



SUSAN MORGAN

**STATE REPRESENTATIVE
DISTRICT 2**

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB Docket No. AB-515 (Sub-No. 2)

- 223390

FO 35160-223391

FIELD HEARING AUGUST 21, 2008

EUGENE, OREGON

COOS BAY SUBDIVISION

RAILAMERICA ABANDONMENT PETITION

AND

PORT OF COOS BAY FEEDER LINE APPLICATION

**STATEMENT OF SUSAN MORGAN
STATE REPRESENTATIVE
HOUSE DISTRICT 2**

For the record, I am Susan Morgan, State Representative for House District 2, parts of Douglas, Josephine and Jackson counties. I have served in the Oregon Legislature for ten years and work primarily on fiscal issues in the budget arena.

I serve as Chair of the Southwest Oregon Transportation and Economic Development Workgroup, a partnership of public and private sector interests striving, through transportation infrastructure investments, to foster job creation and retention in the five counties of southwest Oregon.

I thank the Surface Transportation Board for the assistance you gave the Workgroup when you sent your staff to Oregon in January of this year to help us understand the regulatory framework that the Board works within. Your assistance then, and your continued interest, is greatly appreciated. With your permission, I have included with my

written testimony a copy of a brochure that details the orientation of the Workgroup to rail and other transportation modes in southwest Oregon. Members of the Workgroup are listed on the back cover.

Today, I join my colleagues in opposing the Central Oregon & Pacific Railroad and RailAmerica's application to abandon the Coos Bay rail line, and to oppose the separation of the Danebo to Vaughn section from the rest of the line. Also, I am here to strongly and respectfully urge the Board to approve the Port of Coos Bay's Feeder Line application.

Restoring all of the line to operation is a critical issue for us.

In rural southwest Oregon, our economic strength is in natural resources. The economic backbone of the region is the forest products industry. At all levels, we have been working mightily to diversify our economic base, and have attracted businesses like American Bridge, fabricators of very large metal structures.

For Coos, Coastal Douglas and Lane Counties this manufacturing sector relies on the Coos Bay line to bring in raw materials and to ship finished goods to market in the most cost effective way. The success of these businesses depends on putting products into national and international markets at competitive rates. Raising transportation costs diminishes their ability to competitively market their products.

If the Coos Bay line is not reopened, our best jobs are at risk.

Manufacturing jobs in the forest products industry and in metal fabrication are solid family wage jobs, with good employee and family benefits. These are the kinds of jobs that communities depend on.

When we consider the shippers on the line that are affected by this discussion, we are talking about approximately 750 jobs. Using the standard multiplier that three jobs will be created in the service sector for each manufacturing job, we are considering the future of over 2,200 jobs.

This is a significant portion of the jobs in the coastal region, and it underlines the importance of an operating Coos Bay line.

If the Coos Bay line is abandoned, shipping costs will permanently be significantly increased. Manufacturers will begin making capital investment decisions that reflect the non-competitive nature of the coastal locations. We will see manufacturing jobs decrease.

Further, these industrial sites are important sources of revenue to county and local governments, and are often among the largest property tax payers. As the value of these sites diminish, revenue to counties and local taxing districts will decrease.

Just as we saw in early '90's when the federal lands were withdrawn from the productive land base, the vitality of rural communities suffers greatly. As manufacturing jobs end, small businesses that depend on the paychecks of people who work in those high wage jobs suffer. Service businesses, whether they are grocery stores or machine shops, depend on manufacturers to keep them viable.

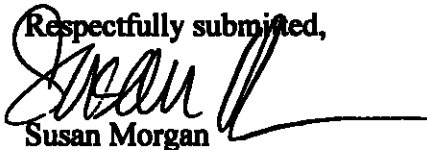
The people that work in these jobs, and the families they support, are at the heart of our communities. These are the people that serve on school boards, city councils and fire district boards. They belong to the service clubs and the Chambers of Commerce. They coach the little league teams and are active in the churches. They are important to the social fabric and stability of our communities.

The Port of Coos Bay is ready to step forward and reopen this railroad. The State of Oregon has strongly signified our support for the Port's proposal. Together with the Port, the State, our Federal representatives and the shippers have worked hard to chart a path to reopening this rail line.

We know that, without the rail line in operation, we are looking at a declining regional economy. Please work with us to restore service to the line so that we can build a strong future.

Again, I sincerely thank the Surface Transportation Board for coming to Eugene today and giving us the opportunity to talk to you about our future.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Susan Morgan', with a long horizontal flourish extending to the right.

Susan Morgan
State Representative
House District 2

A Vision Driving Economic Growth

"a real team effort
a real private-public partnership"

"enthusiasm and energy that is
contagious . . ."

"clearly illustrates the value of
transportation investments . . ."

"a generational approach to
economic development . . ."

