADELMAN BOARD SECRETARY

Clatskanie Rural Fire Protection District Board of Directors

Clatskanie Fire Chief





August 13, 2024

Mr. John Boren
Connect Oregon
Oregon Department of Transportation

Board

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Board President
Knife River

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Board Secretary
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City of Scappoose

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Port of Columbia
County

Casey Garrett
Columbia County
Commission

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Clatskanie PUD

Meagan Fawcett
Wauna Credit Union

Deborah Hazen
Clatskanie Cultural
Center

Betsy Johnson
Transwestern Aviation

Kevin Jones
Global Partners

Greg Hinkelman
City of Clatskanie

Dr. Karen Sanders
Portland Community
College

Michael Sykes
Columbia River PUD

John Walsh
City of St. Helens

Staff

Paul Vogel,
Executive Director

Wela Negelspach,
Administrative & Program
Manager

Jason Moon,
SBDC Director

Sierra Trass,
Small Business Specialist

PO Box 1653
St. Helens, OR 97051
(503) 410-1061

columbiaeconomicteam.com

Re: Support for Port of Columbia County Connect Oregon 9 Grant Application

Dear Mr. Boren;

The Board of Directors and full membership of the Columbia Economic Team (CET) provide unconditional support for the Port of Columbia County application for *Connect Oregon* for the modernization of the Beaver Dock. CET is a strategic partner of the Port's, engaged in multiple investment projects that are predicated on a functioning marine terminal at Port Westward. The necessary structural upgrades bolstering seismic resilience and safeguarding the dock's vital pipeline infrastructure are absolutely essential to serve existing businesses and substantial business growth potential to benefit the region, the state, and the U.S West Coast.

Port Westward is a strategic maritime asset for Columbia County, the Columbia River region, and the state of Oregon as a nexus for economic development, maritime-related investment, workforce development, and job creation. The port's multi-modal freight transportation capacity directly on the 43-foot deep-draft federal shipping channel serves both domestic and international commerce and trade. With its advantageous on-channel positioning on the Lower Columbia and self-scouring dock face, Port Westward ranks high among too-few deep-water ports in Oregon, and therefore key to achieving the state's traded sector and broader economic goals, while minimizing environmental impact because dredging isn't required; a win-win.

The importance of seismic resiliency compliance is self-apparent, and the preservation of pipeline infrastructure cannot be overstated, particularly fundamental to the transfer of bulk liquid cargo by the Port's existing and prospective tenants and shippers. These companies, Portland General Electric and Global Partners' Columbia Pacific Bio-Refinery have made substantial investments in their facilities and operations and are cornerstones of Columbia County's economic landscape as a result. These are the leading taxpayers in Columbia County, constituting an estimated 26% of its entire tax base. They provide significant employment, buy goods and services at scale – including both land and marine transportation, and both inject substantially into the traded sector and both domestic and global commerce. A modernized Beaver Dock is justified as a *Connect Oregon* project based on these existing tenants and public benefit alone, even without additional future investment for which there is ample land capacity.

Moreover, the forthcoming, neighboring investment of some \$3 billion by NXT Clean Energy promises substantial revenue, commerce, and job creation -- using the same marine terminal where these upgrades will be made, further expanding Port Westward's place as a bulk liquid, clean fuel load center and economic powerhouse in Oregon and the US West Coast. That potential simply enhances the already-established value of Beaver Dock as a *Connect Oregon* investment.

The Beaver Dock modernization project represents a pivotal, strategic, multi-modal investment in public facilities that will benefit Columbia County, the Northwest Oregon region, and Oregon at large. That is the purpose and intent of *Connect Oregon*. CET and an overwhelming number of other public and private organizations support this funding request.

Thank you in advance for your consideration, for your leadership within the *Connect Oregon* program, and for your positive funding recommendation to the Oregon Transportation Commission for approval.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Paul Vogel', is written over a large, circular blue scribble.

Paul Vogel
Executive Director

Comments Received

Project #3M0502

Mith-ih-Kwuh Economic Development

Corporation

Ko'Kwel Wharf Improvements Project - Marine

Dock Facilities Project



Alex Dunn, P.E. *President*

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804 D NW Buchanan Ave. Corvallis, OR 97330
P.O. Box 1067 Corvallis, OR 97339
www.mcgee-engineering.com

August 6, 2024

Oregon Department of Transportation
355 Capitol Street NE, MS11
Salem, OR 97301

ATTN: John Boren, Freight Program Manager

PROJECT: Support for Mith-ih-Kwuh Economic Development Corporation (MEDC) Connect Oregon Grant Application

John,

I am writing today to express my support of the Mith-ih-Kwuh Economic Development Corporation (MEDC) Connect Oregon 9 Grant Application regarding their Ko'Kwel Wharf Dock Rehabilitation and Improvement Project. Please accept this letter into the record as public comment in support of MEDC's application.

