



Connect Oregon 2021

Attachment 3: Staff Report

May 12, 2022

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1 Introduction

This report summarizes the Connect Oregon 2021 Program development and project selection process from August 2021 through May 12, 2022. Section 2 describes the development of the Connect Oregon 2021 program. Section 3 explains and documents the application review by the modal and regional committees, as well as the input provided by Regional Solutions Teams. Section 4 documents the actions of the Final Review Committee (FRC).

2 Connect Oregon 2021 Program Development

The Oregon Department of Transportation (ODOT) developed the following organizational structure, administrative rules, application process, and review processes to implement the Connect Oregon 2021 program.

2.1 Administrative Rule Development

The Connect Oregon program administrative rules (OAR 731, Division 35) were updated to reflect statutory changes made by the Legislature during the 2017 and 2019 Oregon Legislative sessions. (<http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>) These changes include:

- The bicycle & pedestrian, and transit modes were removed as eligible modes for Connect Oregon with other sources of funding being better set up to meet those needs;
- Privilege tax as a permanent funding source, established by HB 2017 requires that ODOT evaluate funds each biennium to determine if a new program minimum size of \$50 million is met;
- Removed the requirement that a minimum of 10% of funding be allocated to each Region.
- Addition of a seventh statutory consideration related to a transportation project's proximity to aggregate;
- More requirements for applicants to demonstrate availability of match and project readiness; and
- Streamlining the review process so that modal and region review committees work simultaneously rather than sequentially.

The aforementioned [amended Administrative Rule](#) was adopted by the Oregon Transportation Commission on January 24, 2020.

2.2 Application Procedures Development

Based on stakeholder feedback, ODOT staff streamlined Connect Oregon 2021 applications and application instructions. Furthermore, staff redesigned certain questions to better ascertain the source of matching funds, and project readiness. Application materials and instructions, including a Tax Compliance Certification Request Letter, Rail Certification Form, were posted on ODOT's website on prior to the web-based application form being made open to the public.

3 Connect Oregon 2021 Review Prior to the Final Review Committee

This section summarizes the project review process prior to the final review committee. Project applications were available to complete beginning September 15, 2021 and were due on October 29, 2021. By the application due date, ODOT had received 51 project applications.

3.1 Completeness and Eligibility Review

Staff from ODOT reviewed all applications for completeness and administrative eligibility. During this period, staff communicated with applicants to clarify specific information contained in the applications. The completeness, eligibility, and feasibility reviews ended on November 16, 2021. One application was deemed ineligible and removed from consideration due to not providing the minimum required 30% match. None of the ineligible applicants appealed the decision. A total of 50 projects

moved on to modal and regional review. (Note: One eligible application was withdrawn by the applicant at a later date due to factors internal to the applicant, leaving 49 projects for consideration.)

3.1.1 Economic Benefit Review

Connect Oregon staff worked with ODOT economists to implement the economic benefit scoring methodology for review staff to capture the degree of economic benefit a proposed project may have to the state. The scoring template identified specific Connect Oregon application questions related to each economic benefit consideration and provided a consistent method of assessing the economic benefit of each project. The scoring and subsequent tiering information was contained in the “Instructions to Reviewers” (see Section 3.2 below) made available to applicants to inform applicants how the economic benefit consideration would be assessed. Each application received two economic benefit evaluations: one from an ODOT economist and one from an Oregon Business Development Department (OBDD) Regional Development Officer. Scores were averaged between the two review groups to comprise the Economic Benefit portion of a project’s overall Statutory Consideration score. Staff completed Statutory Consideration reviews by December 10, 2021. The economic benefit assessment and scores were included in the review materials provided to each review committee.

3.1.2 Statutory Consideration Review

OAR 731-035-0060 requires review committees and the Oregon Transportation Commission to consider a set of seven (7) Statutory Considerations when prioritizing projects. The seven considerations are as follows:

- a. Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;
- b. Whether a proposed transportation project results in an economic benefit to this state (see Section 3.1.1 above);
- 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;
- 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 Connect Oregon Funds;
- e. Whether a proposed transportation project is ready for construction; and
- f. Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state.
- g. Whether a proposed transportation project is located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (Uses permitted in exclusive farm use zones in counties that adopted marginal lands system prior to 1993) (2)(d) or 215.283 (Uses permitted in exclusive farm use zones in nonmarginal lands counties) (2)(b).