The Southwest Economic
Transportation Team presents

Oregon Gateway

BUILDING A BETTER FUTURE THROUGH TRANSPORTATION



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OUR VISION

Economic Growth through Transportation Investment

Since its formation in early 2006, the Southwest Economic Transportation Team has explored how economic growth is hampered by the underutilization of pipeline, air, rail and marine transportation modes and insufficiently-funded highway systems. This overview provides a first look at their work as well as their recommendations for transportation investment strategies that can stimulate Oregon's economy and strengthen the state's transportation system.

Early in the development process, the Team agreed on the following vision statement:

We envision a seamless and interconnected transportation system that facilitates the efficient movement of goods and services, promotes a strong and growing economy, and enhances the quality of life for Southwest Oregon.

Vision statements have a place and purpose and this one has served us well. However, vision statements don't make strong introductions and, more often than not, don't speak plainly enough to communicate the goals.

Quite simply, our long-term goals are job creation, expansion and retention, and the strategic investment of limited resources. The Team's recommendations can be found on page 6

Task forces tend to focus solely on searching for more money or attempting to cut a bigger slice of the pie. This Team is developing solutions based on smarter ways to use existing funds

Oregon's economy relies on an efficient transportation system and the demands on our system continue to grow. While many things impact growth, this Team's focus is solely on transportation.

"One of the frustrations we're experiencing on the legislative level is the demand for education, jobs and public safety services," said Representative Susan Morgan. "There is a general recognition in Salem that the best way that we can provide those services is to grow the economy and get people to work.

One of the ideas that surfaced was that, in order to set the stage for the economy to develop and flourish, we need to improve the transportation infrastructure. The discussion needs to not be just around the road system. We need to take a look at the rail system, the air system and the port system and how they connect. How can we develop the best out of all of them so that we can become better?"

OUR TEAM

Public and Private Stakeholders Come Together

The Southwest Economic Transportation Team is a collection of nearly 40 private and public transportation stakeholders from five counties. Task Force members have expertise in various aspects of transportation investment and economic development.

"This is a real team effort," said Senator Joanne Verger. "The uniqueness of this vision and how it ties back to Oregon's economy is what sets this effort apart from others we've seen before."

The Team boasts legislators from both major political parties as well as the chairs of the Oregon Transportation Commission, the State Aviation Board, and the chairs from two regional Area Commissions on Transportation (ACT)—the Rogue Valley ACT (Jackson and Josephine counties) and the South West ACT (Douglas, Coos and Curry counties). Private industry representatives include Roseburg Forest Products, Harry & David Holdings, Inc. and Cascade Wood Products Inc. (The complete list of Team members is available on the back cover.)

Over the past two decades, southwestern Oregon's economic development endeavors often looked to the past, reaching back to a time when timber production was the economic engine of the state. Many of the Team members are second- and third-generation Oregonians who remember southwest Oregon's regional pride in pulling its own weight in regards to tax dollars and public services.

"This effort is looking at ways for southwest Oregon to be productive for all of Oregon again," said Representative Arnie Roblan. "We're setting the stage for a new way to approach how transportation investments shape our economy. This vision offers the opportunity to enable our region to send tax dollars back to the rest of the state and once again be a net provider."

The enthusiasm and energy that has grown is contagious. The Team is excited to share the process and the recommendations they've developed.

"There is more hope now than we've had in a good, long time," said Representative George Gilman. "Growth will happen. We can see increases in Asian trade markets on the horizon for many years to come. The need for better transportation links naturally increase."

What sets this group apart is the private-public partnership that helped develop this model.

—Senator Joanne Verger



THE TRANSIGHT MODEL

Making Investment Priorities Based on Economic Benefits

Early in the process, the Team recognized their effort would not reach its full potential without a process to measure the economic performance of public transportation investments.

A number of Team members familiar with economic analysis software developed by Regional Economic Models, Inc. (REMI) suggested the company could provide the needed economic measurement platform. The Team elected to use the nationally-recognized REMI model as its analysis platform

Once Task Force goals had been established, a measurement process that incorporated existing Oregon Department of Transportation (ODOT) policies, transportation planning infrastructure and Team project data needed to be developed to make the most of existing and future State resources.

The key to reaching the Team's full potential was developing a process to measure the economic performance of public transportation investments

"What sets this group apart is the private-public partnership that helped develop this model," Verger said. "From that partnership, REMI developed a custom TranSight model that estimated the economic impacts for both the southwest region and the entire state.

"Effective distance" can be imagined as the distance between two centers of economic activity, adjusted for the efficiency of transportation between them. Transportation improvements reduce effective distance between two locations and, consequently, increase their interaction (in terms of the flows of labor, intermediate inputs and end-use commodities). In general, as effective distance increases, costs rise through an exponential process called "distance decay."

The model's transportation cost matrix includes individual matrices for transportation costs, accessibility costs and commuter costs. The travel data enter each individual matrix as changes to effective distance, which are then analyzed as changes to delivered costs, production costs, and commuter costs for the region.

