

T. G. A.

Memorandum Date: March 29, 2010
Order Date: April 13, 2010

TO: Board of County Commissioners
DEPARTMENT: Public Works
PRESENTED BY: Celia Barry, Transportation Planning Division
AGENDA ITEM TITLE: PUBLIC HEARING AND ORDER/IN THE MATTER OF ADOPTING AN OREGON DEPARTMENT OF TRANSPORTATION (ODOT) MATRIX REVIEW SHEET AND PRIORITY LIST FOR CONNECTOREGON III PROJECTS IN LANE COUNTY

I. MOTION

Staff requests a Motion to approve the Order and Exhibit A (Attachment 1).

II. AGENDA ITEM SUMMARY

Recommendations from the Board on funding priorities for the third year of ODOT ConnectOregon funding (CO III) are due to ODOT by April 24, 2010. A Commissioner is asked to attend an All Area Region 2 meeting on April 29 to represent your action. This All Area meeting will function as a Regional reviewing Committee for CO III proposals. Committee members will be asked to prioritize Region 2 projects into a single list.

Your individual packets contain adequate information to gain an understanding of the issues. There is also a full copy of all CO III application and background materials in the Board Office in the bookshelf near the reception area for your common use. It is recommended that Commissioner Handy or others attending the All Area meeting have this binder in hand.

ConnectOregon III web site: <http://www.oregon.gov/ODOT/COMM/CO/COIII.shtml>

Review instructions and applications are summarized in the Analysis section and are located at this ODOT site:

ftp://ftp.odot.state.or.us/outgoing/COIII_Area5/

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

The following information is from Lane County Board action documents and ODOT.

In 2005, the Oregon Legislature authorized \$100 million from lottery-backed bonds, for Oregon's Multimodal Transportation Fund to invest in air, rail, marine and transit infrastructure. It funded 38 projects. Twenty-six are now complete and 12 are in the design or construction phase.

In 2006 Lane County submitted the following Region 2 Area 5 priorities (Board Order 06-5-3-9):

Applicant/Proposal	CO II request	Board Priority
Eugene Air Cargo Facility Improvements	\$4,103,461	1
Port of Siuslaw Dock Improvements	344,000	2
LTD Bus Rapid Transit	5,400,000	3
Creswell Airport Fire Suppression System	612,800	4
CORP Mainline	\$1,477,492	5
Union Pacific Eugene Switching track	\$5,664,000	6
Eugene Depot	\$400,000	7

The process during the first year was different and a separate, statewide priority list was adopted under the same Board Order and submitted to ODOT:

Applicant/Proposal	CO II request	Board Priority
CORP Mainline	\$1,477,492	1
Union Pacific Eugene Switching track	\$5,664,000	2
Eugene Air Cargo Facility Improvements	\$4,103,461	3

In 2006 The City of Eugene Airport and LTD projects were both funded.

The 2007 Legislature authorized another \$100 million in funding. Thirty projects were funded, 27 projects are active, two are complete, and one has not yet started.

On October 31, 2007, the Board adopted Order 07-10-31-9 endorsing all Lane County ConnectOregon funding proposals with letters of support.

On April 9, 2008 the Board adopted Board Order 08-4-9-11 commenting on CO II projects in Lane County. The Board voted to prioritize the 2008 application proposals as follows:

Applicant/Proposal	CO II request	Board Priority
Creswell Hobby Field Fire Suppression System	\$743,440	1
Veneta/Lane Transit District (LTD) Transit Center	\$656,000	2
Eugene Train Depot Phase 2 - Platform and Vehicle Improvements	\$408,000	3
Port of Siuslaw Maple Street Landing and Dock	\$378,000	4
Union Pacific Railroad Eugene Yard Crossover Track	\$384,477	5

In 2008 Region 2 received \$22,617,000 in ConnectOregon funds. Lane Transit District received \$656,000 for the Veneta Transit Station.

This year, the Roads Advisory Committee (RAC) did not meet in March so there is no RAC recommendation this year.

Below is a summary of CO III applications submitted statewide. Attachment 4 contains statewide project descriptions.

ConnectOregon III Applications by Region and Mode

	Number of Applications	Total CO Funds Requested	Match Amount (20% of Grant)
TOTALS	97	\$251,028,733.38	\$61,617,953.56
REGION TOTALS			
Region 1	25	\$66,452,020.27	\$15,473,775.28
Region 2	38	\$88,726,208.13	\$22,181,552.03
Region 3	11	\$40,760,401.60	\$10,190,100.40
Region 4	10	\$26,861,362.90	\$6,715,340.72
Region 5	13	\$28,228,740.48	\$7,057,185.13
MODE TOTALS			
Aviation	26	\$67,586,044.65	\$16,896,511.16
Marine	14	\$27,929,583.20	\$6,982,395.80
Rail	38	\$114,240,492.17	\$28,560,123.06
Transit	17	\$38,032,022.16	\$8,368,775.74
Multiple Modes	2	\$3,240,591.20	\$810,147.80

B. Policy Issues

Approval of the motion is consistent with the county adopted Transportation System Plan, which provides supportive policy statements for air, rail, marine, and transit facilities and services.

C. Board Goals

While rating and promoting projects proposed in Lane County for CO III funding does not directly generate revenue for Lane County government, CO III projects have potential for contributing to the county’s economic development, so there is compatibility with the fourth highest Strategic Plan objective of Revenue Generation, in particular, “pursuing entrepreneurial opportunities” (page iii).

While no funds are allocated to the ConnectOregon program from the County, staff time in processing this item and future items is an allocation of resources. Staff sees this as consistent with Strategic Plan priority B.3., “Allocate Funds Strategically”, Item a.4:

4. The County will also fund services where there are sound fiscal reasons to do so, and where the service contributes to the attainment of the County’s broad goals. The following factors will be considered:
 - Funding the service has no indirect negative impact on the General Fund.

- The service generates revenue for Lane County citizens.

(No revenue is generated from this Board item per se, but there is potential that revenue, and jobs, will be generated from one or more of the Lane County projects, if funded by CO III).

D. Financial and/or Resource Considerations

There are no direct financial impacts on Lane County. There is an allocation of staff resources.

E. Analysis

The ConnectOregon program emphasizes economic development. The program prioritizes projects that reduce transportation costs, improve access to jobs and labor sources, link transportation modes, and bring economic benefit to the state. Projects that do not clearly show statewide or regional economic benefits may not rank highly in regional and statewide review committee work. The program does not fund surface transportation (road improvements).

In its third year, the ConnectOregon program is seen as highly successful and the review process continues to be refined. Each biennium it has funded \$100 million in projects. To date Lane County projects have received more than \$10 million in ConnectOregon funding.

There is a minimum required 20% cash match for grant requests. Loans do not require a match. Each ODOT Region is guaranteed \$10 million. Either public or private entities may apply.

A minimum of \$10 million must be allocated to Region 2. This year, the five project proposals located in Lane County total nearly \$12 million. The 38 project proposals located within Region 2 total nearly \$89 million, plus \$22 million in matching funds. Project descriptions by mode and region are in Attachment 4. The five Lane County projects are highlighted, on pages 1 of 14, and pages 5, 9, 10 and 13.

Three public and two private entities in Lane County applied for CO III funding: City of Eugene Airport, Lane Transit District, Port of Siuslaw, Fuel Logistics, and Pacific Recycling Inc.

In addition, the Port of Coos Bay in Region 3 applied for \$7.8 million to continue rehabilitation of the Coos Bay rail line to restore freight rail service to businesses in Coos, Douglas, and Lane County. That project would include repair of five tunnels; repair/replacement of ballast, ties and rail; repair of three swing span bridges; repair/replacement of grade crossing surfaces and signals; culvert rehabilitation; and fixed bridge/trestle repairs.

Brief project proposal abstracts follow in an alphabetical listing. Attachment 3 contains a more detailed description of each Lane County project, and full application materials are in a binder in the Board Office reception area bookcase.

City of Eugene Airport - Consolidated Rental Car Wash Facility - \$3,200,000

The New Consolidated Rental Car Wash Facility (CONRAC) will replace the existing rental car facility at the Airport and expand the footprint of the rental car area. The CONRAC will better address rental car and Airport operational needs as well as environmental considerations.

Fuel Logistics - Rail Terminal Ethanol Pump Station - \$693,029

Create a rail terminal pumping station for delivery of ethanol from the midwestern U.S. supply to the Eugene tank farm to supply the entire southern part of Oregon. This would eliminate the current unsafe practice of 4,000 tanker trucks per year to shuttle the fuel the final mile from rail to fuel tank farm and provide an efficient backup method of fuel delivery to the Eugene tank farm terminal.

Lane Transit District - Gateway Park & Ride - \$3,235,360

The Gateway Park & Ride project will provide connections to industrial and employment areas, link workers to jobs, provide for efficient and reliable means of transportation for commuters around the region, and generally improve the quality and safety of Gateway Street and International Way.

Pacific Recycling Inc. (PRI) Reloading and Dismantle Facility - \$2,800,000

This proposal involves development and construction of an 11.08 acre multimodal reloading and railcar dismantling facility to service and benefit businesses in Oregon, giving them the ability to reach markets via rail in terms of both shipping and receiving, while giving the current PRI scrap facility the ability to transport scrap metal by rail.

Port of Siuslaw - Wharf Repair and Waterfront Revitalization - \$1,748,352

This project will: repair piling and decking on a 22,000 square foot wood wharf, extend the wharf 5,500 square feet to allow for business expansion, to create at least 10 new long-term jobs, retain 130 existing jobs, improve access to local jobs, maintain a critical link between water and highway transportation routes, and supply an economic benefit to the Florence area, Lane County and the state of Oregon.

Review Process and Schedule

The review process is highly structured and certain reviews must precede others. Modal Committees consisting of Freight, Transit, Aviation, Marine, and Rail just completed their reviews and results for Lane County projects are in a table on page 7 in this memo. Committee composition and other information is at:

http://www.oregon.gov/ODOT/COMM/CO/committees.shtml#Modal_Committees

There is also a Regional Committee Review process consisting of Area Commissions on Transportation (ACTs) and other designated bodies in areas where there is no ACT (Lane County and the Portland area). There is an April 29 All Area meeting where Region 2 Committee prioritization will occur. Central Lane Metropolitan Planning Organization area (MPO) and Lane County's priorities will be considered at the April 29 meeting. Modal Committee Reviews were published March 25 and must be considered in the Regional Committee Reviews. The Regional Review cannot begin prior to March 24. Review committees are not permitted to interview prospective applicants before the beginning of the designated review period that started March 24.

A Final Review Committee is scheduled to evaluate the applications between May 17 and June 9, 2010. A public hearing before the Oregon Transportation Commission (OTC) is scheduled for July 21, 2010. OTC anticipates adopting a single, statewide list of selected projects on August 24, 2010.

Review Instructions

ODOT requests that the Board 1) “Tier” all five proposals from Area 5; 2) “Rank” projects High, Medium, and Low; and 3)irrespective of tiers, prioritize all proposals from 1 (highest priority) through 5. Identifying a single prioritized list is the most important objective for the Board (and you are also requested to adopt Tier placements and Ranks for each Lane County project).

Modal Committees and local staff have already carried out the exercise of identifying how well the Tier Considerations (listed below) are met. The scoring sheets for each project, prepared by County and ODOT Region 2/Area 5 staff, are in Attachment 2. The Board is not constrained by any rules in the ordering of your priorities. You may use Tier considerations but are not required to do so.

