

CONNECT OREGON 2021 FEASIBILITY REPORT FORM

Application Number: 1R0429

Applicant Name: Peninsula Terminal Company – John Manos

Project Name: Peninsula Terminal Company N. Suttle Intermodal Yard

Mode: Rail

Applicant Administrative Eligibility:

- The Applicant is a Public Body or Person within the state of Oregon.
 - The Applicant, if applicable, submitted the Tax Compliance Documentation in hand OR
 - Applicant will need to submit Tax Compliance Certification by December 31
 - The Applicant has sufficient management and financial capacity to complete the Project including without limitation the ability to contribute 30 percent of the eligible Project cost.
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Project Administrative Eligibility:

- The project is a Transportation Project that involves one or more of the following modes of transportation: air, marine, rail.
 - The Project will assist in developing a multimodal transportation system that supports state and local government efforts to attract new businesses to Oregon or that keeps and encourages expansion of existing businesses.
 - The Project is eligible for funding with lottery bond proceeds under the Oregon Constitution and laws of the State of Oregon.
 - The Project will not require or rely upon continuing subsidies from the Department for ongoing operations.
 - The Project is not a public road or other project that is eligible for funding from revenues described in section 3a, Article IX of the Oregon Constitution, i.e. the State Highway Trust Fund.
 - The Project is feasible, including the estimated cost of the Project, the expected results from the proposed Project for each of the considerations as prescribed in 731-035-0060, the Project schedule, and all applicable and required permits may be obtained within the Project schedule.
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Technical Feasibility (to be completed as part of technical review later on)

Is the budget estimate complete?

Yes No

If budget estimate information is complete, does the cost estimate appear reasonable?

Yes No

Is timeline in relation to tasks not yet completed feasible?

Yes No

Are there any elements of the project that could cause unanticipated delays?

Yes No

Can all applicable and required permits be obtained as indicated in the schedule?

Yes No

Does the application package include documentation of the desire for and support of the Project from the businesses and entities to be served by the Project?

Yes No

Comments:

No Conflict of Interest Certification: I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest may include any family members presently associated with a proposer, or any financial relationships with a proposer (does not include past employment). I have read and rated the project application independently, and without interference or pressure from anyone. I have not had conversation or other contact with the proposer concerning this project application since it was issued. I have noted any potential conflicts or concerns on this form."

FEASIBILITY EVALUATOR(s):

Name

Date

Connect Oregon 2021 Economic Benefit Review

Project Number: 1R0429

Project Applicant: Peninsula Terminal Company

Project Name: Peninsula Terminal Company N. Suttle Intermodal Yard

Section 1

Application Question #s	Evaluation Criteria	Individual Score
31*8 31d/[(20)/1,000,000]	Long-term jobs multiplied by projects useful life = long-term job-years OR Private investment (\$) divided by [CO 2021 request/1 million] = Private investment per \$ million requested from Connect Oregon	2
Point System: 0 – no positive impacts; 1-2 – unlikely to make positive impacts; 3-4 – potential positive impacts; 5-6 – likely positive impacts; 7-8 – significant positive impacts		
38	Does this project serve one or more of Oregon’s Statewide Business Clusters? [note in comments section which box(es) were checked and any other relevant details from the application]	3
Point System: 0 – the project does not serve the identified business clusters; 1 – the project has the potential to serve identified business clusters; 2 – the project is likely to serve identified business clusters; 3 – the project will serve identified business clusters		
Calculations/Comments: 30% company match/project does not create new jobs Project will serve the following clusters:		

Forestry and Wood Products
 Manufacturing
 Semiconductors and Electronics Components
 Food Processing

Section 2

Application Question #s	Evaluation Criteria	Individual Score
25	Does this project improve Oregon’s transportation system efficiency and/or utilization in specifically identified ways? [note in comments section which box(es) were checked and any other relevant details]	4
Point System: 0 – no positive impacts; 1-2 – unlikely to make positive impacts; 3-4 – likely positive impacts; and 5-6 – significant positive impacts;		
29	Does the project improve safety? [briefly note in comments section the documentation or explanation required for a “yes” answer that was provided]	3
Point System: 0 – no positive impacts; 1 – unlikely to make positive impacts; 2 – potential positive impacts; 3 – likely positive impacts;		
Comments: Project will – Increases system capacity Completes one or more gaps in Oregon's transportation system Removes an existing barrier Economic analysis - Somewhat significant public sector investment is being requested for a project with modest economic benefits. Based upon application review, the project seems to have strong benefits outside of the economic impacts which may outweigh the economic costs.		

Review of Economic Benefit to the State

Final Point Calculation

Section 1 (no more than 11)	5 points
Section 3 (no more than 9)	7 points
Total (no more than 20)	12 Points

Reviewer Name: Colin Sears

Reviewer Agency: Business Oregon (OBDD)

Date of Review: 12/16/2021

Connect Oregon 2021 – Statutory Considerations Review

Project Number: 1R0429 _____

Project Name: Peninsula Terminal Company N. Suttle Intermodal Yard _____

Project Reviewer: Chris Malm, Bob Melbo, Kathy Holmes _____

On the following pages, tables are 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.