For businesses involved in transporting goods, shorter travel times for their delivery vehicles translate into savings on fuel, wages, and perhaps vehicle and inventory costs.

Transportation upgrades improve compatibility between employers and employees through two complementary channels: firms can access a broader and more diverse labor pool, while workers can reach additional jobs that may be better suited to their preferences.



***We're setting the stage
for a new way to approach
how transportation invest-
ments shape our economy.***

—Representative Arnie Roblan

RECOMMENDATIONS

Putting a Vision to Work

The REMI analysis examined four investment scenarios within southwest Oregon, specifically in Douglas, Curry, Josephine, Jackson, and Coos counties.

From the analysis, the Team developed two recommendations:

- 1. Dredging and widening the channel in the Port of Coos Bay and upgrading the Central Oregon & Pacific Railroad (CORP) Coos Bay Line, which connects Coos Bay to the nation's Class 1 rail network and other short lines;**
- 2. Supporting existing businesses by improving capacity on existing transportation systems, specifically Oregon Highway 42 and Interstate 5, the CORP Siskiyou Line from Eugene to California and at the regional airports in Medford and North Bend.**

These recommendations match the Team's long-term goals of job creation, expansion, and retention as well as the strategic investment of limited resources. The Team's recommendations will be presented to local, state and federal stakeholders in 2007.



We realized we have a diamond in the rough here and an opportunity to build a transportation strategy around the port.

—Representative Susan Morgan

Recommendation 1: Oregon Gateway

Coos Bay was once the largest exporter of forest products in the world. The community has a rich export history. The Oregon Gateway would provide the needed capacity for freight movement from Asia to North America, with benefits extending throughout Oregon and along the West Coast.

Deep-water vessel calls peaked in 1988 at 310. Activity has trended down severely. Today, no logs are being exported and there's no projection of log export activity. Vessel calls are currently in the 45–48 range annually and consist primarily of export wood chips.

Lower Coos Bay has eight miles of navigation channel, an existing rail connection, access to developable industrial land, and an ample supply of customers.

Current economic projections are for container imports and rail freight movements to double between Asia and the West Coast of North America by 2020. Many of the international shipping lines are looking for new routes to move freight.

The Team's first investment scenario involves a multi-modal Port of Coos Bay project group that includes the Jordan Cove Energy Project (JCEP), the Pacific Connector Gas Pipeline Project and the Oregon Gateway Project. JCEP involves construction of an import terminal to receive liquefied natural gas (LNG) at the Port of Coos Bay, regasification of the LNG and transmission via a new pipeline from Coos Bay to a connection with the western U S transmission network near Klamath Falls. The Pacific Connector pipeline is a private pipeline connection intended to distribute natural gas to southwest Oregon and the gas distribution network.

The Oregon Gateway Project makes additional Port improvements that would add container shipping facilities. Additionally, improvements would be made to the CORP Coos Bay line.

"Oregon is a trade-dependent economy," said Martin Callery, Director of Communications and Freight Mobility, Oregon International Port of Coos Bay. "This project will enhance Oregon's ability to compete on an international stage "

A corollary benefit of the Oregon Gateway and JCEP is that navigation system improvements are needed to support them. Many of these improvements can be leveraged into additional Port improvements to benefit the expansion of general marine

Oregon is a trade dependent economy. This project will enhance Oregon's ability to compete on an international stage.

***—Martin Callery,
Director of Communications
& Freight Mobility
Oregon International Port of Coos Bay***



cargo activities. The JCEP project necessarily requires construction of a waterway from the current federal channel to the proposed LNG terminal site on the North Spit of Coos Bay.

The Port estimates these facilities would involve a total of \$670 million dollars in direct construction investments that would add approximately 1,214 jobs at the Port at start up. The improvements would include \$325 million for construction of the intermodal container facility, \$200 million to widen and deepen the lower harbor, and \$25 million in general cargo facility handling improvements. JCEP is planning to be online by 2011. The Oregon Gateway project is projected for completion in 2014.

To achieve this goal, the Team recommends leveraging Oregon Lottery funds to attract private and federal funding so the Port of Coos Bay can handle large vessels. The channel needs to be deepened from 37 feet to 51 feet and widened from 300 feet to 500 feet, so that it can accommodate the newest generation of container ships.

The CORP Coos Bay Line runs between Coquille and Eugene-Springfield. This rail line, when improved, will efficiently move intermodal freight and other commodities, from the Port of Coos Bay to the connection with the national rail system in Eugene-Springfield. In order for the Oregon Gateway project to reach its full potential, convenient and efficient rail freight mobility from the Port to destinations throughout the U.S. is important. As such, this project is included to maximize the benefits assumed as part of the Oregon Gateway project. The CORP estimates upgrades to the line at \$120-\$140 million to achieve a level adequate to support the shipping potential of the Oregon Gateway improvements at the Port of Coos Bay. Project completion is projected by 2012.