More detailed instructions begin on page 15 of the “Instructions for Reviewers” document in the Board Office binder. Page 23 of that document discusses prioritization. The Instructions and other Area 5 documents are also located at this Internet site: ftp://ftp.odot.state.or.us/outgoing/COIII_Area5/

Tier Considerations

The following “considerations” are used to place projects into Tiers pursuant to Oregon Administrative Rules (OAR) 731-035-0060, which implements the program:

- Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;
- Whether a proposed transportation project results in an economic benefit to this state;
- Whether a proposed transportation project is a critical link connecting elements of Oregon’s transportation system that will measurably improve utilization and efficiency of the system;
- How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund; and
- Whether a proposed transportation project is ready for construction.

The first 3 of the above considerations are “strategic”. Projects fall into a given Tier based upon how many total considerations and strategic considerations are “thoroughly met”:

Tier 1	35-40 Points	Proposal thoroughly meets all 5 considerations
Tier 2	27-34 Points	Proposal thoroughly meets all 3 of the first 3 strategic considerations
Tier 3	16-26 Points	Proposal thoroughly meets 1 or 2 of the first 3 strategic considerations
Tier 4	1-15 Points	Proposal does not meet any of the strategic considerations

Modal Committee Prioritization Results

Complete Modal Committee priority spreadsheets are in the Board Office Binder. Lane County project placements on those sheets are reflected in the table below. A Freight Committee, in addition to the other Modal Committees, also prioritized freight-related projects. The Port of Coos Bay priority ratings are included for your information; however Region 2 was not asked to make a recommendation about this project.

Higher point ratings are better, whereas the highest priority score is 1.

MODAL COMMITTEE REVIEW RESULTS FOR LANE COUNTY PROJECTS					
Applicant Name	Project Name / Description	Total ConnectOregon Funds Requested	Points (40 Max)	Modal Committee Priority	Freight Committee Priority
City of Eugene Airport	New Consolidated Car Wash Facility	\$ 3,200,000.00	16	Aviation 23 (of 24)	N/A
Fuel Logistics	Rail Terminal Pumping Station for Ethanol	\$ 693,029	14-Rail 11-Freight	Rail 31 (of 31)	39 (of 43)
Lane Transit District	Gateway Park and Ride	\$ 3,235,360.00	29.4	Transit 8 (of 16)	N/A
Pacific Recycling Inc.	PRI Reload and Dismantle Facility	\$ 2,800,000.00	11.5-Rail 5-Freight	Rail 29 (of 31)	43 (of 43)
Port of Siuslaw	Wharf Repair and Waterfront Revitalization	\$ 1,748,352.00	27	Marine 4 (of 14)	N/A
Port of Coos Bay (Region 3)	Rail and Tunnel Repairs/Upgrades	\$ 7,799,976	31-Rail 35-Freight	Rail 2 (of 31)	2 (of 43)

ODOT/Lane County Staff and Transportation Planning Committee (TPC) Prioritization

ODOT Area 5 Planning and Transportation Growth Management staff met with the County Transportation Planning division manager on March 24 and sorted projects into tiers, ranked projects High, Medium, and Low, and developed a priority list recommendation based upon an evaluation of Tier placements. Points and priorities are shown in the table below.

The Central Lane MPO TPC met on March 25, to develop a priority list recommendation for the Metropolitan Policy Committee (MPC) to consider at their April 8 meeting and the recommendation is shown below. TPC considered only the MPO area projects (excluding the Port of Siuslaw). Lane Transit District received the highest priority on the TPC list due to its regional importance and great financial need, irrespective of Tier ratings. LTD staff indicated that but for the CO III opportunity, the Gateway Park and Ride project would not be possible.

LOCAL STAFF COMMITTEE SCORES					
Applicant Name	Project Name / Description	Total ConnectOregon Funds Requested	Points (40 Max)	ODOT Area 5/Lane County Staff Priority	TPC Priority
City of Eugene Airport	New Consolidated Car Wash Facility	\$ 3,200,000.00	13	5	4
Fuel Logistics	Rail Terminal Pumping Station for Ethanol	\$ 693,029	30	4	3
Lane Transit District	Gateway Park and Ride	\$ 3,235,360.00	26	3	1
Pacific Recycling Inc.	PRI Reload and Dismantle Facility	\$ 2,800,000.00	30	2	2
Port of Siuslaw	Wharf Repair and Waterfront Revitalization	\$ 1,748,352.00	34	1	Outside MPO

Staff will report on MPC priorities on April 14.

The Board is asked to adopt the attached Board Order and Exhibit as proposed or change the Tier placements, High, Medium, Low rankings, and Priorities as deemed appropriate.

County staff's recommendation in your Board Order prioritized LTD over PRI as discussed below under Recommendation.

IV. Alternatives/Options

1. Approve the Board Order and Exhibit A
2. Revise the Board Order
3. Take No Action

V. TIMING/IMPLEMENTATION

As noted above the Region 2 All Area meeting will occur April 29 and the Lane County projects will be reviewed along with all others from Region 2 in that meeting. The Regional Committee is charged with coming up with a single prioritized list. A Final Review Committee is scheduled to evaluate all 97 statewide applications between May 17 and June 9, 2010. A public hearing before the OTC is scheduled for July 21, 2010. OTC anticipates adopting a single statewide list of selected projects on August 24, 2010.

VI. RECOMMENDATION

Option 1. Exhibit A in the Board Order prioritizes as follows: Port of Siuslaw, LTD, PRI, Fuel Logistics, and City of Eugene. Fuel Logistics scored higher in points than LTD during the ODOT-Lane County staff rating exercise, but the Fuel Logistics proposal would also eliminate some jobs. On the one hand this is a result of efficiency improvements; on the other, job creation is a more critical objective of the CO III program.

Also, unlike the priorities established on March 24 in consensus with ODOT staff, LTD is recommended as a second priority ahead of PRI. County staff's change is based upon TPC discussion on March 25, and review of Modal Committee priorities, which rated PRI and Fuel Logistics much lower.

The Board is not required to prioritize based upon the Tier scores. While staff disagrees with the lower Modal Committee scoring for the two private companies and believes all five Lane County projects have merit, the possibility of funding for the two private entities appears lower than the possibility for LTD. So from a strategic perspective it seems more appropriate to rate LTD higher.

The Port of Siuslaw most clearly rose to the top of all proposals. It also scored well at the Modal Committee level.

VII. FOLLOW-UP

A Commissioner is asked to confirm attendance at the April 29 Region 2 All Area meeting. No other Lane County follow-up is necessary.

VIII. ATTACHMENTS

1. Board Order and Exhibit A
2. Lane County/ODOT Staff (Region2/Area 5) Project Review Sheets ("A-9 Sorting Process Template")
3. Project Description Sheets for Lane County Projects (Application Page 2)
4. Statewide Project Descriptions Sorted by Mode and Region

Board Office ConnectOregon Binder Contents

Agenda Cover Memo and Attachments 1-4 Above

5. ConnectOregon III Frequently Asked Questions
6. ConnectOregon III Applications Listed by Mode and Region (Spreadsheet)
7. Instructions for Reviewers
8. Modal Review Committee Review Matrices: Aviation, Marine, Rail, Transit, Freight
9. Individual Scoring Sheets and Complete Application Materials for Lane County Applicants
 - a. City of Eugene
 - b. Fuel Logistics
 - c. Lane Transit District
 - d. Pacific Recycling Inc.
 - e. Port of Siuslaw

**BEFORE THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY
STATE OF OREGON**

ORDER NO.) IN THE MATTER OF ADOPTING AN OREGON
) DEPARTMENT OF TRANSPORTATION (ODOT) MATRIX
) REVIEW SHEET AND PRIORITY LIST FOR
) CONNECTOREGON III PROJECTS IN LANE COUNTY

WHEREAS, the Oregon Department of Transportation (ODOT) has created an application process for the ConnectOregon program, a \$100 million program to invest in air, rail, marine, and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient; and

WHEREAS, ODOT requested that the Board submit a Matrix Review Sheet showing a single list of priorities for proposed projects located in Lane County, and to participate in a Region 2 All-Area priority setting process on April 29, 2010; and

WHEREAS, the Lane County Board of Commissioners held a public hearing on April 13, 2010, to take testimony from the five Lane County applicants and others wishing to testify, and

WHEREAS, the Board wishes to adopt the Matrix Review Sheet including the list of Lane County projects in priority order as shown in Exhibit A attached to this Order; now, therefore, it is hereby

ORDERED that the project priorities shown in the Matrix in Exhibit A be forwarded to ODOT for submittal to Region 2 for use at the April 29, 2010 All Area Regional Committee meeting.

Dated this _____ day of April, 2010

William A. Fleenor, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date _____ Lane County

OFFICE OF LEGAL COUNSEL

Lane County (Region 2/Area 5) Matrix Review, April 13, 2010

		Strategic Considerations (a) through (j)											
Application Number	Applicant Name	Project Name / Description	Total ConnectOregon Funds Requested (\$)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state	(c) Project is a critical link in Oregon's transportation system that will measurably improve utility and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction readiness: can begin construction before June 30, 2011	Total Points (a) through (e)	-Strategic Tiering considerations: thoroughly meets (a)-(c)?	Tiers*: Tier 1: 35-40 Points; Tier 2: 27-34 Points; Tier 3: 16-26 Points; Tier 4: 01-15 Points	Rank (High - Medium - Low)	Priority (1-highest)
M20083	Port of Shufeldt	Wharf Repair and Waterfront Revitalization	\$ 1,748,352.00	10	8	10	0	5	34	Yes	2	H	1
TZ0141	Lane Transit District	Gateway Park and Ride	\$ 3,235,360.00	7	6	8	0	5	26	Meets (c)	3	H	2
R20174	Pacific Recycling Inc.	PRI Refold and Dismantle Facility	\$ 2,800,000.00	10	4	10	1	6	30	Meets (a), (c)	3	H	3
R20149	Fuel Logistics	Rail Terminal Pumping Station for Ethanol	\$ 693,028.80	8	6	8	3	5	30	Meets (a), (c)	3	M	4
A20110	City of Eugene Airport	New Consolidated Car Wash Facility	\$ 3,200,000.00	2	3	2	1	5	13	No	4	L	5

Exhibit A

Lane County (Region 2/Area 5) Staff Matrix Review on March 24, 2010

		Strategic Considerations (a) through (j)											
Application Number	Applicant Name	Project Name / Description	Total Oregon ConnectOregon Funds Requested (\$)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state	(c) Project is a critical link in Oregon's transportation system that will measurably improve utility and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction readiness: can begin construction before June 30, 2011	Total Points, (a) through (e)	"Strategic Tiering considerations: thoroughly meets (a)-(c)?"	Tiers: Tier 1: 35-40 Points; Tier 2: 27-34 Points; Tier 3: 18-26 Points; Tier 4: 01-15 Points	Rank (High - Medium - Low)	Priority (1=Highest)
M20083	Port of Stuslaw	Wharf Repair and Waterfront Revitalization	\$ 1,748,352.00	10	9	10	0	5	34	Yes	2	H	1
R20174	Pacific Recycling Inc.	PRR Reload and Dismantle Facility	\$ 2,800,000.00	10	4	10	1	5	30	Meets (a), (c)	3	H	2
T20141	Lane Transit District	Gateway Park and Ride	\$ 3,235,960.00	7	6	6	0	5	26	Meets (c)	3	M	3
R20149	Fuel Logistics	Rail Terminal Pumping Station for Enhance	\$ 693,028.80	8	6	6	3	5	30	Meets (a), (c)	3	M	4
A20110	City of Eugene Airport	New Consolidated Car Wash Facility	\$ 3,200,000.00	2	3	2	1	5	13	No	4	L	5

City of Eugene Airport - New Consolidated Car Wash Facility Lane County & ODOT Staff Scoring
 March 24, 2010

A-9 SORTING PROCESS TEMPLATE

On the following pages, a table is provided indicating which application questions relate to the identified consideration. A given question may relate to more than one consideration, and will appear under each relevant consideration.