ODOT staff developed and utilized a set of scoring criteria to determine to what extent each proposed project met the seven Statutory Considerations. Connect Oregon staff used the previous scoring criteria to award points to each project based on the project’s ability to meet each consideration. Each application was reviewed by relevant modal staff including Department of Aviation staff, ODOT Rail staff within the Public Transportation Division, and staff within OBDD Ports Program Policy group. Scores were awarded from 0 to 112 based on how thoroughly a project met each consideration, with the highest being 106 and the lowest being 54. Each consideration’s scale was based upon the feedback from the OTC in previous cycles, and direction of the legislature to better emphasize the most critical considerations. Thus, scores for each consideration is as follows:

- a = twenty-five (25) points,
- b = twenty (20) points
- c = twenty-two (22) points,
- d = ten (10) points
- e = twenty (20) points
- f = ten (10) points
- g = five (5) points

To thoroughly meet a consideration, a project must have demonstrated through application responses and independent verification, that the project will accomplish the intent of the consideration.

3.1.3 Additional Consideration Review

In order to reflect the priority ODOT placed on greenhouse gas emission reduction and equity in the [Strategic Action Plan](#), two questions were added to the application for this competitive cycle for applicants to demonstrate in what ways their project impacted these considerations. As these additional considerations are not in statute; they were optional for applicants to respond to, though most elected to provide an answer for at least one of the questions. To not conflate the scoring of the additional considerations with the statutory considerations, staff scored these responses qualitatively based a scale with the three values below.

- NP = No positive benefit
- LP = Limited positive benefit
- SP = Significant positive benefits

Staff reviewers for each modal group were tasked with providing a determination of where on the scale the projects should fall, based upon their subjective understanding of the proposals. The intended use of the scores was to provide another important data point in cases where a tie breaker was needed between projects that scored closely on the statutory considerations. Lastly, as this is the first time incorporating these concepts into the Connect Oregon program, staff anticipate changes for the next competitive cycle to reflect lessons learned, and further direction from the OTC and state legislature.

The Statutory Consideration assessment and scores, and additional consideration scores were included in the review materials provided to each review committee.

3.1.4 Tiers

To support review committees' prioritization processes ODOT staff sorted projects into tiers. This process has been used in previous rounds of Connect Oregon; however, the statutory considerations have changed each time, thus compared scores or tiers of projects from different rounds would be inaccurate. Tiers were assigned based on scores achieved from a combination of the Statutory Consideration review and the Economic Benefit review and were intended to represent the degree to which each of the Statutory Considerations were met. The tiers include:

Tier 1	94 – 106 Points	The application demonstrates the project meets all six considerations thoroughly .
Tier 2	83 – 93 Points	The application demonstrates the project meets most considerations thoroughly .
Tier 3	63 – 82 Points	The application demonstrates the project meets some considerations thoroughly .
Tier 4	0 – 62 Points	The application fails to demonstrate the project meets any of the considerations thoroughly .

Projects were assigned tiers based on information contained in each project’s application. Due to the review schedule, tiers were not revised when new information came to light and based upon the materials submitted with the original application. New information was made available to the committees and is reflected in each committee’s prioritization (See Section 3.3).

3.2 Instructions to Reviewers

A detailed set of “Instructions to Reviewers” was published on August 6, 2021 for review committee members and the staff supporting review committees. The instructions provided for a single phase review process where each committee prioritized projects based on scores, tiering, and their knowledge and expertise.

3.3 Committee Review

Nine review committees provided a comprehensive technical and regional review of project applications. The review committees were divided into two groups – four Modal Committees that have a defined transportation mode or technical expertise and five Regional Committees that correspond to the Connect Oregon regions defined in OAR 731-035-0070. Prior to the Regional Committees providing their project rankings, each constituent Area Commission on Transportation (ACT) would rank projects, then send representatives of their ACT to the Regional Committee for their ODOT Region.

3.3.1 Conflict of Interest

At the start of each review committee meeting the Committee Chair required members to disclose all conflicts of interest regarding any projects discussed. Each Final Review Committee (FRC) member is considered a public official. A public official is met with a potential conflict of interest when participating in an official action that could result in a financial effect to the public official, a relative of the public official or a business with which either are associated. All conflicts of interest are recorded in the meeting notes. Committee members, other than FRC members, with potential conflicts were still able to participate in the prioritization process by providing input and voting on each committee’s slate of projects.