ConnectOregon II funding could be used to improve rail capacity and match private investment in rail improvements. Additionally, the Team will explore improving Class 1 and short line rail service



in Eugene. In order for the Oregon Gateway Project to reach its full potential, convenient and efficient rail freight mobility from the Port to destinations throughout the U.S. is important.

"Our short-term goal is to develop a funding package to finance dredging in the Port of Coos Bay as well as upgrading the rail lines from Coos Bay to Eugene," Morgan said.

Recommendation 2: Supporting Existing Businesses

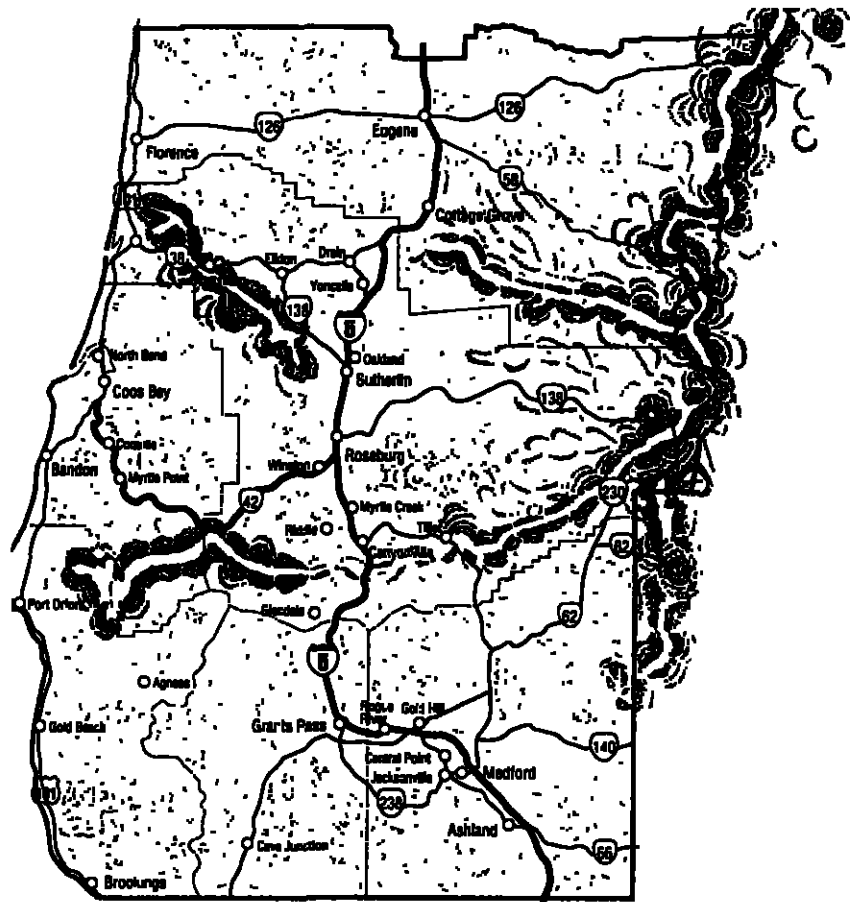
Highway Improvements

The analysis reviewed major highway projects from year 2006 to 2030 provided by ODOT with preliminary construction cost estimates. Only those projects located on major highways—Oregon 38, 42, 62, 138, U.S. Highway 101, 199, and Interstate 5—are included in the project list.

The highway investment results depict dramatic economic growth from the \$3.2 billion in highway investments. If these investments can reach benchmark network efficiency increases of 2.5 percent, then this investment strategy would result in substantial economic expansion.