Committee staff will be provided with an electronic document containing the following table for use during sorting.

Committee staff will record the results on the Review Matrix for presentation to the Committee during public meetings.

Consideration (a) - Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
<p>Items D1 and D2 are evaluated together with a shared point value and Items D8 and D9 are evaluated together with a shared point value</p> <p><i>* To determine the score of questions with a shared point value, score each question separately, then select the highest of the two scores as the "appraiser's score."</i></p>				
D	1	Industrial or employments connections	* 3	0
D	2	Linking workers to jobs		
D	8	Efficiency and reliability of transportation	* 4	2
D	9	Safety		
D	10	Transportation Connections	3	0
TOTAL AVAILABLE POINTS –				
Consideration "A"			10	2
<p>Point System for D1, D2, and D10: 0 – No positive benefit; 1 – Potential positive benefit; 2 – Likely positive benefit; 3 – Significant positive benefit.</p> <p>Point System for D8 and D9: 0 – No positive impacts; 1 – Unlikely to make positive impacts; 2 – Potential positive impacts; 3 – Likely positive impacts; 4 – Significant positive impacts.</p>				
COMMENTS				

City of Eugene Airport - New Consolidated Car Wash Facility Lane County & ODOT Staff Scoring
 March 24, 2010

COMMENTS (Continued):		

Consideration (c) - Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
* Items D1 and D3 are evaluated together with a shared point value				
D	1	Industrial or employments connections	0	* 3 0
D	3	Linking populations to medical care, social services, or shopping	0	
* Items D8 and D9 are evaluated together with a shared point value				
D	8	Efficiency and reliability of transportation system	2	* 4 2
D	9	Safety	0	
D	10	Transportation Connections	0	3 0
TOTAL AVAILABLE POINTS - Consideration "C"			10	2
Point System for D1, D3, and D10:		Point System for D8 and D9:		
0 - No positive benefit;		0 - No positive impact;		
1 - Potential positive benefit;		1 - Unlikely to make positive impact;		
2 - Likely positive benefits; and		2 - Potential positive benefits;		
3 - Significant positive benefits.		3 - Likely positive benefits; and		
		4 - Significant positive benefits		
* To determine the score of questions with a shared point value, score each question separately, then select the highest of the scores as the "appraiser's score."				
COMMENT:				

City of Eugene Airport - New Consolidated Car Wash Facility Lane County & ODOT Staff Scoring
 March 24, 2010

Consideration (d) - How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
Overmatch Criteria ConnectOregon Total Project = Grant/Loan + 20% Match Example: \$100K + \$25K = \$125K = ConnectOregon Total Project				
C	1.d.	Applicant will provide >20% Overmatch (\$100K + 30% match = \$125,000)	1	1
C	1.d.	Applicant will provide 40% Overmatch (\$100K + 40% match = \$166,666)	2	
C	1.d.	Applicant will provide 60% Overmatch (\$100K + 60% match = \$175,000)	3	
C	1.d.	Applicant will provide 80% Overmatch (\$100K + 40% match = \$200,000)	4	
C	1.d.	Applicant will provide >80% Overmatch (\$100K + 90% match = \$211,111)	5	
		TOTAL AVAILABLE POINTS – Consideration “D”	5	1
COMMENT:				

City of Eugene Airport - New Consolidated Car Wash Facility Lane County & ODOT Staff Scoring
 March 24, 2010

Consideration (e) - Whether a proposed transportation project is ready for construction.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
For this consideration, assume a grant execution date of September, 2011				
C	4	Project is ready to start construction 6 months after grant agreement execution.	5	5
C	4	Project is ready to start construction 12 months after grant agreement execution.	2	
C	4	Project is ready to start construction 18 months after grant agreement execution.	3	
		TOTAL AVAILABLE POINTS - Consideration "E"	5	5

FINAL POINT CALCULATION

	AVAILABLE POINTS	TOTAL SCORE
Consideration a -	Maximum 10 Points	2
Consideration b -	Maximum 10 Points (Use Score Provided By Economic Benefit Evaluation Team)	3
Consideration c -	Maximum 10 Points	2
Consideration d -	Maximum 5 Points	1
Consideration e -	Maximum 5 Points	5
	Maximum Available Points = 40	13

Fuel Logistics Rail Terminal Pumping Station for Ethanol

Lane County & ODOT Staff Scoring
 March 24, 2010

A-9 SORTING PROCESS TEMPLATE

On the following pages, a table is provided indicating which application questions relate to the identified consideration. A given question may relate to more than one consideration, and will appear under each relevant consideration.

Committee staff will be provided with an electronic document containing the following table for use during sorting.

Committee staff will record the results on the Review Matrix for presentation to the Committee during public meetings.

Consideration (a) - Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
<p>Items D1 and D2 are evaluated together with a shared point value and Items D8 and D9 are evaluated together with a shared point value</p> <p><i>* To determine the score of questions with a shared point value, score each question separately, then select the highest of the two scores as the "appraiser's score."</i></p>				
D	1	Industrial or employments connections	2	* 3 2
D	2	Linking workers to jobs	0	
D	8	Efficiency and reliability of transportation	4	* 4 4
D	9	Safety	4	
D	10	Transportation Connections	2	3 2
TOTAL AVAILABLE POINTS -				
Consideration "A"			10	8
<p>Point System for D1, D2, and D10: 0 – No positive benefit; 1 – Potential positive benefit; 2 – Likely positive benefit; 3 – Significant positive benefit.</p> <p>Point System for D8 and D9: 0 – No positive impacts; 1 – Unlikely to make positive impacts; 2 – Potential positive impacts; 3 – Likely positive impacts; 4 – Significant positive impacts.</p>				
COMMENTS				

Fuel Logistics Rail Terminal Pumping Station for Ethanol

Lane County & ODOT Staff Scoring
 March 24, 2010

COMMENTS (Continued):		
------------------------------	--	--

Consideration (c) - Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
* Items D1 and D3 are evaluated together with a shared point value				
D	1	Industrial or employments connections	2	2
D	3	Linking populations to medical care, social services, or shopping	0	
* Items D8 and D9 are evaluated together with a shared point value				
D	8	Efficiency and reliability of transportation system	* 4	4
D	9	Safety		
D	10	Transportation Connections	3	2
TOTAL AVAILABLE POINTS – Consideration "C"			10	8
Point System for D1, D3, and D10: 0 – No positive benefit; 1 – Potential positive benefit; 2 – Likely positive benefits; and 3 – Significant positive benefits.		Point System for D8 and D9: 0 – No positive impact; 1 – Unlikely to make positive impact; 2 – Potential positive benefits; 3 – Likely positive benefits; and 4 – Significant positive benefits		
* To determine the score of questions with a shared point value, score each question separately, then select the highest of the scores as the "appraiser's score."				
COMMENT:				

Fuel Logistics Rail Terminal Pumping Station for Ethanol

Lane County & ODOT Staff Scoring
 March 24, 2010

Consideration (d) - How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
Overmatch Criteria ConnectOregon Total Project = Grant/Loan + 20% Match Example: \$100K + \$25K = \$125K = ConnectOregon Total Project				
C	1.d.	Applicant will provide >20% Overmatch (\$100K + 30% match = \$125,000)	1	
C	1.d.	Applicant will provide 40% Overmatch (\$100K + 40% match = \$166,666)	2	
C	1.d.	Applicant will provide 60% Overmatch (\$100K + 60% match = \$175,000)	3	3
C	1.d.	Applicant will provide 80% Overmatch (\$100K + 40% match = \$200,000)	4	
C	1.d.	Applicant will provide >80% Overmatch (\$100K + 90% match = \$211,111)	5	
		TOTAL AVAILABLE POINTS - Consideration "D"	5	3
COMMENT:				

Fuel Logistics Rail Terminal Pumping Station for Ethanol

Lane County & ODOT Staff Scoring
 March 24, 2010

Consideration (e) - Whether a proposed transportation project is ready for construction.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
For this consideration, assume a grant execution date of September, 2011				
C	4	Project is ready to start construction 6 months after grant agreement execution.	5	5
C	4	Project is ready to start construction 12 months after grant agreement execution.	2	
C	4	Project is ready to start construction 18 months after grant agreement execution.	3	
		TOTAL AVAILABLE POINTS - Consideration "E"	5	

FINAL POINT CALCULATION

	AVAILABLE POINTS	TOTAL SCORE
Consideration a -	Maximum 10 Points	8
Consideration b -	Maximum 10 Points (Use Score Provided By Economic Benefit Evaluation Team)	6
Consideration c -	Maximum 10 Points	8
Consideration d -	Maximum 5 Points	3
Consideration e -	Maximum 5 Points	5
	Maximum Available Points = 40	30

Lane Transit District Gateway Park and Ride

Lane County & ODOT Staff Scoring
 March 24, 2010

A-9 SORTING PROCESS TEMPLATE

On the following pages, a table is provided indicating which application questions relate to the identified consideration. A given question may relate to more than one consideration, and will appear under each relevant consideration.

Committee staff will be provided with an electronic document containing the following table for use during sorting.

Committee staff will record the results on the Review Matrix for presentation to the Committee during public meetings.

Consideration (a) - Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
* Items D1 and D2 are evaluated together with a shared point value and Items D8 and D9 are evaluated together with a shared point value * <i>To determine the score of questions with a shared point value, score each question separately, then select the highest of the two scores as the "appraiser's score."</i>				
D	1	Industrial or employments connections	2	* 3 2
D	2	Linking workers to jobs	2	
D	8	Efficiency and reliability of transportation	3	* 4 3
D	9	Safety	3	
D	10	Transportation Connections	3	2
TOTAL AVAILABLE POINTS - Consideration "A"			10	7
Point System for D1, D2, and D10: 0 - No positive benefit; 1 - Potential positive benefit; 2 - Likely positive benefit; 3 - Significant positive benefit. Point System for D8 and D9: 0 - No positive impacts; 1 - Unlikely to make positive impacts; 2 - Potential positive impacts; 3 - Likely positive impacts; 4 - Significant positive impacts.				
COMMENTS				

Lane Transit District Gateway Park and Ride

Lane County & ODOT Staff Scoring
 March 24, 2010

COMMENTS (Continued):		

Consideration (c) - Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
* Items D1 and D3 are evaluated together with a shared point value				
D	1	Industrial or employments connections	2	* 3 2
D	3	Linking populations to medical care, social services, or shopping	2	
* Items D8 and D9 are evaluated together with a shared point value				
D	8	Efficiency and reliability of transportation system	3	* 4 3
D	9	Safety	3	
D	10	Transportation Connections	3	3
TOTAL AVAILABLE POINTS - Consideration "C"			10	8

<p>Point System for D1, D3, and D10: 0 – No positive benefit; 1 – Potential positive benefit; 2 – Likely positive benefits; and 3 – Significant positive benefits.</p>	<p>Point System for D8 and D9: 0 – No positive impact; 1 – Unlikely to make positive impact; 2 – Potential positive benefits; 3 – Likely positive benefits; and 4 – Significant positive benefits</p>
---	---

* To determine the score of questions with a shared point value, score each question separately, then select the highest of the scores as the "appraiser's score."

