



Lane County Board of Commissioners

T. 5. C-1.

Bill Dwyer
Bill Fleenor
Rob Handy
Pete Sorenson
Faye Hills Stewart

November 16, 2009
WD bc/ps/09167/T

Oregon Transportation Commission
c/o Oregon Department of Transportation
355 Capitol St. N.E.
Salem, OR 97301-3871

DRAFT

Re: Support for the Oregon International Port of Coos Bay *ConnectOregon* III
Grant Application for Rehabilitation of the Coos Bay Rail

Dear Members of the Oregon Transportation Commission:

The Board of Commissioners of Lane County, Oregon supports the Oregon International Port of Coos Bay's request for grant funding through the *ConnectOregon* III program with the goal of rehabilitating the Coos Bay rail line and restoring freight rail service to the western Lane, western Douglas and Coos Counties region of southwest Oregon.

Freight rail service is necessary to retain existing jobs and to attract new industry to this region. In order for western Lane County communities, the Port, or any entity involved in economic development to attract new industry, rail service must be a competitive transportation option, and the Coos Bay rail line has long served as a vital regional connection to the national rail system.

We believe that the use of public funds for this project is appropriate in support of the Oregon and U.S. intermodal transportation systems. Restoration of rail service will also move many commodities off county, state and federal highways, thereby creating safer conditions for system users and decreasing overall impacts to the roadway system. Additionally, rail shipping, because of greater ton/mile fuel efficiency, has significantly less impact on the environment.

The Port of Coos Bay was successful in leveraging creative partnerships to acquire the rail line and begin restoration efforts, and Lane County officials understand that the Port is working with a variety of public and private sector partners to accomplish their goals.

We hope the Oregon Transportation Commission will support the Port's request for a *ConnectOregon* grant to improve the economic viability of southwest Oregon and to strengthen Oregon and the region's multimodal transportation system.

Sincerely,

Pete Sorenson, Chair
Lane County Board of Commissioners



ALEX CUYLER

Intergovernmental Relations Manager
Alex.Cuyler@co.lane.or.us

DATE: November 24, 2009

TO: Lane County Board of Commissioners

RE: Letter of Support for Port of Coos Bay Grant Application

Commissioners:

The attached letter of support was drafted by the Port of Coos Bay to be included as part of their efforts to secure funding from Oregon Connect III, a grant program administered by the Oregon Department of Transportation. You are probably aware this is the third iteration of this grant program. It has \$100 million to distribute for projects that assist with freight mobility and transit improvements.

In speaking with the Port about their application, I have learned they are requesting approximately \$7.8 million with the Port providing about \$1.6 million as the required match. The funds will be used for a broad scope of tasks, including additional tunnel work, a variety of bridge work, grade crossing surfaces and signals, some culvert restoration, rail/tie/ballast repair and/or replacement, sand/vegetation removal and a few other related projects. It appears that from what they have learned from their rail engineering consultants, it is very likely that once these repairs have been made freight rail service can be restored.

The Port will have to continue to rehab and maintain the line, but this can be done while the line is in service. The Port's Connect III application will be a multi-region submittal involving ODOT Regions 2 and 3.

As you recall, the Port recently acquired this line from the Central Oregon and Pacific Railroad last year. Funding support came from \$4 million in Connect Oregon I funds and \$12 million from the State through two loans; one was a short term loan for \$7.2 million and one was a long term for \$4.8 million. The \$7.2 million will come from the Department of Transportation (US) appropriation bill. This action was initiated by Congressman DeFazio for the redirection of funds from rail bridge repairs to the acquisition of the line.

The Port has been working within Lane County to rehabilitate the most problematic tunnels that lead to the initial abandonment of the line several years ago. I've attached a construction report that you may find interesting.

My recommendation is that the Board continue to support the Port's efforts at securing funding for their work on the line. It is likely that in the future Lane County will need their support as we continue to examine the Hwy 126 corridor from Eugene to Veneta, and there are a number of line-related issues that exist within western Lane County that will best be solved through the ongoing and positive relationship that you are establishing with the Port.