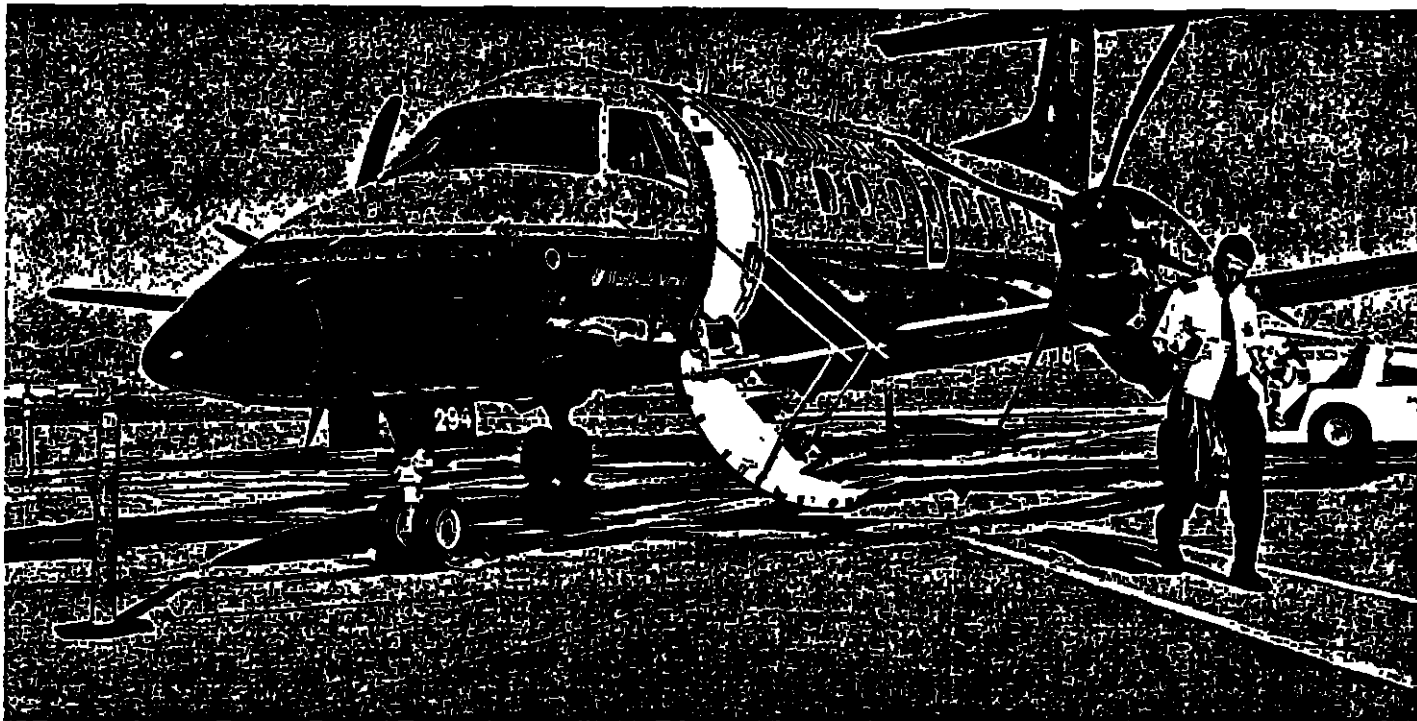
The Team recommends continued investment in Interstate 5, the key north-south freight route on the West Coast is essential. Improving connections between the Rogue Valley to the Port of Coos Bay and the coastal communities of Coos and Curry counties also involves investment in Oregon Highway 42 to a four-lane highway.

"Highway 42 is best link from the southern Oregon coast to I-5," Roblan said. "That link will become more vital as we work to keep up with demand."



In Jackson County, Highway 62 connects Interstate 5 with the White City industrial area.

The Highway 62 corridor from Medford to White City experiences some of the heaviest traffic and congestion in southern Oregon with traffic volumes in the corridor similar to that found on I-5 north of Medford



Regional Airports

The analysis looked at improvements to the Rogue Valley-Medford International Airport in Medford and the Southwest Oregon Regional Airport in North Bend. The Team recommends continued investment that focuses on both air freight and passengers.

The Rogue Valley-Medford International Airport handles nearly 20,000 passengers during a typical month. The airport also handles air freight that is essential for many types of businesses that rely on efficient air freight service. The airport has seen substantial direct investment over the years and that direct investment has translated into steadily increasing passenger volumes and freight movements. Currently, the airport is undergoing a major construction project to build a new terminal to support future operations and expansion.



People need to understand this isn't a pie-in-the-sky vision. A lot of work has gone into developing these recommendations.

***—Michael Burrill, Chair
Oregon State Aviation Board***

The most significant capacity improvements at the Rogue Valley-Medford International Airport are the new terminal, new tower and parallel runway project. The Airport Master Plan indicates that the parallel runway, in particular, will add substantial capacity.

The Airport Master Plan also indicates that this capacity will be needed to serve forecast travel demands. As such, if the 10–20 percent growth in air travel is dependent on these improvements, this represents an essential investment for the long-term health of the Jackson County and Josephine County economies that will support considerable economic growth and expansion.

The airport serves seven counties throughout southern Oregon and northern California and about 600,000 passengers annually. Private investment is active as well. Two of the three fixed-base operators are in the process of enlarging their facilities and building new hangars.

The terminal is being expanded from 35,000 square feet to 116,000 square feet with capabilities of future expansion. Passenger growth has averaged 8–10% annually for the past three years.

"Our import volume has increased four fold since 2003," said Peter Kratz, Executive Vice President Operations, Harry & David Holdings, Inc. "Our largest import source countries are China, Hong Kong and India. We are bringing 13 different fruits in from the Southern Hemisphere."

The Southwest Oregon Regional Airport in North Bend handled more than 70,000 passengers in 2006, according to Gene Cossey, Airport Operations Manager. The airport is the only commercial service airport serving Coos, Curry and western Douglas counties on the southern coast.