COMMENT:

Lane Transit District Gateway Park and Ride

Lane County & ODOT Staff Scoring
 March 24, 2010

Consideration (d) - How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
Overmatch Criteria <i>ConnectOregon</i> Total Project = Grant/Loan + 20% Match Example: \$100K + \$25K = \$125K = <i>ConnectOregon</i> Total Project				
C	1.d.	Applicant will provide >20% Overmatch (\$100K + 30% match = \$125,000)	1	
C	1.d.	Applicant will provide 40% Overmatch (\$100K + 40% match = \$166,666)	2	
C	1.d.	Applicant will provide 60% Overmatch (\$100K + 60% match = \$175,000)	3	
C	1.d.	Applicant will provide 80% Overmatch (\$100K + 80% match = \$200,000)	4	
C	1.d.	Applicant will provide >80% Overmatch (\$100K + 90% match = \$211,111)	5	
		TOTAL AVAILABLE POINTS - Consideration "D"	5	0
COMMENT:				

Lane Transit District Gateway Park and Ride

Lane County & ODOT Staff Scoring
 March 24, 2010

Consideration (e) - Whether a proposed transportation project is ready for construction.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
For this consideration, assume a grant execution date of September, 2011				
C	4	Project is ready to start construction 6 months after grant agreement execution.	5	5
C	4	Project is ready to start construction 12 months after grant agreement execution.	2	
C	4	Project is ready to start construction 18 months after grant agreement execution.	3	
		TOTAL AVAILABLE POINTS - Consideration "E"	5	5

FINAL POINT CALCULATION

	AVAILABLE POINTS	TOTAL SCORE
Consideration a -	Maximum 10 Points	7
Consideration b -	Maximum 10 Points (Use Score Provided By Economic Benefit Evaluation Team)	6
Consideration c -	Maximum 10 Points	8
Consideration d -	Maximum 5 Points	0
Consideration e -	Maximum 5 Points	5
	Maximum Available Points = 40	26

Pacific Recycling Inc (PRI) Reload and Dismantle Facility

Lane County & ODOT Staff Scoring
 March 24, 2010

A-9 SORTING PROCESS TEMPLATE

On the following pages, a table is provided indicating which application questions relate to the identified consideration. A given question may relate to more than one consideration, and will appear under each relevant consideration.

Committee staff will be provided with an electronic document containing the following table for use during sorting.

Committee staff will record the results on the Review Matrix for presentation to the Committee during public meetings.

Consideration (a) - Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
* Items D1 and D2 are evaluated together with a shared point value and Items D8 and D9 are evaluated together with a shared point value * <i>To determine the score of questions with a shared point value, score each question separately, then select the highest of the two scores as the "appraiser's score."</i>				
D	1	Industrial or employments connections	3	* 3
D	2	Linking workers to jobs		
D	8	Efficiency and reliability of transportation	4	* 4
D	9	Safety	3	
D	10	Transportation Connections	3	3
TOTAL AVAILABLE POINTS –				
Consideration "A"			10	10
Point System for D1, D2, and D10: 0 – No positive benefit; 1 – Potential positive benefit; 2 – Likely positive benefit; 3 – Significant positive benefit.				
Point System for D8 and D9: 0 – No positive impacts; 1 – Unlikely to make positive impacts; 2 – Potential positive impacts; 3 – Likely positive impacts; 4 – Significant positive impacts.				
COMMENTS				

Pacific Recycling Inc (PRI) Reload and Dismantle Facility

Lane County & ODOT Staff Scoring
 March 24, 2010

COMMENTS (Continued):		
------------------------------	--	--

Consideration (c) - Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
* Items D1 and D3 are evaluated together with a shared point value				
D	1	Industrial or employments connections	* 3	3
D	3	Linking populations to medical care, social services, or shopping		
* Items D8 and D9 are evaluated together with a shared point value				
D	8	Efficiency and reliability of transportation system	* 4	4
D	9	Safety		
D	10	Transportation Connections	3	3
TOTAL AVAILABLE POINTS - Consideration "C"			10	10
Point System for D1, D3, and D10: 0 – No positive benefit; 1 – Potential positive benefit; 2 – Likely positive benefits; and 3 – Significant positive benefits.		Point System for D8 and D9: 0 – No positive impact; 1 – Unlikely to make positive impact; 2 – Potential positive benefits; 3 – Likely positive benefits; and 4 – Significant positive benefits		
* To determine the score of questions with a shared point value, score each question separately, then select the highest of the scores as the "appraiser's score."				
COMMENT:				

Pacific Recycling Inc (PRI) Reload and Dismantle Facility

Lane County & ODOT Staff Scoring
 March 24, 2010

Consideration (d) - How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
Overmatch Criteria <i>ConnectOregon</i> Total Project = Grant/Loan + 20% Match Example: \$100K + \$25K = \$125K = <i>ConnectOregon</i> Total Project				
C	1.d.	Applicant will provide >20% Overmatch (\$100K + 30% match = \$125,000)	1	1
C	1.d.	Applicant will provide 40% Overmatch (\$100K + 40% match = \$166,666)	2	
C	1.d.	Applicant will provide 60% Overmatch (\$100K + 60% match = \$175,000)	3	
C	1.d.	Applicant will provide 80% Overmatch (\$100K + 40% match = \$200,000)	4	
C	1.d.	Applicant will provide >80% Overmatch (\$100K + 90% match = \$211,111)	5	
		TOTAL AVAILABLE POINTS – Consideration “D”	5	1
COMMENT:				

Pacific Recycling Inc (PRI) Reload and Dismantle Facility

Lane County & ODOT Staff Scoring
 March 24, 2010

Consideration (e) - Whether a proposed transportation project is ready for construction.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
For this consideration, assume a grant execution date of September, 2011				
C	4	Project is ready to start construction 6 months after grant agreement execution.	5	5
C	4	Project is ready to start construction 12 months after grant agreement execution.	2	
C	4	Project is ready to start construction 18 months after grant agreement execution.	3	
		TOTAL AVAILABLE POINTS – Consideration “E”	5	5

FINAL POINT CALCULATION

	AVAILABLE POINTS	TOTAL SCORE
Consideration a –	Maximum 10 Points	10
Consideration b –	Maximum 10 Points (Use Score Provided By Economic Benefit Evaluation Team)	4
Consideration c –	Maximum 10 Points	10
Consideration d –	Maximum 5 Points	1
Consideration e –	Maximum 5 Points	5
	Maximum Available Points = 40	30

Port of Siuslaw
 Wharf Repair and Waterfront Renovation

Lane County & ODOT Staff Scoring
 March 24, 2010

A-9 SORTING PROCESS TEMPLATE

On the following pages, a table is provided indicating which application questions relate to the identified consideration. A given question may relate to more than one consideration, and will appear under each relevant consideration.

Committee staff will be provided with an electronic document containing the following table for use during sorting.

Committee staff will record the results on the Review Matrix for presentation to the Committee during public meetings.

Consideration (a) - Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
<p>* Items D1 and D2 are evaluated together with a shared point value and Items D8 and D9 are evaluated together with a shared point value</p> <p><i>* To determine the score of questions with a shared point value, score each question separately, then select the highest of the two scores as the "appraiser's score."</i></p>				
D	1	Industrial or employments connections	3	* 3
D	2	Linking workers to jobs	3	
D	8	Efficiency and reliability of transportation	4	* 4
D	9	Safety	4	
D	10	Transportation Connections	3	3
TOTAL AVAILABLE POINTS -				
Consideration "A"			10	10
<p>Point System for D1, D2, and D10: 0 - No positive benefit; 1 - Potential positive benefit; 2 - Likely positive benefit; 3 - Significant positive benefit.</p> <p>Point System for D8 and D9: 0 - No positive impacts; 1 - Unlikely to make positive impacts; 2 - Potential positive impacts; 3 - Likely positive impacts; 4 - Significant positive impacts.</p>				
COMMENTS				

Port of Siuslaw
 Wharf Repair and Waterfront Renovation

Lane County & ODOT Staff Scoring
 March 24, 2010

COMMENTS (Continued):		

Consideration (c) - Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
* Items D1 and D3 are evaluated together with a shared point value				
D	1	Industrial or employments connections	* 3	3
D	3	Linking populations to medical care, social services, or shopping		
* Items D8 and D9 are evaluated together with a shared point value				
D	8	Efficiency and reliability of transportation system	* 4	4
D	9	Safety		
D	10	Transportation Connections	3	3
TOTAL AVAILABLE POINTS - Consideration "C"			10	10
Point System for D1, D3, and D10: 0 - No positive benefit; 1 - Potential positive benefit; 2 - Likely positive benefits; and 3 - Significant positive benefits.		Point System for D8 and D9: 0 - No positive impact; 1 - Unlikely to make positive impact; 2 - Potential positive benefits; 3 - Likely positive benefits; and 4 - Significant positive benefits		
* To determine the score of questions with a shared point value, score each question separately, then select the highest of the scores as the "appraiser's score."				
COMMENT:				

Port of Siuslaw
 Wharf Repair and Waterfront Renovation

Lane County & ODOT Staff Scoring
 March 24, 2010

Consideration (d) - How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
Overmatch Criteria ConnectOregon Total Project = Grant/Loan + 20% Match Example: \$100K + \$25K = \$125K = ConnectOregon Total Project				
C	1.d.	Applicant will provide >20% Overmatch (\$100K + 30% match = \$125,000)	1	
C	1.d.	Applicant will provide 40% Overmatch (\$100K + 40% match = \$166,666)	2	
C	1.d.	Applicant will provide 60% Overmatch (\$100K + 60% match = \$175,000)	3	
C	1.d.	Applicant will provide 80% Overmatch (\$100K + 80% match = \$200,000)	4	
C	1.d.	Applicant will provide >80% Overmatch (\$100K + 90% match = \$211,111)	5	
		TOTAL AVAILABLE POINTS - Consideration "D"	5	0
COMMENT:				

Port of Siuslaw
 Wharf Repair and Waterfront Renovation

Lane County & ODOT Staff Scoring
 March 24, 2010

Consideration (e) - Whether a proposed transportation project is ready for construction.

Part	Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
For this consideration, assume a grant execution date of September, 2011				
C	4	Project is ready to start construction 6 months after grant agreement execution.	5	5
C	4	Project is ready to start construction 12 months after grant agreement execution.	2	
C	4	Project is ready to start construction 18 months after grant agreement execution.	3	
		TOTAL AVAILABLE POINTS - Consideration "E"	5	5

FINAL POINT CALCULATION

	AVAILABLE POINTS	TOTAL SCORE
Consideration a -	Maximum 10 Points	10
Consideration b -	Maximum 10 Points (Use Score Provided By Economic Benefit Evaluation Team)	9
Consideration c -	Maximum 10 Points	10
Consideration d -	Maximum 5 Points	0
Consideration e -	Maximum 5 Points	5
	Maximum Available Points = 40	34