The Ko'Kwel Wharf Dock Rehabilitation and Improvement Project represents an exciting economic development and transportation improvement opportunity for the region and State of Oregon. The purpose of the Project is to improve vessel and cargo access at the Ko-Kwel Wharf dock facilities which will attract new business to the area and develop new options for Oregon businesses to transport freight via marine, rail and truck. Also, by replacing treated pilings and providing shore power, the Project improves the environment in Coos Bay.

The dock and wharf are located adjacent to Highway 101 with a rail spur connection to the Coos Bay Rail Line which runs to Willamette Valley. Rehabilitation and improvement of the existing timber dock ensures shippers have access to critical transportation avenues via Coos Bay. The Project will reduce transportation costs and increase multi-modal connectivity throughout the State of Oregon.

With the Project ready to commence construction in late 2024 or early 2025, critical transportation and infrastructure needs will be addressed in the immediate future.

This is a great opportunity to improve the infrastructure in Coos Bay as a catalyst for maritime and upland industries.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alex Dunn', written over a white background.

Alex Dunn

August 7, 2024

Oregon Department of Transportation
Attn: John Boren, Freight Program Manager
355 Capitol Street NE, MS 11
Salem, Oregon 97301-3871

Re: Support for Mith-ih-Kwuh Economic Development Corporation (MEDC)
Connect Oregon Grant Application

Dear Mr. Boren,

Southern Oregon Regional Economic Development, Inc. (SORED) strongly supports the Mith-ih-Kwuh Economic Development Corporation (MEDC) Connect Oregon 9 Grant Application regarding their Ko'Kwel Wharf Dock Rehabilitation and Improvement Project.

While not within our specific region, this Project represents a critical economic development and transportation improvement opportunity for the State of Oregon. Our region boasts many wood product manufacturers who would likely benefit from this project to improve vessel and cargo access at the Ko-Kwel Wharf dock facilities.

The dock and wharf are located adjacent to Highway 101 with a rail spur connection to the Coos Bay Rail Line which runs to Willamette Valley. Rehabilitation and improvement of the existing timber dock ensures shippers have access to critical transportation avenues via Coos Bay. The Project will reduce transportation costs and increase multi-modal connectivity throughout the State of Oregon.

The Project is vital to the wood pellet storage warehouse and export facility expected to be developed on a portion of the adjacent Ko'Kwel Wharf. This facility will be the US West Coast's first wood pellet export facility. The wood pellets will be sourced from pellet mills being developed by Oregon forest products companies, which will use sawmill wood waste as a fuel source for the manufacture of wood pellets. The renewable wood pellets will be stored onsite and loaded and shipped, via the Ko'Kwel Wharf Dock, to overseas markets to help transition away from fossil fuels for energy production. Together, this new production process and the Project are expected to add more than 50 family wage jobs in Oregon.

This is a unique opportunity to match federal funds secured from the Maritime Administration's Port Infrastructure Development with Connect Oregon funds to improve the Ko'Kwel dock facility resulting in significant state, regional and local benefits.

SORED urges your support with Connect Oregon 9 Grant funds for the Ko'Kwel Wharf Dock Rehabilitation and Improvement Project.

Sincerely,



Colleen Padilla, Executive Director

EXECUTIVE UNDERWRITER

AllCare Health
Asante
Avista Utilities
Banner Bank
Breeze Capital Management, LLC /
Standard Financial
Cow Creek Band of Umpqua
Tribe of Indians
ECS Composites
First Interstate Bank
Harry & David Operations
Hunter Communications
KDRV Channel 12
Lithia Motors, Inc.
Moss Adams, LLP
Nick Alexander Films
PacifiCorp
People's Bank of Commerce
Regence BlueCross BlueShield
Rogue Credit Union
Tribal One
Umpqua Bank
US Bank

UNDERWRITER

Amy's Kitchen
Ausland Group
Boise Cascade, LLC
Britt Music and Arts Festival
Carestream
Cascade Wood Products
Columbia Distributing
Dutch Bros
Evergreen Federal Bank
Herb Pharm
Jackson County Fire District #3
JB Steel, Inc.
KeyBank
Knife River
KOGAP Enterprises, Inc.
Lava Lanes (Pins, LLC)
Linde Group
Lumen Technologies
Mahar Homes, Inc.
MasterBrand Cabinets, Inc.
Medford Fabrication
Morgan Lodging, LLC
Murphy Company
Naumes, Inc.
Navigator's Hospitality, LLC
Neuman Hotel Group
NIC Industries
NiceBadge
OMEP - Oregon Manufacturing
Extension Partnership, Inc.
Oregon Tech
ORW Architecture, Inc.
Outlier Construction
Pacific Retirement Services
Pacific Wall Systems, Inc.
Providence Medford Medical Center
RE/Max Platinum Commercial
Rentec Direct, LLC
Roe Motors
Rogue Community College
Rogue Disposal & Recycling
Rogue Valley Council of Governments
Rogue Valley International -
Medford Airport
Rogue Valley Precast
Rogue Workforce Partnership
S & B James Construction
South Ashland Business Park, LLC
S.O. Education Service District
Southern Oregon Sanitation
Southern Oregon University
SPACE LLC
Tekmanagement
Valley Immediate Care
Workspace
ZCS Engineering & Architecture