A new \$18 million passenger terminal is underway. Completion is scheduled for 2008. The 30,000-square foot facility is being funded with a combination of state grants and loans. The remodel of the original terminal building was completed in 2006 through funding from an FAA Airport Improvement Project grant.

***Our import volume has
increased four-fold since 2003 . . .***

***Our largest import source countries are
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***—Peter Kratz, Executive Vice President Operations
Harry & David Holdings, Inc.***





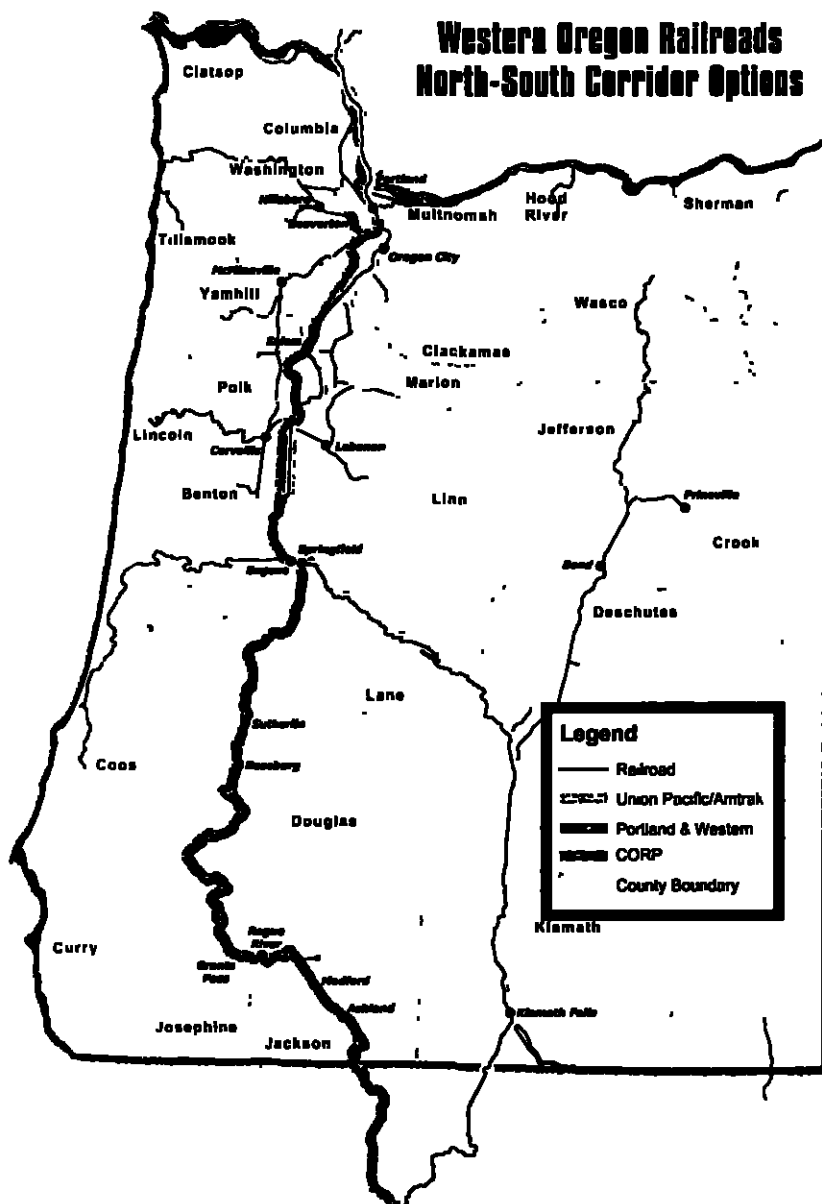
***This effort has broad,
national implications.***

**—Stuart Foster, Chair
Oregon Transportation Commission**

CORP Siskiyou Line

The Team's analysis also reviewed the CORP Siskiyou Line, a north-south line that runs from Eugene-Springfield to Black Butte, California. This line has significant speed restrictions and the tunnel through a portion of the Siskiyou Mountains is not large enough to allow double-stack intermodal cars.

The Team recommends rail improvements from Eugene to Black Butte, California, upgrading the track to handle a 50% increase in speed.



Like the highway system, the railroad system is dealing with increased weights and an aging system. Much of the railroad was built at the turn of the last century.

Rail cars have evolved to handle 286,000 pounds gross weight, however 20–30% of Oregon's railways are not compatible with that weight.

The CORP Siskiyou Line would benefit from rehabilitation. Most rail facilities are experiencing challenges because the direct return on investment for the managing company from facility upgrades are not covered by additional revenues.

"We have a \$7 million project going on right now with new rail and ties, and we also have a ConnectOregon project underway," CORP General Manager Steve Hefley said. "It is very important for us to continue to get the track upgraded so we can run faster, which helps reduce our customers' costs."