ConnectOregon III Project Descriptions

Sorted by **Mode and Region**
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
A	1	Port of Portland	PDX Deicing System Upgrade (A10101) The system enhancement will increase the effective deicer and anti-icer collection areas and storage capacity, allowing airport operations to proceed year round as Northwest Oregon's focal point for time critical commerce and tourism.	\$ 4,250,000.00
A	1	Port of Portland	Hillsboro Parallel Runway/Taxiway D (A10119) The project will construct a new parallel runway (Runway 12L/30R) and taxiway (Taxiway D) at Hillsboro Airport. The new runway will accommodate small general aviation aircraft and relieve existing and future congestion at the airport.	\$ 4,000,000.00
A	1	Port of Portland	Main Deck Cargo Loader (A10123) This project consists of purchase and delivery of a main deck cargo loader, similar to an FMC60, and an aircraft tail stand that can accommodate loading and unloading cargo on/off a Boeing 747 aircraft. This equipment purchase will help ensure PDX can continue to accommodate and attract large wide body freighter operations.	\$ 600,000.00
A	2	City of Newport	Air Service Subsidy (A20090) This Project continues and expands airline service for business and tourism travelers to and from the geographically isolated central Oregon coast. Airline service links the central coast to the Portland & Seattle airports and metro areas and the world beyond. This provides economic benefits as businesses and tourism travelers bring dollars and resources into the central coast and Oregon state.	\$ 4,216,926.40
A	2	Port of Astoria	Construct Airport Hangar and Shop, and Acquire Aircraft Tug (A20108) This project will design and construct a 6,336 sf metal building on an existing concrete slab at the Astoria Regional Airport to serve as a hangar and shop; and purchase an aircraft tug. This building will be leased by Seaport Airlines to protect their aircraft between flights.	\$ 520,000.00
A	2	City of Eugene	Airport Rental Car Wash Facility (A20110) The New Consolidated Rental Car Wash Facility (CONRAC) will replace the existing rental car facility at the Airport. The CONRAC will better address rental car and Airport operational needs as well as environmental considerations.	\$ 3,200,000.00
A	2	Port of Astoria	Airport Lower IFR Minimums (A20114) To lower aircraft flight approach minimum to Runway 26 for Astoria Municipal Airport.	\$ 3,520,000.00
A	2	City of Albany	Airport Runway Overrun (A20115) Construct a 450-foot paved overrun on the north and south ends of Runway 16-34 (900 feet total) for the Albany Municipal Airport. The safety overrun would be paved with asphalt concrete with sub base and base rock. No lighting, edge drains, parallel or connector taxiways would be constructed with the overrun.	\$ 780,000.00

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
A	2	Port of Tillamook Bay	Airport Terminal/Cargo Apron (A20142) The project consists of construction of facilities for the inter-modal transfer of freight. Included are an air cargo ramp, freight processing building, and support facilities such as access and parking. The project benefits existing local freight business with efficiency improvements and provides economic and growth opportunities.	\$ 2,500,000.00
A	2	Sportsman Airpark	Airport Runway Extension (A20156) Improve the basic runway infrastructure by repaving, lengthening, widening, and installing new night lighting on the existing runway.	\$ 1,136,800.00
A	2	Department of Aviation	Aurora Air Traffic Control Tower (ATCT) (A20160) Construct an Air Traffic Control Tower at Aurora State Airport to optimize air transportation and safety of aircraft. Project will provide 47 construction jobs for one year. It will employ 5 contracted air traffic controllers funded by the FAA on a permanent basis. Project will help local communities link air modes of transport with I-5 corridor to Portland and outlying businesses.	\$ 2,695,200.00
A	3	City of Roseburg	Airport Runway Extension (A30084) The City of Roseburg proposes to construct a 400-foot extension plus a 100 foot blast pad on the north end of the existing runway in order to improve the economic viability of the Douglas County area, and to enhance the efficiency and safety of airport operations to support existing and future airport users.	\$ 1,200,512.00
A	3	City of Ashland	Airport Taxi Way Extension (A30100) This project is for a taxi-way extension and subsequent underground utility installation at the Ashland Municipal Airport. Construction of a new taxi-way and underground utilities at the Ashland Airport will allow for job creation over the next few years by providing a key element in the future expansion of Ashland Municipal Airport.	\$ 433,100.00
A	3	Mercy Flights	Construct Hangar-Operations Building-Expand Office (A30122) Mercy flights proposes to update and consolidate obsolete hangars and operations. The improvements will allow Mercy flights capacity to accommodate growth, to promote operational efficiency and to become Commission on Accreditation of Medical Transport Services (CAMTS) Certified. CAMTS is expected to become a requirement for air ambulance operations in the coming years.	\$ 3,723,763.20
A	3	City of Brookings and Border Coast Regional Airport Authority	Del Norte County Regional Airport, Crescent City, CA Construct Airport Terminal (A30133) This airport project consists of an environmental study, design and construction of a new airport terminal building, aircraft apron area, vehicle parking facilities, realignment of Dale Rupert Road, new airport entrance road, plus infrastructure and utility improvements and security fencing.	\$ 7,000,000.00

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
A	3	Josephine County Grants Pass Airport	Relocate Fuel Tanks, Expand Hangar Taxiway Infrastructure (A30172) Along with current FAA approved/funded runway strengthening and lighting, this project will reduce congestion, improve safety, expand hangar/taxiway infrastructure, expand maintenance capacity to handle existing and future uses, add an AWOS, and relocate fuel tanks to a safer, more secure location. It will also add 22 airport jobs, and spur approximately 100 continuing jobs in the region.	\$ 3,680,000.00
A	4	City of Salem City of North Bend Klamath Falls SkyWest Airlines	Commuter Air Service: North Bend, Klamath Falls, Salem (A40099) SkyWest Airlines will: (1) add 4 daily Salem-Seattle flights, (2) invest \$2.8 million in a ticketing system, (3) add another airline code to improve connectivity at Portland, and (4) guarantee existing North Bend/Klamath Falls-Portland and new Salem-Seattle service for 2 years and 1 year, respectively. This project will benefit thousands of air travelers to/from four Oregon communities.	\$ 1,120,000.00
A	4	City of Bend and Leading Edge Aviation	Construct Airport Heliport (A40124) Construct heliport complex to serve central Oregon helicopter activities. The complex would expand capacity to meet the growing demands of helicopter activities, training and maintenance.	\$ 3,586,483.20
A	4	City of Klamath Falls	Construct Airport Aviation Maintenance Technology Center (A40127) The Klamath Falls Airport seeks a <i>Connect Oregon III</i> grant for the purpose of building an Aviation Maintenance Technology Center. The building would be used to support and create a Federal Aviation Administration Part 147 Airframe and Power plant mechanics program. The program would be a joint effort between Klamath Community College (KCC) and Oregon Institute of Technology (OIT).	\$ 8,000,000.00
A	4	City of The Dalles	Airport Runway Rehabilitation (A40135) The project will rehabilitate Runway 12-30 at the Columbia Gorge Regional Airport, located in Dallesport, WA. Construction activities include runway strengthening and removing the FAA identified line-of-sight hazard. Upon completion, the runway will be able to accommodate larger aircraft and thereby better contribute to the economic progress of the Mid-Columbia region.	\$ 3,503,184.00
A	4	City of Madras	Airport NAVAIDS (Runway End Identifier Lighting System (REILS), Taxiway Lights, Airport Weather Observation System (AWOS) (A40166) The Madras ConnectOregon III "Airport Operational Safety Improvements" project builds upon the success of the ConnectOregon II "Heavy Aircraft and Engine Maintenance Facility" project. Operational capacity and safety are enhanced for the entire airport through the improvements that provide improved access through a wider range of conditions (weather and night time) and improved aircraft staging area.	\$ 1,704,624.00

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total <i>Connect Oregon</i> Funds Requested
A	4	City of Malin	Pave Airport Runway/Taxiway (A40177) The City of Malin planned improvements to the Malin Municipal Airport will enhance the economic viability of the community. The intent of this project is to increase the usefulness of the rural airport by paving the gravel runway and taxiway. Within the scope of this project will be the addition of an area to park emergency vehicles, land medical helicopters and fuel aircraft as needed.	\$ 400,000.00
A	5	City of Ontario	Airport Runway/Taxiway Rehabilitation (A50095) This project would rehabilitate (maintenance overlay) the airport's runway and associated parallel taxiway and replace the aging runway edge lighting system. In addition, the airport's primary apron will be rehabilitated and expanded.	\$ 3,566,376.65
A	5	City of Baker City	Airport Taxiway and T-Hangar Access Improvements (A50106) Improvements to airport taxiways, paving, lighting and maintenance in accordance with the Baker City Airport (KBKE) Master Plan.	\$ 1,149,195.20
A	5	City of Baker City	Baker Air Service (A50128) Provide scheduled air service between Baker City and Portland by extending SeaPort Airlines' existing Portland / Pendleton service to Baker City Airport (KBKE). This will benefit local citizens, visiting tourists and businesses and government officials who need air travel services from Baker City to Portland and beyond. Scheduled air service will foster business development and create jobs.	\$ 800,000.00
A	5	Port of Morrow Boardman Airport	Airport Hangar and Apron (A50155) Project consists of making capital improvements to the Boardman Airport owned by the Port of Morrow. The improvements will benefit users of the airport facilities. Port will install a fueling station, AWOS equipment, GPS Approach, 9 new hangars and apron rehab and hangar access improvements.	\$ 299,880.00
M	1	Port of Portland	Barge Shippers Subsidy During Lock Closure (M10102) Provide support to upriver container shippers by mitigating the increased transportation costs related to the use of alternate transportation modes (truck and rail) during the 4-month closure of the barge system for lock repairs starting in December 2010.	\$ 1,639,552.00
M	1	Port of Portland	Dredge Oregon Equipment Upgrade (M10143) This project will replace the engines, dredge pump, electrical generators, and other equipment of the Dredge Oregon, thereby greatly improving its reliability, environmental performance, and operating costs. The Dredge Oregon is a crucial component of the dredging operations for the Columbia River Navigation Channel, securing the region's access to maritime trade routes.	\$ 5,000,000.00

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
M	1	Port of Portland	Terminal 6 Auto Storage Expansion (M10148) The project will construct site improvements to expand the storage capacity for auto imports through Berth 601 at Terminal 6. By increasing the land available for storage, the Berth 601 auto facility can increase throughput.	\$ 2,037,388.80
M	1	Port of Portland	Terminal 6 Crane Modernization (M10162) The project involves the modernization and upgrade of four container cranes at Terminal 6. The cranes are 6373, 6374, 6375, and 6379. The project will improve efficiencies and safety in the transfer of containerized cargo between four modes of transportation: ocean vessel, rail, truck, and river barge.	\$ 2,907,408.00
M	1	Port of Portland	Terminal 2 Crane Upgrade (M10175) The project will upgrade two gantry cranes, Cranes 2371 and 2372, located at the Port's Terminal 2. The improvements will increase the suitability and efficiency of the cranes to handle bulk cargoes. The Port is presently in lease discussions with a business that intends to locate at Terminal 2 and utilize the improved cranes. The new tenant will add major tonnage activity at Terminal 2.	\$ 2,141,040.00
M	2	Port of Siuslaw	Siuslaw Wharf Repair (M20083) This project will: repair piling and decking on a 22,000 sf wood wharf, extend the wharf 5,500 sf to allow for business expansion to create at least 10 new long-term jobs, retain 130 existing jobs, improve access to local jobs, maintain a critical link between water and highway transportation routes, and supply an economic benefit to the Florence area, Lane County and the state of Oregon.	\$ 1,748,352.00
M	2	Columbia River Bar Pilots	Columbia River Bar Safety Technology (M20085) This project will create an instrumentation system to accurately monitor and predict wave hazard conditions on the Columbia River Bar. It will be composed of wave data buoys that will directly benefit small and large vessels alike, and an advanced Dynamic Underkeel System which will benefit the thousands of deep draft vessels that cross the Columbia River Bar.	\$ 451,670.40
M	2	Port of Astoria	Pier 3 Barge Dock (M20111) Installing 642 feet sheet pile and tie backs on the east side of Pier 3 will create space for barge traffic at Port of Astoria.	\$ 960,000.00
M	2	Port of Astoria	Tug Service (M20112) Stand by Tug Service to improve safety, response time, and reduced costs for cargo ships on the lower Columbia River.	\$ 960,000.00
M	2	Port of Astoria	Pier 1 Crane Acquisition (M20113) Purchase and install a crane at Pier 1 to increase the efficiency of local businesses to move their goods through the freight transportation system.	\$ 1,600,000.00

