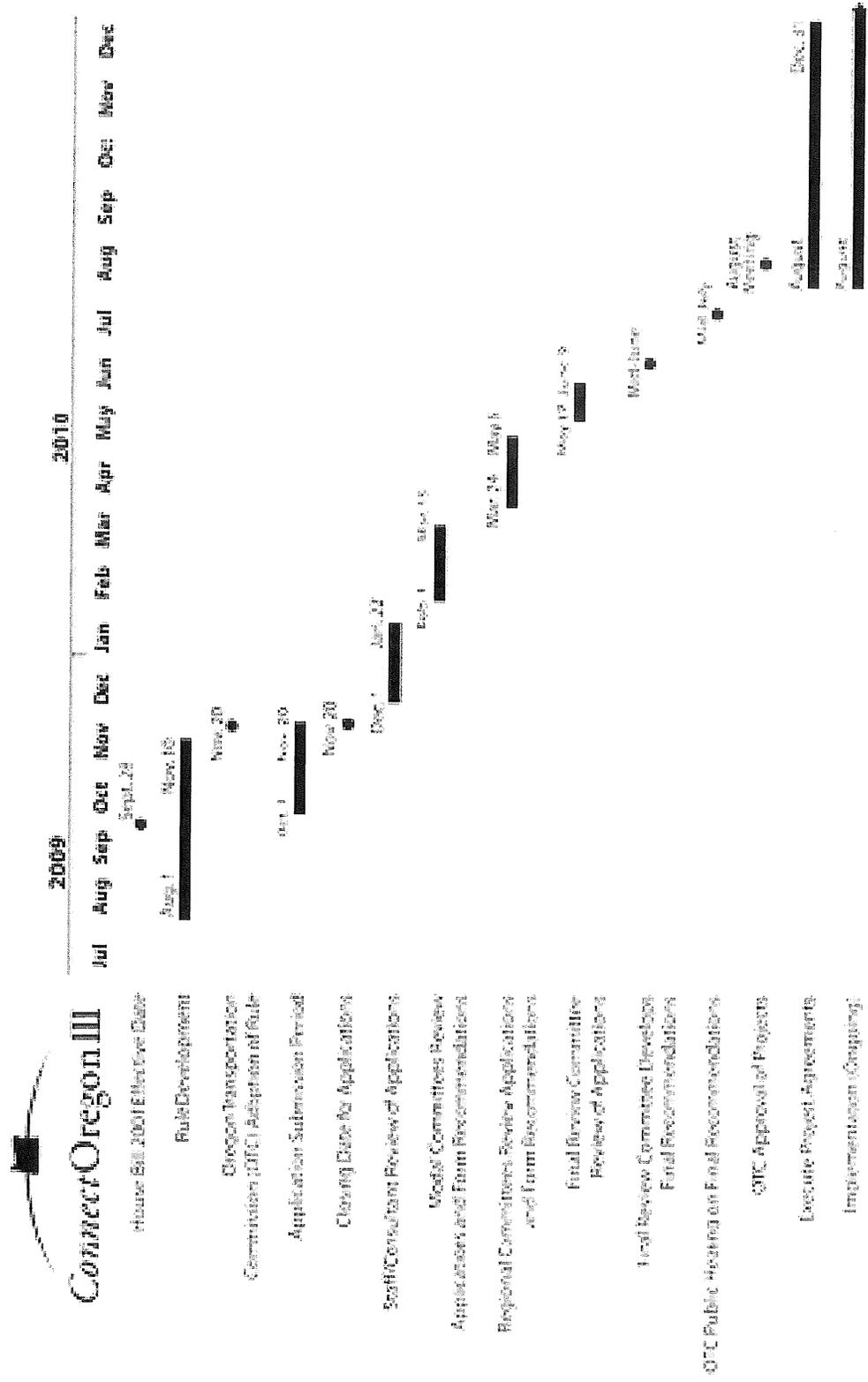


Matrix #	App#	Sponsor	Description	Rank	Priority	Total CO-III \$	Cumulative CO-III \$
10	A20160	ODA	UAO ATCT	H	1	\$ 2,695,200	\$ 2,695,200
1	A10101	PoP	PDX Deice	H	2	\$ 4,250,000	\$ 6,945,200
18	A40135	The Dalles	RW rehab	H	3	\$ 3,503,184	\$ 10,448,384
2	A10119	PoP	HIO	H	4	\$ 4,000,000	\$ 14,448,384
21	A50095	Ontario	RW-TW rehab	H	5	\$ 3,566,377	\$ 18,014,761
6	A20114	Astoria	Lower IFR min	M	6	\$ 3,520,000	\$ 21,534,761
11	A30084	Roseburg	RW ext.	H	7	\$ 1,200,512	\$ 22,735,273
19	A40166	Madras	Navalids	M	8	\$ 1,704,624	\$ 24,439,897
22	A50106	Baker City	TW impr. T-hgr. Acces	M	9	\$ 1,149,195	\$ 25,589,092
13	A30122	Mercy Flight MFR	Buildings	M	10	\$ 3,723,763	\$ 29,312,855
12	A30100	Ashland	TW ext.	M	11	\$ 433,100	\$ 29,745,955
3	A10123	PoP	Main deck cargo load	M	12	\$ 600,000	\$ 30,345,955
8	A20142	Tillamook	Terminal/cargo apron	M	13	\$ 2,500,000	\$ 32,845,955
24	A50155	Port of Morrow	Approach, AWOS, ram	M	14	\$ 299,880	\$ 33,145,835
16	A40124	Bend	Heliport	L	15	\$ 3,586,483	\$ 36,732,318
23	A50128	Baker City	Air service	L	16	\$ 800,000	\$ 37,532,318
4	A20108	Astoria	Hangar, tug, etc.	L	17	\$ 520,000	\$ 38,052,318
20	A40177	Malin	RW-TW pave	L	18	\$ 400,000	\$ 38,452,318
9	A20156	Sportmans	RW ext	L	19	\$ 450,052	\$ 38,902,370
7	A20115	Albany	RW Overrun	L	20	\$ 780,000	\$ 39,682,370
17	A40127	Klamath Falls	AMTC	L	21	\$ 2,000,000	\$ 41,682,370
5	A20110	Eugene	Rental car wash facility	L	22	\$ 3,200,000	\$ 44,882,370
14	A30133	Brookings	Terminal	L	23	\$ 7,000,000	\$ 51,882,370
15	A40099	Salem	Air service	L	24	\$ 1,120,000	\$ 53,002,370
						\$ 53,002,370	

CONNECTOREGON III Timeline



CO III Review Committees

Modal Committees

Region Committees and Super ACTS