CONSTRUCTION MONITORING REPORT/UPDATE

Week of: 9/7 – 9/11 2009

Project Name Port of Coos Bay Tunnel Rehabilitation Project
Client Port of Coos Bay
Location Tunnel 13 at MP 669.46, Vaughn, OR
Contractor LRL Construction

Weekly Summary & Status: Comments / Observations

Tunnel 13

In four days of work, the crew removed 13 wooden sets and placed 10.83 cubic yards (13 bags) of shotcrete. The work week began by holding a project kick off meeting where the work to be completed was discussed and the health and safety plan were reviewed. Additional job safety items were also reviewed.

Upon entering the tunnel to commence work on Tuesday 9-8-09, it was noticed that a cave-in at Sta 6+00 had occurred. Three timber sets and muck needed to be removed so that equipment could pass through the tunnel to complete work. Once the cave-in was cleaned up, LRL began pulling timber sets @ Sta. 14+85.

Where the timber sets were removed, the ground appears to be quite stable with the rock being blocky to massive. An initial coat of shotcrete approximately 1.5-inches thick was placed and additional shotcrete will be placed to achieve the design thickness. The shotcrete, in combination with rock bolts, will prevent further movement.

The plan for next week is to continue to remove wooden sets and shotcrete daily. Rock bolts will also be installed where necessary.

Attached is a spread sheet of the unit price items that detail the amount spent and left in the contract budget.

Please contact me if you have any questions.

Luke Erickson
JA Resident Engineer

PORT OF COOS BAY TUNNEL REHABILITATION PROJECT
INSPECTOR'S DAILY REPORT
Sheet No. 2

Daily Report No.: 4
Date: 9/11/2009
Inspector: Luke Erickson

Location : Tunnel 13

PHOTOGRAPHS



Photo 1: Manually Loading Shotcrete with Excavator Outside Tunnel

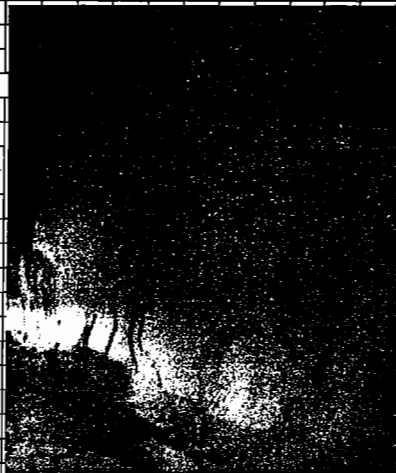


Photo 2: Initial Coat of Shotcrete

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PORT OF COOS BAY TUNNEL REHABILITATION PROJECT
INSPECTOR'S DAILY REPORT
Sheet No. 2