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
M	2	City of Astoria	17th St Dock Reconstruction (M20132) The City of Astoria is applying for this grant to reconstruct the 17th Street Dock near downtown Astoria. The dock is utilized by two US Coast Guard cutters, tour boats, the Columbia River Maritime Museum and recreational craft. The wooden dock is approaching the end of its useful life, and must be replaced with a steel and concrete structure that will accommodate future use.	\$ 3,756,000.00
M	4	City of the Dalles	Marine Terminal Rehabilitation (M40118) The project will rehabilitate an existing marine terminal located adjacent to Downtown The Dalles on the Columbia River. Restoration activities include dock, pier, and transit loop construction; installation of a gib crane and gangway; and preservation of an existing barge mooring. Upon completion, the facility will accommodate commercial, industrial, and recreational applications.	\$ 2,055,300.00
M	5	Port of Morrow	T-3 Facility Improvements (M50153) Project consists of making capital improvements to the marine intermodal container facility at the Port of Morrow. The improvements will reduce the staging necessary for loading and offloading barges, reducing container moves and costs, equipment use, emissions and time. This will increase efficiencies. We hope to accomplish this project during the Corps of Engineers extended lock closure.	\$ 1,367,072.00
M	5	Tidewater Terminal Co.	Umatilla Petroleum Terminal (M50159) Tidewater Terminal Co. owns and operates a liquid storage terminal in Umatilla, OR which handles diesel fuel and liquid fertilizer for distribution throughout Eastern Oregon. We are requesting funds to increase storage capacity, add a new connection between rail and truck, and more efficiently transfer products between barge, railcar, and truck.	\$ 1,305,800.00
MR	1	Sause Bros., Inc.	Acquisition of Heavy-Lift Equipment (MR10139) Acquisition of mid-range lift truck and reach stacker container handler to increase Sause Bros. cargo handling capability at Teevin facility by at least 25%. Enhances ability to handle greater variety of Oregon goods for barge transport and provides for hiring of additional longshore crews and yard workers at both shipping and receiving ends, while providing significant environmental benefits.	\$ 636,591.20
R	1	Hampton Tree Farms/ Front Ave II Ltd Partnership	Front Street Transload Expansion (R10082) This project involves the expansion and improvement of Hampton's Front Street Transload facility. The rail infrastructure system supports Hampton Lumber Sales and is strategically needed to sustain and grow the business. This project includes the installation of a 1000 foot spur and the upgrade of a 220 foot railroad crossing which are needed to support the operation of the Front Street facility.	\$ 725,538.00

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
R	1	Union Pacific Railroad Company	Barnes Yard Bypass (R10088) Construct 10,500 foot By-pass Track with 6,000 feet of new construction and rehabilitation of 4,500 feet of existing yard trackage. Relocate 5 yard turnouts, and install left-hand yard crossover.	\$ 5,568,354.67
R	1	Port of Portland	Terminal 4 Rail Upgrade (R10092) This project will upgrade the rail infrastructure at Terminal 4. Existing 90 pound rail will be replaced with 132 pound rail to accommodate the current standard for rail cars.	\$ 1,170,467.72
R	1	Portland & Western Railroad, Inc.	Columbia River Corridor Upgrade (R10094) Phase 2 of Columbia River Rail Corridor Project from ConnectOregon II, upgrading 5+/- miles of rail on the Astoria Line plus upgrade bridges, weld rail and install switches, between the cities of Linnton and Port Westward, in rural Colombia County, to facilitate safe transport of trains of 286,000 pound railcars. Portland & Western Railroad will be supplying a 25% match to this project.	\$ 4,769,591.74
R	1	Tarr Acquisition, LLC	Tarr Liquid Bulk Facility (R10096) Rail and facility improvements and property purchase to accommodate relocation of Tarr from a non-rail served site to a rail-served site. Facility will handle rail cars inbound from national origin points and will blend chemicals for regional and national distribution by truck. Project will streamline operations and eliminate double handling and needless over-the-road transportation leg.	\$ 1,472,000.00
R	1	Teevin Bros. Land & Timber Co, LLC	Rail-to-Barge Facility (R10104) To create an intermodal facility that efficiently links rail to barge. Located on the Columbia River in Rainier, Oregon, the Teevin Bros terminal is a multimodal facility linking roads, rails and waterways. This project capitalizes on this strategic location by adding additional rail siding, transloading and cross-docking area, handling equipment, and barge/ship moorings.	\$ 3,792,423.58
R	1	Peninsula Terminal Co.	Peninsula Terminal-BNSF Connection (R10018) Rail upgrade for future construction of a connection between Peninsula Terminal Railroad and BNSF Railway at BNSF's A and B Yards at Terminal 6 including a 4,000-foot interchange track. Freight and passenger rail operations in the corridor will benefit from the improved interchange operation from a reduction of switching movements that block both north-south mainlines at North Portland Junction.	\$ 1,179,704.00
R	1	Northwest Container Services, Inc.	Track Expansion (R10131) Northwest Container Services (NWCS) proposes to expand its intermodal container facility in Portland, Oregon. The project would consist of constructing two additional tracks to handle international cargo and domestic cargo such as solid waste.	\$ 1,337,691.20

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total <i>Connect Oregon Funds Requested</i>
R	1	Pacific & Western Railroad	Banks Rail Connection (R10146) Purchase land and build a two-thirds-mile rail connection between two of Portland & Western's (P&W) branch lines to expedite trains between P&W's Astoria Line to the Willamette Valley. In addition, acquire 3.5 miles of leased railroad right-of-way from Port of Tillamook Bay (POTB) as part of the connection.	\$ 2,381,784.80
R	1	Port of St. Helens	Rail Infrastructure ORPET Site (R10167) This project will enhance rail infrastructure at the Multnomah Industrial Park in St. Helens, Oregon, the future site of ORPET, a new public-private partnership planning to build a 90,000 square foot plastic bottle recycling facility at the site. The industrial site is currently home to McCormick Piling & Lumber Co., an Oregon corporation.	\$ 1,822,972.80
R	2	Albany & Eastern Railroad Co.	Lebanon M-Line Rehabilitation (R20080) The project is located on the Albany & Eastern Railroad (AERC) in Linn County, Oregon between the cities of Lebanon and Albany. The purpose is to upgrade 12 miles of track by replacing 31,272 deteriorated cross ties, addition of ballast rock, and surfacing of track. This will improve the track from its Federal Railroad Administration (FRA) Excepted Status (below minimum standards) to Class 2.	\$ 2,811,619.36
R	2	City of Lebanon	Santiam Spur Bridge Replacement (R20097) AERC has obtained funding through the Industrial Rail Spur program to replace nearly 3000 feet of the City owned Santiam Spur line. This project will complete the upgrade of this spur line by installing concrete panels along the line to facilitate usage of the street by both rail and vehicles. Also a new rail bridge will be replaced over the Santiam Canal.	\$ 903,360.00
R	2	City of Albany	Platform/Rail Improvements (R20103) The project will result in the design and construction of platform and rail-improvements for the Albany Multimodal Transportation Center. The platform represents the fifth stage of improvements to the Multimodal Facility and will include approximately 1200 feet (366 meters) of platform, rail and safety improvements in full compliance with ADA requirements.	\$ 1,621,384.00
R	2	Port of Astoria	Rail Siding-Spur (R20109) Install an industrial siding and rail spur at the North Tongue Point Marine Industrial Site and automate the swing bridges at John Day River and Blind Slough crossings on the P&W Railroad line that runs from Astoria to North Portland.	\$ 1,200,000.00
R	2	Benton County	Bailey Branch Acquisition-Rehabilitation (R20120) The proposed project includes the property acquisition and required improvements to keep the Bailey Branch in operation as the current owner, Union Pacific, has started the rail abandonment process. The existing track does not meet current railroad loading requirements and, as such, must be upgraded to continue operation.	\$ 2,400,000.00

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
R	2	Portland & Western Railroad	Albany (South) Terminal and CTC (R20121) To upgrade and enhance terminal tracks, switches, turnouts, crossovers and related signaling in Albany, Oregon between UPRR MP 689.67 and UPRR MP 690.25.	\$ 3,252,000.00
R	2	Albany & Eastern Railroad	Sweethome Branch Tie Rehabilitation (R20129) The project is located on the Albany & Eastern Railroad (AERC) in Lebanon, Linn County Oregon. The project scope is to revitalize 14 miles of track by replacing 33,600 deteriorated cross, adding ballast rock and surfacing between the cities of Lebanon and Sweethome. This will improve the track from Federal Railroad Administration (FRA) Excepted Status (below minimum standards) to Class 2.	\$ 2,675,489.28
R	2	Union Pacific Railroad Company	Bridge Replacement (R20138) Replace a rail bridge over the Willamette River near Harrisburg, Oregon.	\$ 10,000,000.00
R	2	Willamette Valley Railroad	Bridge Repair Pudding River-Zollner Creek (R20145) Repair bridge over Pudding River (MP 2.1) and bridge over Zollner Creek (MP 4.5).	\$ 640,000.00
R	2	Willamette Valley Railroad	Woodburn Facility Improvement (R20147) Make improvements to Woodburn intermodal facility by adding a warehouse, concrete dock, fencing, lighting and paving to the existing yard. This will benefit both current customers and potential customers needing cross dock and storage facilities in the Mid-Willamette Valley.	\$ 624,000.00
R	2	Fuel Logistics LLC and Track 702 LLC	Rail Terminal Ethanol Pump Station (R20149) Create a rail terminal pumping station for delivery of Ethanol from the midwestern U.S. supply to the Eugene tank farm to supply the entire southern part of Oregon. This would eliminate the current unsafe practice of 4000 tanker trucks per year to shuttle the fuel the final mile from rail to fuel tank farm and provide an efficient backup method of fuel delivery to the Eugene tank farm terminal.	\$ 693,028.80
R	2	Pacific & Western Railroad	Albany Terminal Passing Track-CTC (R20152) To upgrade and enhance P&W terminal tracks, switches, turnouts, crossovers and related signaling on the north end of Albany, Oregon's rail terminal. (Portland & Western, Union Pacific and AMTRAK operations.)	\$ 3,864,000.00
R	2	Pacific & Western Railroad	Marion Rail Replacement (R20154) Replace eight miles of rail and install 4,320 ties between Salem and the Santiam River on P&W's OE District. In addition, repair unstable ground near MP 79.	\$ 5,403,327.09
R	2	Union Pacific Railroad Company	Albany Central Transit Center (R20161) Replace existing automatic block system with modern centralized dispatching center signaling system to improve performance, reliability and capacity.	\$ 4,323,836.40