Final Review Committee

Modal Committees

The Oregon Transportation Commission is required to solicit project recommendations from the State Aviation Board, Oregon Business Development Department (Marine Project Advisory Committee) and the Freight, Public Transit and Rail Advisory committees.

Each committee set its own agenda and schedule. Meeting dates and locations are posted on each committee's respective Web sites, generally.

Scheduled meetings

Oregon Freight Advisory Committee

- Feb. 3 Salem
- Feb. 10 Salem
- Feb. 24 Salem
- March 3 Salem

Public Transit Advisory Committee

- March 8 & 9 Salem

State Aviation Board

- Feb. 25 Salem

Marine Project Review Committee

- March 12 Portland

1:30 - 3:00 pm
Oregon Business Development Department
One World Trade Center
Conference Room PDX3
121 SW Salmon Street, Suite 205
Portland, Oregon

Rail Advisory Committee

- Feb. 17, 18 and 19 Portland

Region Committees and Super ACTS

Regional Committees

Since HB 2001 calls for allocating a percentage of the funds by region, the OTC will also solicit recommendations from the state's Area Commissions on Transportation. Because the Portland metro area does not have an ACT, the OTC will convene and solicit recommendations from a specially created Portland area committee.

Each ACT sets its own agenda and schedule. Meeting dates and locations are posted on each committee's respective [ACT Web page](#), generally. ACTs may invite CO III applicants from their areas to make presentations regarding each applicant's proposed CO III project.

Region 1 review committee (Portland area - Multnomah, Clackamas and Washington Counties)

April 2, 2010 - meeting canceled

April 9, 2010 - 8:30 a.m. to 12 p.m.

April 15, 2010 - 8:30 a.m. to 12 p.m.