Daily Report No.: 3
Date: 9/10/2009
Inspector: Luke Erickson

Location : Tunnel 13

PHOTOGRAPHS

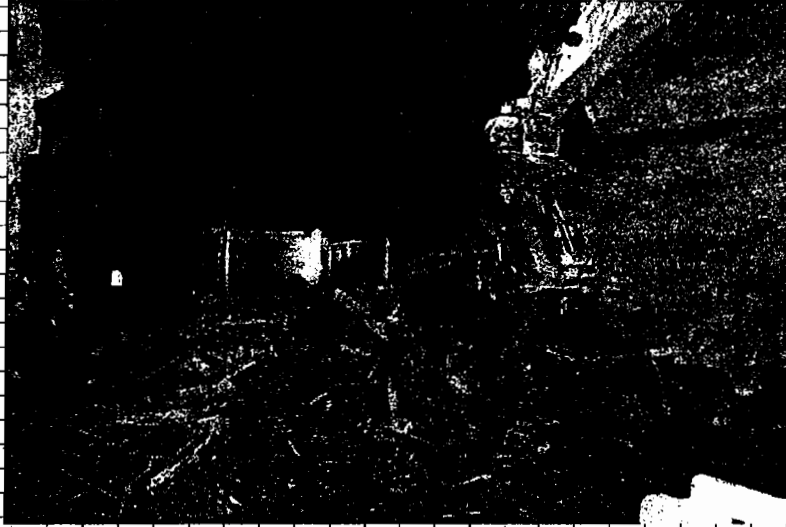


Photo 1: Mucking of Removed Timber Sets Using Excavator and Dump Truck

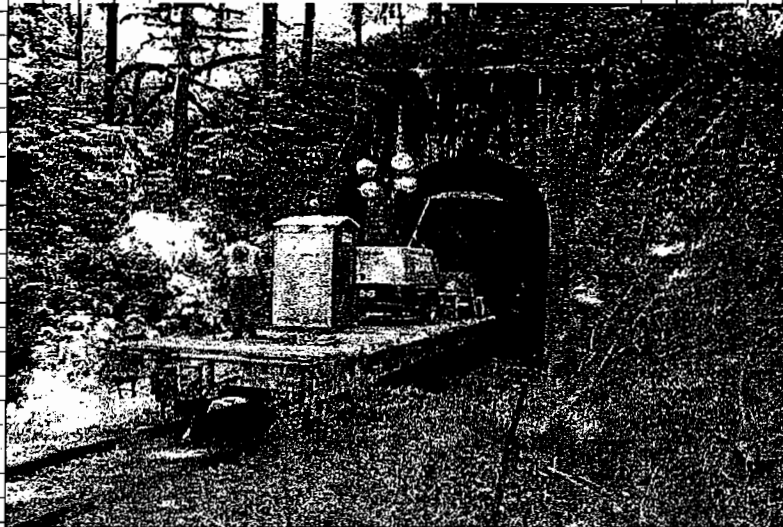


Photo 2: Shotcrete Rail Cars Entering Tunnel

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PORT OF COOS BAY TUNNEL REHABILITATION PROJECT
INSPECTOR'S DAILY REPORT
Sheet No. 2

Daily Report No.: 2
Date: 9/9/2009
Inspector: Luke Erickson

Location : Tunnel 13

PHOTOGRAPHS



Photo 1: Rock Slabs from Tunnel Crown



Photo 2: Muck from Timber Set Removal

JACOBS ASSOCIATES

PORT OF COOS BAY TUNNEL REHABILITATION PROJECT
INSPECTOR'S DAILY REPORT
Sheet No. 2

Daily Report No.: 1
Date: 9/8/2009
Inspector: Luke Erickson

Location : Tunnel 13

PHOTOGRAPHS

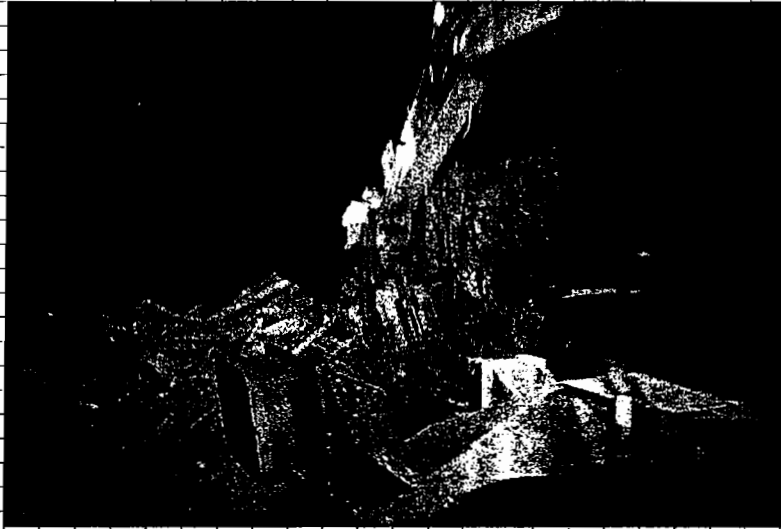


Photo 3: Mucking Out Cave-In at Sta 6+00



Photo 4: Photo of Station 6+00 Prior to Cave-In (Taken 9/4/09)

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PORT OF COOS BAY TUNNEL REHABILITATION PROJECT
INSPECTOR'S DAILY REPORT
Sheet No. 2