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
R	2	Pacific Recycling, Inc.	Pacific Recycling Inc. Reloading and Dismantle Facility (R20174) Development and construction of 11.08 acre multimodal reloading and railcar dismantling facility to service and benefit businesses in Oregon, giving them the ability to reach markets via railroad transportation in terms of both shipping and receiving while giving our current scrap facility the ability to transport scrap metal by rail.	\$ 2,800,000.00
R	3	Port of Coos Bay	Rail Road Rehabilitation (R30089) This project would continue rehabilitation of the Coos Bay rail line to restore freight rail service to businesses in Coos, Douglas, and Lane Counties. The project would include repair of five tunnels; repair/replacement of ballast, ties and rail; repair of three swing span bridges; repair/replacement of grade crossing surfaces and signals; culvert rehabilitation; and fixed bridge/trestle repairs.	\$ 7,799,976.00
R	3	Alcan Cable	Rail Spur-Siding-Warehouse (R30125) A project to build a rail spur, rail load/unload dock, truck load/unload dock and warehouse at Alcan Cable's manufacturing plant in Roseburg, Oregon. The project will allow for the delivery of a primary raw material (aluminum rod coils) to the factory by rail. The delivered cost of the primary raw material will be lower, thus support the economic viability and sustainability of the business.	\$ 2,084,200.00
R	3	Cross Creek Trucking	Cross Creek Trucking Rail Hub (R30169) Expand the existing trucking facility to include rail as an additional transportation mode and establish a multi-modal hub operation for shippers in the Rogue Valley. The expansion is based on establishing a reload/transload operation including truck to rail operation at the existing facility. Further expansion will be based on the market and shipper needs.	\$ 361,512.00
R	3	Siskiyou Region Rail Road Authority	Acquire Black Butte Branch Line (R30173) Siskiyou Regional Railroad Authority proposes purchasing the Black Butte Branch Line (track and related structures) 80 miles from Black Butte near Weed, CA (MP 346.00) to Belleview, OR (MP 425.90). The proposed project would also fund six months of operating expenses. SRRA has completed a feasibility study, operational analysis and signed an MOU with Union Pacific. This project is ready to proceed.	\$ 13,367,764.00
R	4	City of Prineville Railway	Rail Road Site Preparation & Study (R40081) The Prineville Railway Enhancement Project builds on Connect Oregon I and Connect Oregon II Projects as well as the ARRA Stimulus Track Rehabilitation Project currently being completed on the Prineville Railway. The City of Prineville Railway has become the premier transportation provider and will ensure continued access to rail for all of Central and Eastern Oregon.	\$ 3,504,000.00

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
R	4	Gilliam County	Shutler Rail Siding (R40126) Construction of an additional 2,250 feet rail siding at Shutler Station Industrial Park as Phase Two in the development of Shutler Wind Distribution Center. New track enables unit trains of wind plant components to direct rail ship to Gilliam County, reducing both transportation costs and component freeway traffic by eliminating interstate truck transport to local wind development projects.	\$ 653,600.00
R	4	Klamath Northern Railway and Interfor Pacific, Inc.	Track Upgrade to 132# (R40171) The project to be funded by the grant involves the upgrading of a portion of the Klamath Northern Railway shortline railway to allow for the safe and efficient transportation of large capacity railcars and protect jobs vital to the region. The existing lighter weight track on approximately 1.1 miles of railbed will be replaced with 132-lb. rail.	\$ 857,471.70
R	5	Port of Umatilla	Loading Facility (R50091) The Port of Umatilla Intermodal Expansion Project entails a compilation of capital construction, rail investments, and equipment acquisition necessary for the expedited movement of intermodal freight containers originating from and/or traveling through the Port of Umatilla.	\$ 3,832,000.00
R	5	Wyoming Colorado Railroad	Malheur Junction Wye (R50130) Replace 250 ties and build up walkway on the east leg of the Wye to meet ODOT rail division standards.	\$ 27,100.35
R	5	Union Pacific Railroad Company	Hinkle Yard Track Connect (R50140) Construct 3,000 ft pullback trail track and crossovers.	\$ 6,963,402.22
R	5	City of Irrigon	Irrigon Rail Switch (R50170) The project would provide a rail switch from the Union Pacific main line that runs north and parallel to I-84 to the existing track at the Umatilla Army Base. Along with the switch, approximately 1 mile of siding would need to be replaced. Once completed, this project would provide for rail access to the Irrigon Industrial Complex.	\$ 1,746,382.40
R	5	P C Energy LLC	PC Energy LLC Biodiesel Facility (R50176) PC Energy will be using grant funds to recondition approximately 900 feet of rail siding to allow access to a new diesel/biodiesel tank farm and truck loading facility to provide blended biodiesel to Eastern Oregon.	\$ 434,700.00
RT	1	TriMet	Union Pacific Brooklyn Yard Access Improvement (RT10136) This project will improve the Union Pacific's Brooklyn Yard truck egress by providing a direct connection to Hwy 99E and reducing conflicts with other truck and neighborhood traffic. The intersection of SE Harold St. & 99E will be reconstructed in addition to improvements within the UPRR Brooklyn Yard to facilitate safer and more efficient truck egress for access to rail/truck intermodal yard.	\$ 2,604,000.00

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total <i>Connect Oregon Funds Requested</i>
RT	5	Wallowa Union Rail Authority and Sumpter Valley Machine Works, LLC	Rail Repair Shop (RT50134) The project will construct a shop for full repair and maintenance of locomotives and other railroad rolling stock, which will facilitate relocation and expansion of an existing business to service and repair locomotives and cars. The project will also construct a multi-modal transportation hub and park & ride lot to serve excursion train passengers, transit bus passengers and bicycle riders.	\$ 5,175,810.06
T	1	TriMet/City of Portland	Southeast Pedestrian Crossing (T10087) This project will improve the safety and reliability of pedestrian connections across existing UPRR freight track and future Portland Milwaukie Light Rail tracks. Additionally, these connections will strengthen and improve pedestrian connections between neighborhoods and provide access and direct connections for neighborhood pedestrian routes to new light rail stations.	\$ 3,812,000.00
T	1	City of Portland and Portland Development Commission	Portland Streetcar Relocation (T10093) The project will provide a new alignment of dual streetcar track, provide access to 700 new jobs, improve the substandard pedestrian and bike crossings, increase safety and transit ridership. The project moves a streetcar station off of 5th, where it interferes with the transit mall and lightrail operations. Removing the contra flow alignment on 4th reduces congestion and delivery times.	\$ 1,958,651.20
T	1	Wilsonville SMART Transit	Operations Center (T10107) The SMART Operations Center facilities will be a focal point for customer service at SMART Central @ Wilsonville Station, the terminus for WES commuter rail. It will provide urgently needed space for administration, dispatch, customer service, training, operations, bus maintenance, and future retail. It completes key elements of the Wilsonville Station commuter rail, park and ride development plan.	\$ 2,000,000.00
T	1	TriMet	MAX Station Refurbish-BlueLine (T10117) Repainting of all of metal surfaces at Cleveland, Gresham City Hall, 172nd, 148th, Gateway, 82nd, 60th, and 42nd Banfield (MAX Blue Line) Stations, and repainting of the Station Shelters and Furnishings at the Gresham Central, Ruby Junction, 181st, 122nd, and 102nd MAX Blue Line Stations (at these stations some surfaces have recently been repainted so some surfaces are not needed).	\$ 440,640.00
T	1	Ride Connection	Construct Transportation Center (T10137) Ride Connection will develop a 16,000 to 40,000 sq ft facility that will become the permanent home for Ride Connection's programs. This will be a central resource in the Portland Metropolitan area for individuals of all ages, abilities and incomes, allowing them to participate and learn about transportation options, including public transit and other supportive transportation services.	\$ 8,545,205.36

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
T	1	TriMet	Lake Oswego Streetcar (T10157) A \$2 million loan to advance funding to complete the Preliminary Engineering and NEPA analysis for the Lake Oswego to Portland Streetcar project. The Project will design a higher capacity transit connection between the Lake Oswego Town Center and the Portland City Center mostly using a publicly-owned railroad right-of-way parallel to Hwy 43.	\$ 2,040,800.00
T	1	Tualatin Hills Park & Recreation	Tualatin Waterhouse Trail (T10168) The segment of Waterhouse trail in this application is the last unfunded segment to complete a 5.5-mile trail. The Bond-funded project currently underway will complete Segments 1, 5, and a connection between Waterhouse Trail and the Rock Creek Regional Trail. Another separate project also currently underway will complete a link between the Waterhouse Trail and the Westside Regional Trail. The portion submitted here is part of Segment 4, a sensitive creek crossing and street link, and would be the only portion of the trail unfunded at the completion of the current Bond project. The budget for the Bond-funded Waterhouse Trail project is \$3,700,000, all funded by THPRD's recent Bond. The link to the Westside Trail is funded at 1,500,000. The completion of the Westside Trail is funded at \$4,150,000. The total public investment in this trail network is \$9,350,000. All of Waterhouse Trail would be eligible for this funding. The Westside to Waterhouse trail would also be eligible. These two projects total \$5,200,000.	\$ 382,704.00
T	2	Salem Transportation District	Rickreall Park & Ride (T20086) Develop a park and ride facility on property owned by Polk County. The properties involved are on and adjacent to the Polk County Fairgrounds near the intersection of U.S. Highway 99W and Oregon Highway 22. The park and ride will benefit commuters along these corridors and create easy access to public transit, vanpools and carpools.	\$ 243,200.00
T	2	Sunset Empire Transportation District	Acquire 16 Hybrid Electric Vehicles (T20105) The GRO (Greening Rural Oregon) Transit Consortium is made up of transit agencies in Columbia, Clatsop, Tillamook and Benton counties. The consortium is requesting \$4,000,000 for the purpose of purchasing a total of 16 hybrid electric vehicles for operating the coastal transit connector system which will provide the necessary equipment for the agencies to refine and improve coastal connections.	\$ 3,200,000.00
T	2	Salem Transportation District	Cherriots Trolleys (T20116) Purchase of two rubber-tired trolley buses for local downtown circulator service.	\$ 720,000.00
T	2	Lane Transportation District	Gateway Park & Ride (T20141) The Gateway Park & Ride project will provide connections to industrial and employment areas, link workers to jobs, provide for efficient and reliable means of transportation for commuters around the region, and generally improve the quality and safety of Gateway Street and International Way.	\$ 3,958,229.60

ConnectOregon III Project Descriptions
Sorted by Region
(Updated 1-5-10)

MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total <i>Connect Oregon</i> Funds Requested
T	2	City of Albany	Construct Transit Facility (T20151) The City of Albany has proposed to construct a new operations and maintenance facility to support existing and future fixed route (ATS), demand-response (Call-A-Ride), and regional (e.g. Linn-Benton Loop) transit services.	\$ 2,400,000.00
T	2	Yamhill Community Action Partnership (YCAP)	Construct Transit Operations Facility (T20158) YCAP is building a new facility in 2010 that will improve and expand the capacity of YCAP's Transit Program by constructing a transit yard--including a dispatch office, driver break room and bathroom, on-site bus parking, and a washing/maintenance building. The project will improve existing public transit services for Yamhill County and provide opportunity to expand routes and boost ridership.	\$ 400,000.00
T	2	Sunset Empire Transportation District	Transit Center (T20163) The South County Transit Center is a partnership between Sunset Empire Transportation District and the Sunset Empire Park & Recreation District that will serve to stimulate more economic activity, reduce congestion through increased bus ridership and incorporate child care/food bank services in a centrally located transit hub in south Clatsop County.	\$ 3,046,000.00
T	3	Rogue Valley Transportation District	CNG Fueling Infrastructure Improvement (T30144) The project increases capacity for RVRTD to fuel its bus fleet with compressed natural gas. The existing infrastructure requires rebuilding or replacement because of its age. Replacing fueling infrastructure will create capacity to fill more vehicles and to fill the existing bus fleet faster, at higher pressure. Higher fuel pressure, faster fueling and more dispensers will increase efficiency.	\$ 726,870.40
T	4	Central Oregon Intergovernmental Council and City of Redmond	Transportation Maintenance and Operations Facility (T40098) The project will construct an 11,000 square foot Transit/Fleet Vehicle Maintenance Facility and Transit Operations Center on the City of Redmond Public Works Department's new 10 acre site (former 84 Lumber/Ponderosa Moulding site). The project will include structural retrofits to existing structures to accommodate Cascade East Transit fleet storage and wash bay needs, and is ready to proceed.	\$ 2,596,700.00
T	5	Confederated Tribes of the Umatilla Indian Reservation	Construct Transit Center (T50150) Construction of a transit / multi-mobility center where CTUIR Public Transit will converge with the CTUIR motor pool and public works equipment corporation yard in a planned facility. The facility will provide a center for the operation, covered storage, maintenance and dispatch of all CTUIR program vehicles adjacent to the Tribes new Governance Center.	\$ 1,561,021.60

PART B: Project Description

1. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)
The New Consolidated Rental Car Wash Facility (CONRAC) will replace the existing rental car facility at the Airport. The CONRAC will better address rental car and Airport operational needs as well as environmental considerations.

2. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)
The CONRAC would be constructed on the south side of the Airport on property currently owned by the Airport. Specifically, the CONRAC would be located east of the new air cargo facility and southeast of the intersection of the roads Air Cargo Way and Old Airport Road.

The CONRAC would include the following: staff parking lot; 2 long term parking lots with 278 spaces and a truck load/unload zone; 2 post wash parking lots with a total of 84 spaces; trash enclosure; hand wash area; two automated wash bays; fuel and vacuum station; fuel tanks; maintenance and administration bay; and gates to entrances on the north and southwest sides of the facility.

The CONRAC would be an asset to the transportation industry of Eugene as it would better serve to meet the transportation needs for business and tourism in the Eugene region. The CONRAC would be used by several rental car companies currently operating at the Airport. The companies operating at the Airport are: Enterprise/Alamo/National, Avis/Budget, and Hertz. The new facility would promote growth of the companies as they would have the parking lot space and efficient wash bays for new cars. The CONRAC would aid in attracting air service and passenger traffic to the Eugene area by enhancing the customer experience and improving accessibility to the transportation network.

The CONRAC is supported by the 2000 Airport Master Plan, and the 2009 update to the Airport Master Plan, which designates the new facility as part of the future growth of the Airport. Additionally, the Regional Transportation Plan (Metro Plan) has adopted the 2000 Airport Master Plan, thus approving the CONRAC. The Metro Plan is the guide to the investments in the region's transportation system and is used to reduce congestion, improve transit service, access to transit, and maintain freight access. The Metro Plan's inclusion of the CONRAC supports the role that it will aid in the improvement of transportation in the region.

Please see:
Appendix A - Project Map and Layout

PART B: Project Description

1. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

Create a rail terminal pumping station for delivery of Ethanol from the midwestern U.S. supply to the Eugene tank farm to supply the entire southern part of Oregon. This would eliminate the current unsafe practice of 4000 tanker trucks per year to shuttle the fuel the final mile from rail to fuel tank farm and provide an efficient backup method of fuel delivery to the Eugene tank farm terminal.

2. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The over all purpose of this project is to increase efficiency increase safety and reduce truck traffic and the resulting pollution from these activities.

The State of Oregon and the Federal Government mandate the use of 10% of Ethanol "E-10" to be mixed into gasoline sold in the State of Oregon. All of the gasoline in the Southern part of the state, from Eugene to Medford and points east and west, come from the petroleum tank farm in Eugene which is the end of the pipeline that comes down from Portland. All of the gasoline is then trucked to all of the cities in the southern part of the state. Currently all of the Ethanol that is mandated by the government to be mixed into this gasoline is hauled by rail from the Midwestern U.S. to Eugene (1200 plus tank cars per year) where it is trans-loaded into over 4000 tanker truck loads and pumped into the Eugene tank farm terminal to be mixed with the gasoline to be shipped all over the state.

At this time the 3 or 4 rail spurs that are being used in the Eugene area for this trans-loading offer no security and no secondary containment in case of a spill. All of this material is being trans-shipped in the middle of the night because of safety concerns and because the tank farm in Eugene is already operating at 120% of designed capacity and could not possibly receive this volume of material during the day.

Our project would enable Ethanol or any other distillate that cannot be pumped in the pipeline down from Portland to come directly on rail to the tank farm where it could be safely pumped directly into the tank farm tanks. This new state-of-the-art pumping station would be secure and would offer secondary containment in case of a spill. It would remove 4000 tanker truck trips from our streets thereby eliminating all of the pollution and the emission of all of the VOCs and fumes caused by trans-loading these distillates twice as is the current procedure.

Not only will this project greatly increase the efficiency of the handling of this volatile and important commodity, it will greatly reduce the very real dangers of trans-shipping 4000 tanker trucks of fuel on our local streets.

Other benefits include a \$1,000,000 per year reduction in the cost of Ethanol to the consumer due to a reduction in the cost of shipping and handling. Also, in the event of an interruption in the flow of distillates down the pipeline from Portland due to a disaster natural or otherwise, it would offer a much faster, more reliable and safer method of railing in large quantities of fuel in an emergency. Another very likely benefit is the Federal Government is considering increasing the Ethanol mandate from 10% to 15%. This increase would only make a very tenuous supply chain even more fragile. This project is definitely in the best interest of the public.

The current supply system is not sustainable and is only being used because of the governmental mandate and because there is no alternative at this time. The current procedure is not being done in accordance with local, State or railroad best management practices and is probably not even legal.

PART B: Project Description

1. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The Gateway Park & Ride project will provide connections to industrial and employment areas, link workers to jobs, provide for efficient and reliable means of transportation for commuters around the region, and generally improve the quality and safety of Gateway Street and International Way.

2. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

This project will construct a transit Park & Ride lot and construct two curbside transit stations. The Park & Ride facility will be served by the Gateway EmX, a bus rapid transit line that is currently under construction. Bus rapid transit is a transit mode that uses rubber-tired vehicles to emulate the operating characteristics and image of light rail. With EmX, LTD has been a pioneer in the development of bus rapid transit in this country. Park & Ride lots are a key element of bus rapid transit, as they provide convenient access for those who would otherwise have difficulty accessing the system.

The Gateway EmX is an extension of the extremely successful Franklin EmX that has been in operation since January 2007. The Franklin EmX, which travels between downtown Eugene and downtown Springfield, exceeded 20-year ridership projections in its first year. The Gateway EmX extends EmX service from downtown Springfield to the Gateway/RiverBend area to the north.

This Park & Ride lot is very well located with convenient freeway access and would serve those traveling from north of the metro area as well as from northwest Eugene. EmX connects the Park & Ride lot with the new PeaceHealth hospital at RiverBend, the University of Oregon, and downtown Eugene.

The Gateway Park & Ride would also serve as a meeting place for carpools and vanpools. LTD currently has four van pools that originate in the Eugene-Springfield area and travel daily to Corvallis and Salem, and the use of vanpools will certainly increase over time. The Gateway Park & Ride will provide a convenient meeting place for those vanpools.

The Park & Ride lot would be on the western portion of the property with the eastern part of the site (not to be purchased within this grant), which fronts on Gateway Street, to be used for future transit-oriented development. Two curbside EmX stations will be constructed at the intersection of Gateway Street and International Way to serve the Park & Ride lot.

The property to be purchased is vacant land that is currently owned by the State of Oregon. It surrounds a State Police and crime lab facility. The property has been declared as surplus by the State and was made available to other public agencies prior to sale on the open market.

PART B: Project Description

1. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)
Development and construction of 11.08 acre multimodal reloading and railcar dismantling facility to service and benefit businesses in Oregon, giving them the ability to reach markets via railroad transportation in terms of both shipping and receiving while giving our current scrap facility the ability to transport scrap metal by rail.

2. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)
This project will consist of the purchase of 11.08 acres of private property that will be developed into a multimodal reloading and railcar dismantling facility that will include the installation of a switch onto an existing UPRR branch line and 1800' of spur track, to include a rail scale. The development of the 11.08 acres will include the installation of approximately 4 acres of concrete hard surfacing in areas of heavy equipment travel, the construction of a 24,000 square foot steel clear span building to warehouse weather sensitive freight materials, and the purchase of a railcar mover. The facility will have the capacity to hold up to thirty railcars at once. This facility will provide multimodal transportation services to Western Oregon, and beyond, affording Oregon businesses the service of transporting and receiving goods to and from points not economically feasible solely by truck. This project will also allow our current scrap metal recycling facility to transport scrap metal to market by rail, as well as transport inbound shipments of scrap metal for purchase by rail. This will include the ability to purchase end of life cycle railcars and locomotives for scrap metal and transport by rail to our facility for dismantling.

PART B: Project Description

1. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

This project will: repair piling and decking on a 22,000sf wood wharf, extend the wharf 5,500sf to allow for business expansion to create at least 10 new long-term jobs, retain 130 existing jobs, improve access to local jobs, maintain a critical link between water and highway transportation routes, and supply an economic benefit to the Florence area, Lane County and the state of Oregon.

2. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The transportation asset that will result from this project is a restored and expanded wharf which connects marine and highway transportation systems. The Old Town Wharf, located in the City of Florence in western Lane County, was built in 1966. Please see Attachment B.2.A & B. Location Map and Site Plan. The wharf is the only commercial transfer facility on the Siuslaw River and provides the link between the federally authorized navigation channel of the Siuslaw River and the state highway system. We are requesting funds to complete recommended wharf repairs, and to extend the footprint of the wharf by 5,500sf for business development. The Old Town Wharf is the essential link between river traffic, including commercial fishing and tourism, via City streets, to State highways. These highways connect Florence east to Eugene and the inland Willamette Valley (Hwy 126), and north and south to the coastal cities of Newport and Coos Bay (Hwy 101), respectively. The wharf is located about 0.5 miles from Highway 126 and about 0.2 miles from Highway 101. Rail lines are approximately 1.5 river miles from the wharf. The Oregon International Port of Coos Bay recently purchased the line and plans to have rail service operating again in 2010. Long-term plans call for use of this rail line for a new west coast container service to begin at Coos Bay. The US Coast Guard Siuslaw Station uses the wharf facility for inspections, transportation, and, as the Port is a harbor of refuge, for distressed vessels needing safe harbor. Commercial fishermen use the wharf on a regular basis. The Siuslaw Fisherman's Association raised over \$300,000 in private funds to place a new commercial ice machine on the wharf in 2009; it is slated to begin operations in 2010. When operational, it will be the only ice plant within 50 miles north or south. Commercial fishing businesses will save time and fuel by icing up in Florence, versus traveling to neighboring ports. In addition to commercial fishing activity, the wharf and adjoining transient dock is used by recreational boaters and fishing enthusiasts, including large yachts traveling the Pacific coast. The transient dock and Maple Street landing were replaced in 2009 through a combination of federal, state and Port funds. The old transient dock, the same vintage as the wharf, had been closed to use since 2005 because of deterioration and unsafe conditions. Part of the dock replacement project included the installation of a 2 ton hoist on the wharf, to move seafood and freight, and electrical upgrades to serve the new ice plant as well as to provide for future business growth. Local fishermen envision a custom cannery and smokehouse located adjacent to the ice plant. Two restaurants, Mo's and ICM, are located on the wharf and provide a significant tourism draw for the area, as well as supplying approximately 110 jobs for the local economy. The wharf extension will allow Mo's to complete a long-desired expansion of their Florence restaurant. When the Port completes construction of the additional wharf piles and decking, Mo's will invest \$80,000 of its own funds to pay for a 1,500 sf building expansion. They anticipate this expansion will provide 10-15 new long-term jobs in Florence. In 2008, the Port had Berger/Abam Engineers conduct an above/below water survey of the wharf. Please see Attachment B.2.C. Forty-eight of the wharf support piles are at or below 50% of the pile remaining; 7 piles have 10% or less of pile area remaining. An additional 52 piles are at 75% of pile area remaining. The Port has already completed the immediate repairs Berger/Abam recommended, including replacing the Maple Street landing, Mo's service entrance, and some wharf stringers. This current project is to complete the long-term repairs recommended by Berger/Abam to provide the wharf with an additional 20 years of service. These repairs include replacing damaged bracing, subcaps, pile posts, deck planks and stringers, as well as jacketing 78 wharf support piles.