APPENDIX

Projects Benefiting from Transportation Investments

The Team's work included analysis of two private-sector investment projects that are intended to demonstrate the kinds of economic growth and expansion that can occur as a result of private sector investment responding to targeted transportation investments

While these are not part of the Team recommendations, these projects illustrate the value of transportation investments.

"We're taking a generational approach to economic development in Oregon," Representative Roblan said. "Our long-term goal is keep this Team together, reviewing the work, the priorities, for another 30–50 years."

Roseburg Forest Products LVL Plant

The CORP yard in Roseburg was capacity constrained. A \$7.7 million grant from ConnectOregon added enough capacity to the CORP system to allow Roseburg Forest Products to move forward with plans to expand a Laminated Veneer Lumber (LVL) Plant.

The LVL Plant is a good example of how a high value-added production facility benefits from targeted transportation investments. For an initial investment of less than \$80 million, the plant generated more than \$100 million in total gross revenue for Oregon. Roseburg Forest Products has just announced a \$70 million expansion of the Engineered Wood Products Facility in Riddle that will more than double the current capacity by 2009



"One of the very positive factors that influenced our decision is the new rail yard in Winchester," Ray Barbee, Vice President of Sales for Roseburg Forest Products, said. "Right now, the existing

One of the very positive factors that influenced our decision is the new rail yard in Winchester . . . That will have a huge impact for all industrial shippers in the southwestern part of the state.

***—Ray Barbee, Vice President of Sales
Roseburg Forest Products***

facility handles about 150 cars but the new facility will handle 290–300 cars. That will have a huge impact for all industrial shippers in the southwestern part of the state.

“We currently use about 24,000 rail cars and about 32,000 trucks per year. We prefer to ship by rail anytime that we can. We are anticipating a need for 2,000–2,500 additional rail cars per year and that could push upwards to 3,000.”



According to Barbee, the \$7.7 million Connect-Oregon grant helped Roseburg Forest Products optimize their LVL Plant. The return on investment is astounding as payback is projected at slightly more than two years.

Jackson County Employment Campus

A conceptual project that is in the initial planning stages, this project addresses the unique amenity characteristics in Jackson County and, specifically, Medford, that are attractive to technical industries. There is limited land available in Jackson County for industries that tend to demand Office Park/R & D Employment Campus style development patterns.

Analysis results showed the power of an economy that diversifies and attracts a mix of high-value added activities with relatively high payroll. This is clearly depicted by substantial growth in Gross Regional Product and employment growth near 3,500 by 2030 in Jackson County alone.

Jordan Cove Energy Project (JCEP)

JCEP currently is going through the Draft Environmental Impact Statement process with the Federal Energy Regulatory Commission for approval of the LNG terminal facility at the Port

of Coos Bay. The modeled direct inputs from the terminal include an estimated \$500 million dollars during the construction phase and an estimated 56 permanent jobs to operate the facility following construction. Estimated project completion is 2011

“The liquefied natural gas import facility would help recruit new industry to the area and be a tremendous benefit to the entire state,” said Jeff Bishop, Executive Director, Oregon International Port of Coos Bay.

ECONOMIC SUMMARY

Adding Value to the Work

Significant economic expansion is forecast to result from each of the projects analyzed here. The projects with the greatest potential are those that reduce effective distance to support a diverse set of competitive industries in the region and the State of Oregon.

Representative Peter Buckley sees the Team's work as the start of something bigger.

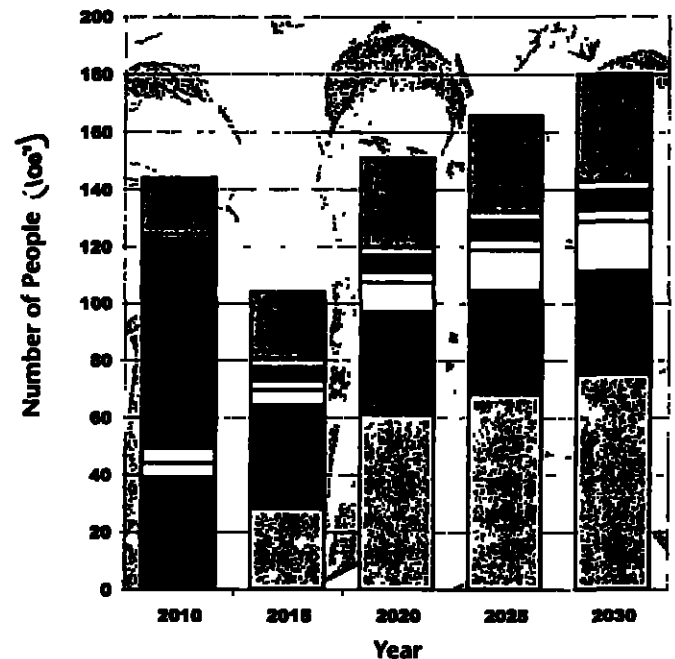
"This work, this analysis is the prototypical tool for national applications," Representative Buckley said. "With this we not only can measure the economic performance of transportation investments, we can provide a critical path for federal investment."