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

Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
27-28	Industrial or employments connections	5	4
26a-c	Measurement of Success (Improved use and efficiency)	10	7
29	Safety	5	3
30	Serving Business Clusters	5	4
TOTAL AVAILABLE POINTS – Consideration “a”		25	18
Point System for 27-28, 29, 30: 0 – No positive benefit; 1-2 – Potential positive benefit; 3-4 – Likely positive benefit; and 5 – Significant positive benefit.		Point System for 26a-c 0 – No positive benefit; 1-3 – Potential positive benefit; 4-7 – Likely positive benefit; and 8-10 – Significant positive benefit.	
COMMENTS			
3 for safety since no statistics.			

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.

Item No.	Brief Description of Question (from Application	Points	Appraiser's Score
24	Explanation of benefits	8	5
25	Improvement of efficiency checkboxes	6	6
26a-c	Measurement of Success (Improved use and efficiency)	8	8
TOTAL AVAILABLE POINTS – Consideration “c”		20	19
Point System for 25: 0 – No positive benefit; 1-2 – Potential positive benefit; 3-4 – Likely positive benefit; and 5-6 – Significant positive benefit.		Point System for 24 and 26 0 – No positive benefit; 1-2 – Unlikely to make positive impact 3-4 – Potential positive benefits; 5-6 – Likely positive benefits; and 7-8 – Significant positive benefits.	
COMMENTS			

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

Item No.	Brief Description of Question (from Application	Points	Appraiser's Score
20	Applicant will provide 30% match only	5	5
20	Applicant will provide between 31% to 40% match	7	
20	Applicant will provide between 41% to 50% match	9	

20	Applicant will provide > 50% match	10	
TOTAL AVAILABLE POINTS – Consideration “d”		10	5
COMMENTS			

Consideration (e) - Whether a proposed transportation project is ready for construction. A project will be considered ready for construction if the Applicant can demonstrate that:

Item No.	Brief Description of Question (from Application	Points	Appraiser's Score
For this consideration, assume OTC decision in <u>May/July</u> grant execution date of <u>September 2022</u>			
14	Community engagement/outreach	2	2
9-11	Completion within 3 years of award	6	6
21	Matching funds (30 days prior to OTC decision)	2	2
12	Site ownership or control (30 days prior to OTC decision)	4	3
16-17	Land Use to allow for use at location (within 2 months of grant execution)	4	4
16-17	Limited Land Use decision; site plan review (within 6 months of grant execution)		
15	Securing all permits needed for construction (within 9 months of grant execution)	2	2
TOTAL AVAILABLE POINTS – Consideration “e”		20	

<p>Point System for 9-11: 0 – No positive benefit; 1 – Some outreach, insufficient; and 2 – Sufficient outreach or N/A.</p>	<p>Point System for 14: 0 – No positive benefit; 1 – Some outreach, insufficient; and 2 – Sufficient outreach or N/A. 5-6 – Minimal concerns about completion in 3 years.</p>
<p>Point System for 21: 0 – Doubtful match will be available; 1 – Match may be available; and 2 – Match available.</p>	<p>Point System for 12: 0 – Doubtful site will be under control; 1-3 – Site may be under control; and 4 – Site is currently under control.</p>
<p>Point System for 15: 0 – Doubtful permits will be secured; 1 – Permits may be secured; and 2 – Confident permits will be secured.</p>	<p>Point System for 16-17: 0 – Doubtful land use decisions will be rendered; 1-3 – Land use decisions partially rendered; and 4 – Confident land use decisions will be rendered.</p>
<p>Comments:</p>	

Staff and review committees all the following information plus other knowledge when determining project readiness.

- Permitting • Match financing • Plan inclusion where necessary
- Land use approval • Applicant capacity

Consideration (f) - Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state.

Item No.	Brief Description of Question (from Application	Points	Appraiser's Score
<p>The primary element of each project should be used in determining useful life. See reviewer instructions for further direction.</p>			
31	Expected useful life is between 0 and 5 years	2	
31	Expected useful life is between 6 and 10 years	4	

31	Expected useful life is between 11 and 15 years	6	
8	Expected useful life is between 16 and 20 years)	8	8
31	Expected useful life is > 20 years	10	
TOTAL AVAILABLE POINTS – Consideration “f”		10	
COMMENTS			

Consideration “f” Maximum Benefit Calculation Table

For the purposes of Connect Oregon, “maximum benefit” is considered as the project benefits identified in scoring of considerations a, b, and c.

In order to take both “life expectancy” and “maximum benefit” of consideration f into account, *ConnectOregon* staff will utilize the following method to determine life expectancy vs. maximum benefit.

(To be completed by ODOT Freight Planning Staff)

Expected life score(Considerations a+b+c scores) / Possible Maximum Sum of Considerations a+b+c		
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Example:

$$8(16+12+10)/60 = 304/60 = 5.06 = 5 \text{ (rounded to nearest whole number)}$$

Consideration (g) - Whether a proposed transportation project is located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (2)(d) or 215.283 (2)(b).

Item No.	Brief Description of Question (from Application)	Points	Appraiser’s Score
32	Project is within 10 miles of a site	3	
27	Project is within 5 miles of a site	5	