Daily Report No.: 6
Date: 9/15/2009
Inspector: Luke Erickson

Location : Tunnel 13

PHOTOGRAPHS



Photo 1: Freshly Placed Shotcrete on Tunnel Wall

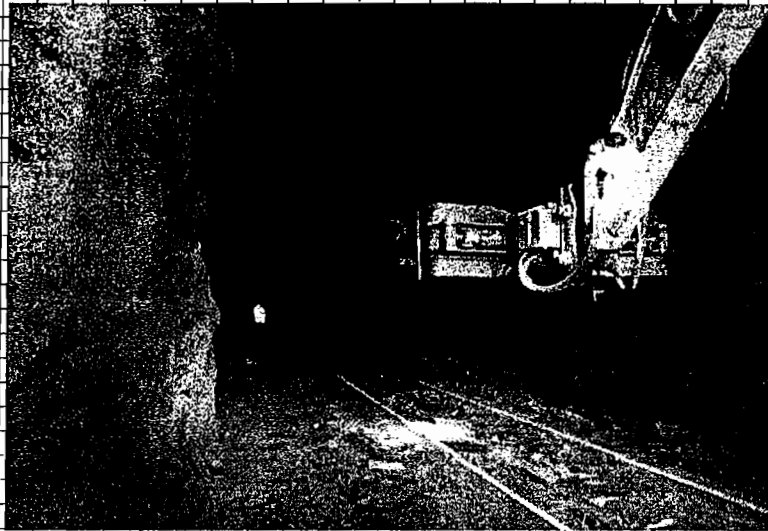


Photo 2: Freshly Placed Shotcrete Inside Tunnel

JACOBS ASSOCIATES

Location : Tunnel 13

PHOTOGRAPHS

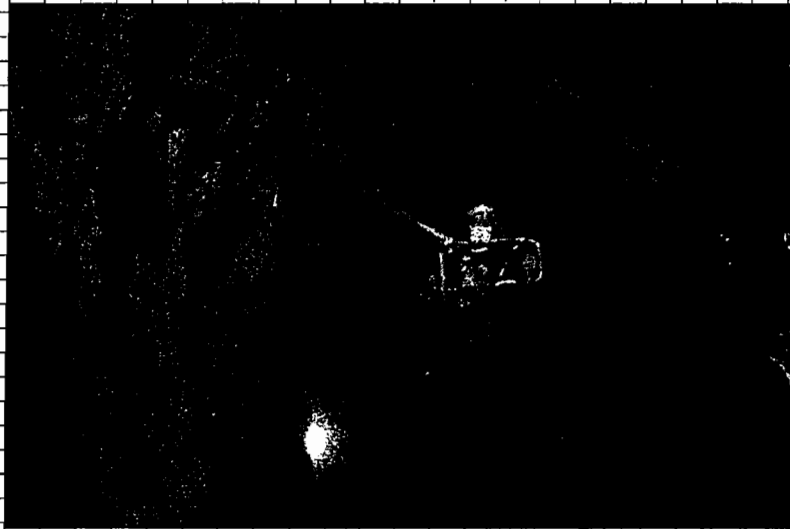


Photo 1: Placing Shotcrete from Genie Basket

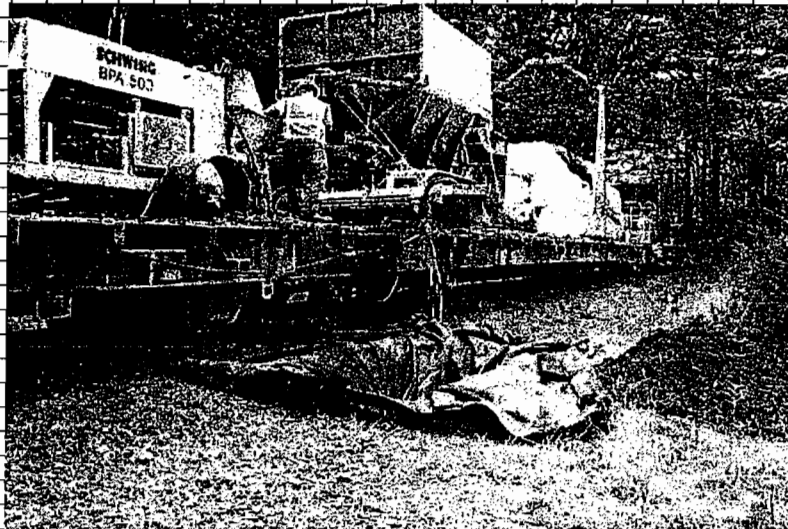


Photo 2: Clearing Shotcrete Lines Outside Tunnel

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