The value of a private-public partnership became evident during the Team's work. This allows the State of Oregon to evaluate how best to leverage its investments with those of the private sector.

"Sometimes there is a gap between what companies need and what the policy makers provide," said Peter Kratz, Executive Vice President Operations, Harry & David Holdings, Inc.

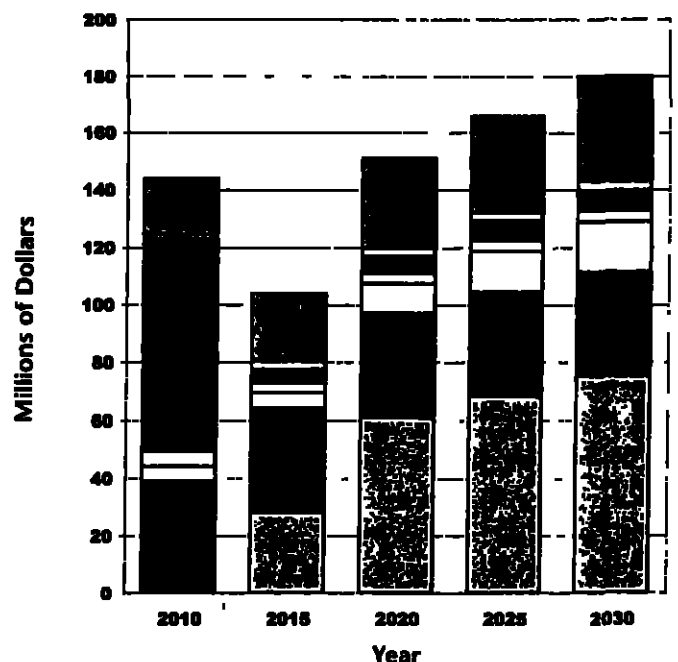
Ray Barbee agreed, "We don't do as good a job as we should at getting political help to address our transportation needs," Barbee said. "We tend to try to deal with things ourselves."

Employment



- Medford Employment Campus
- ▣ Roseburg Forest Products LVL Project
- Jordan Cove LNG Project
- Rail Projects
- Airport Projects
- Highway Projects
- ▣ Port Projects

Revenue



Southwest Oregon Economic Expansion and Transportation Team

Baker, Mike	Senior Planner, Oregon Department of Transportation
Barbee, Ray	Vice President Sales, Roseburg Forest Products
Bishop, Jeffrey	Executive Director, Oregon International Port of Coos Bay
Buckley, Peter	Representative, State of Oregon
Burrill, Michael	Chair, Oregon State Aviation Board
Callery, Martin	Director of Communication & Freight Mobility, Oregon International Port of Coos Bay
Clafflin, Chris	Oregon Economic and Community Development Department
Conrad, Helga	Umpqua Economic Development Partnership
Doan, Ron	Chair, Douglas County Industrial Development Board
Foster, Stuart	Chair, Oregon Transportation Commission
Gambree, Stephen	President, Rogue Disposal and Recycling
Gilman, George	Representative, State of Oregon
Griffin, Jeff	Regional Director, Governor's Economic and Revitalization Team
Hanna, Bruce	Representative, State of Oregon
Hawksworth, Tom	Marketing Manager, Central Oregon and Pacific Railroad
Hefley, Steve	General Manager, Central Oregon and Pacific Railroad
Herbert, Lynn	General Manager, Herbert Lumber
Hunter, Jeff	Co-Chair, Rogue Valley Area Commission on Transportation
Kratz, Peter	Executive Vice President Operations, Harry & David Holdings, Inc.
Krieger, Wayne	Representative, State of Oregon
Mather, Paul	Region 3 Manager, Oregon Department of Transportation
McClellan, Jim	Chair, South West Area Commission on Transportation
Messerle, Ken	Coast Consulting & Services, LLC
Montero, Michael	Co-Chair, Rogue Valley Area Commission on Transportation
Moore, Gary	Cascade Wood Products
Morgan, Susan	Representative, State of Oregon
Muscus, Kathy	Legislative Assistant to Senator Joanne Verger
Opitz, Ron	South Coast Development Council
Prozanski, Floyd	Senator, State of Oregon
Roblan, Arnie	Representative, State of Oregon
Verger, Joanne	Senator, State of Oregon
Watt, John	John Watt & Associates

The Transportation Investment Economic Impact Analysis Report is available online at <http://www.oregon.gov/ODOT/HWY/REGION3>. For additional questions or copies, please contact Mike Baker at (541) 957-3658 or via email at michael.baker@odot.state.or.us.