April 23, 2010 - 8:30 a.m. to 12 p.m.

All meetings will be held at
 ODOT Region 1 Headquarters
 Room 344
 123 NW Flanders
 Portland, OR

List of committee members**Region 2 (map) meetings**Northwest Area Commission on Transportation

April 8, 2010 - 9 a.m.

Tillamook Bay Community College
 4301 Third Street
 Tillamook, OR

Mid-Willamette Valley Area Commission on Transportation

March 29, 2010 - 2 p.m.
 Keizer Civic Center
 930 Chemawa Road NE
 Keizer, OR

April 1, 2010 - 3:30 p.m.
 Courthouse Square
 Senator Hearing Room
 555 Court Street NE
 Salem, OR

Cascades West Area Commission on Transportation

March 25, 2010 - 5-7 pm
 Corvallis Public Library
 501 SW Monroe Street
 Corvallis OR

April 9, 2010 1-3 pm
 Cascades West Center
 Second Floor Large Conference Room
 1400 Queen Avenue SE
 Albany OR

*April 22, 2010 5-7 pm
 Cascades West Center
 Second Floor Large Conference Room
 1400 Queen Avenue SE
 Albany OR

**This meeting will include video conferencing to the CWCOG Office located at 203 North*

Main Street, Toledo, OR. No presentations will occur.

Lane County

Central Lane MPO Transportaiton Planning Committee
 March 25, 2010 - 11:30 a.m.
 Lane Council of Governments
 859 Willamette 5th Floor
 Eugene, OR

Central Lane MPO Metropolitan Policy Committee
 April 8, 2010 - 11:30 a.m.
 Eugene Public Library
 100 W 10th Ave.
 Eugene, OR

Lane County Board of Commissioners
 April 13, 2010 - 1:30 p.m.
 Lane County Public Services Building
~~125 East 8th Street-Harris Hall Main Floor~~
 Eugene, OR

NWACT, MWACT, CWACT and Lane County joint meeting

April 29, 2010 - 1 p.m.
 ODOT Region 2 Headquarters
 455 Airport Road SE Building B
 Salem, OR

Region 3 (map) meetings

South West Area Commission on Transportation

April 9, 2010 - 10 am - Noon
 Coos County Annex
 201 N. Adams
 Coquille, OR

Rogue Valley Area Commission on Transportation

April 13, 2010 - 9 am - Noon
 Grants Pass Council Chambers
 101 NW 'A' Street
 Grants Pass, OR

Joint session between SWACT and RVACT

May 4, 2010 - 10 am - 2 pm
 ODOT Region 3 Headquarters
 3500 NW Stewart Parkway
 Roseburg, OR

Region 4 (map) meetings

Central Oregon Area Commission on Transportation

Technical Advisory Committee meeting
 April 8, 2010 - 3-5pm
 Central Oregon Intergovernmental Council Boardroom
 Redmond, OR

Lower John Day Area Commission on Transportation meeting

April 5, 2010 - 10 a.m. - Noon
 Bob's Texas T-Bone Restaurant
 Rufus, OR

Joint meeting of COACT, LJDACT and SCOACT (meeting agenda)

April 16, 2010 - 10 a.m. - Noon

Deschutes County Services Building
Barnes Room
1300 NW Wall Street
Bend, OR

Region 5 (map) meetings

South East Area and North East Area Commissions on Transportation joint meeting
April 1, 2010 - 9 a.m. to 1 p.m.
OTEC Meeting Room
4005 23rd Street
Baker City, OR

South East Area Commission on Transportation
April 1, 2010 - 1 p.m. (directly after the meeting above)
OTEC Meeting Room
4005 23rd Street
Baker City, OR

North East Area Commission on Transportation
April 5, 2010 - 9 a.m.
ODOT Region 5 Headquarters
3012 Island Avenue
La Grande, OR

April 12, 2010 - 9-11 a.m. *if necessary
ODOT Region 5 Headquarters
3012 Island Avenue
La Grande, OR

Combined SEACT / NEACT meeting

April 26, 2010 - 9 a.m.
OTEC Meeting Room
4005 23rd Street
Baker City, OR

Final Review Committee**Overview**

The OTC will convene a Final Review Committee composed of representatives from the State Aviation Board, Freight Advisory Committee, Public Transit Advisory Committee, Rail Advisory Committee, Marine Project and Planning Advisory Committee, the ACTs and the Portland area committee. The Final Review Committee will prioritize all the projects and create one list of applications for the Oregon Transportation Commission to review and take public comment on.

The Final Review Committee will meet June 9-10, 2010 at the Red Lion Hotel Portland Convention Center, 1021 NE Grand Ave, Portland, OR 97232. The Oregon Transportation Commission will make their final selection at the Aug. 24, 2010 OTC meeting in Hermiston.

ConnectOregon III Project Descriptions
Sorted by 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 <i>Connect Oregon</i> 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 <i>ConnectOregon III</i> "Airport Operational Safety Improvements" project builds upon the success of the <i>ConnectOregon II</i> "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 Connect Oregon 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 <i>Connect Oregon Funds Requested</i>
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 <i>Connect Oregon</i> 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 Connect Oregon Funds Requested
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

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MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total <i>Connect Oregon</i> 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

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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

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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

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MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon Funds Requested
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

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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

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MODE	REGION	APPLICANT	PROJECT DESCRIPTION	Total Connect Oregon 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 RVTD 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

Aurora Air Traffic Control Tower Information Paper
ConnectOregon III Application

1. ConnectOregon III is geared to economic growth and jobs. The Tower will generate 5 full time air traffic controllers paid for by FAA for an estimated 14 hours per day. Maybe more, The FAA will do a manning study based on the busiest hours of the day to determine the hours of the tower and required manning once we get closer to the building of the tower. Additionally, the formula for construction cost has 47 construction jobs created for the duration of the construction process. There are already approximately 1,000 jobs at Aurora. Many companies will not fly into a non-tower controlled airport. See the ConnectOregon III package. It includes support letters from Wilsonville based XEROX, FLIR, Davidson Industries and Aurora Airport based Metal Innovations, Aurora Aviation and Westwood Development that indicate that a tower would help their businesses.
2. The Package submitted (page 2) states that The Aurora Air Traffic Control Tower meets Oregon Transportation Plan Goal 1 of improving mobility both in and outside of Oregon. It also meets all five of the *ConnectOregon III* (ORS 367.080) considerations for funding.
 1. Reduces transportation costs and improves access to jobs and sources of labor. (streamlines traffic into the region/over 50 direct jobs created)
 2. Economic benefit to the state (jobs, economic growth, attracts industry). Significant indirect spinoff due to proximity to airport for jobs, businesses, revenue potential. (Coca Cola, FLIR fly at Aurora now)
 3. Critical link connecting elements of Oregon's transportation system (Aurora is a transportation link for Wilsonville, close to I-5 and I-205 and Portland)
 4. Cost can be shared by other sources besides Connect III (FAA for site survey, master plan, ODA labor, purchase of land, Public private opportunity)
 5. Ready for Construction (preceded by master plan in 2010, site survey in Feb, 2011,)
3. Aurora is the busiest non-tower airports in the state. A tower is a significant safety feature at an airport where traffic is over 83,000 operations per year and there are over 420 based aircraft. Air traffic control currently vectors instrument traffic straight into runway 17 when visual flight rules (VFR) favor the opposite direction runway 35 setting up a potential mid air collision potential. A tower would deconflict this from happening rather than depend on pilots doing see and avoid. There are many different aircraft that fly at different speeds (single engine fixed wing, helicopters, corporate jets) have different functions (example; flight lessons requiring multiple slow orbits vs corporate jets that fly fast and want to get on the ground quickly) that a tower could help mitigate.
4. One of the biggest issues at Aurora is noise complaints. A control tower would monitor and vector aircraft away from noise sensitive areas. This will be especially important for keeping helicopters from other airports away from noise sensitive areas. Noise sensitive areas are the city of Aurora, communities of Charboneau and Deer Creek Estates.
5. A tower will help streamline air traffic into and out of Aurora airport and coordinate with Portland TRACON (traffic control) to help expedite aircraft arrival and departures including getting Clearance delivery service to aircraft on instrument departures. (This sometimes causes significant delays for aircraft waiting to takeoff. They sometimes block the taxiway and prevent any VFR aircraft from getting around them.