3.3.2 Modal Committees Review

Four Modal Review Committees reviewed the projects between January 17, 2022, and March 16, 2022. Modal Review Committees included the State Aviation Board (SAB), Oregon Freight Advisory Committee (OFAC), Maritime Review Committee, and Rail Advisory Committee (RAC). The Modal Review Committees were charged with reviewing projects within their mode, with projects having a freight component being reviewed by OFAC along with one of the other modal committees. Due to the number of projects and detail contained within the applications, the review groups tended to require multiple meetings in order to hear applicant presentations and then deliberate on the merits of the projects. Regional Committees were asked to prioritize projects in order of each project’s ability meet the seven (7) Statutory Considerations. Modal Review Committees provided ODOT staff with project reports and a prioritization matrix. Each project report and modal prioritization matrix was provided to the Final Review Committee. Modal prioritization matrices were also posted on the ODOT File Transfer Protocol website as part of each project’s application packet for applicants and interested stakeholders to view.

3.3.3 Regional Committees Review (“SuperACTs”)

The first step in the regional review process was for each ACT that had projects within their boundaries to prioritize them. Those recommendations would then be transmitted to one of the Five Regional Review Committees were formed corresponding to each Connect Oregon region identified in OAR 731-035-0070. Regional Review Committees were primarily comprised of members of the the ACTs within their boundaries that had projects for this cycle. Regional Review Committee reviews occurred

between January 17, 2022, and March 16, 2022. Committees were asked to prioritize projects in order of each project’s ability to meet the seven (7) Statutory Considerations. Regional Review Committees provided ODOT staff with project reports and a prioritization matrix. Each project report and prioritization matrix were provided to the Final Review Committee. As with Modal matrices, Regional Committee matrices were also posted on the ODOT File Transfer Protocol website as part of each project’s application packet for applicants and interested stakeholders to view.

3.3.4 Regional Solutions Teams Review

The applications were reviewed by Regional Solutions Teams (RSTs), meaning the teams created in Chapter 82 Oregon Laws 2014 (Enrolled HB 4015). The RSTs provided review for projects located in their respective counties to indicate whether each project supports regional priorities identified by the Regional Solutions Advisory Committee for the relevant region. Contrary to the other committees, RSTs were charged with reviewing for consistency with advancing regional priorities with no requirement for ranking projects. RST reviews occurred between January 17, 2022, and March 16, 2022. RSTs provided ODOT staff with completed Regional Solutions Team Review Forms, which were provided to the Final Review Committee. As with Modal matrices and regional matrices, the RST review forms were also posted on the ODOT File Transfer Protocol website as part of each project’s application packet for applicants and interested stakeholders to view.

3.4 Staff Coordination for Final Review Committee

ODOT staff consolidated all project materials, along with modal and regional review project reports and prioritizations and provided access to the ODOT File Transfer Protocol website for each Final Review Committee member approximately two weeks prior to the meeting date of April 6, 2022. Further, based on modal and regional project reports and prioritizations, staff created a working draft matrix that combined and normalized the project priorities from the Modal and Regional Committees as a starting point for the Final Review Committee’s project discussions (see Section 4.5 Project Matrix). Prior to the meeting, members were provided with a “Memorandum of Collaboration” to review and come to the meeting prepared to sign (see Appendix 4).

4 Connect Oregon 2021 Final Review Committee

The Connect Oregon Final Review Committee (FRC) met on April 6-7, 2022. Through the process identified in Section 4.4, the FRC prioritized 49 projects with the goal of selecting the best projects throughout the state that benefit air, marine, rail, and freight transportation. This prioritization is recorded in Section 4.7. This report meets the requirements of a “Final Review Report” identified in ORS 731-035-0060. The Director’s office will transmit the Final Recommendation Report to the Oregon Transportation Commission (OTC). ODOT held a public hearing on the recommended project list on April 20, 2022, and received comments which are part of a separate attachment.

4.1 Committee Membership

The FRC is comprised of 18 members (listed below), with representatives from each of the Modal and Regional Review Committees. The members of the FRC have served the State of Oregon in a variety of capacities including on state advisory committees and the consensus committees from prior rounds of Connect Oregon. Chris Cummings is the Chair of the FRC. Mr. Cummings currently serves as the Assistant Director of the Oregon Business Development Department and staffed the Connect Oregon grant selection process in several previous competitive rounds.

Committee

Members Chair

Chris Cummings

Modal Representatives

Oregon Aviation Board

Martha Meeker

*Hilda Perillo

Oregon Freight Advisory Committee

Mike Montero

Jana Jarvis

Marine Projects and

Planning Advisory Committee

Aaron Bretz

Chris Cummings

Rail Advisory Committee

Johann Hellman

Gary Cardwell

Regional Representatives

Region 1

Pia Welch

Bill Avison

Region 2

Henry Heimuller

Roger Nyquist

Region 3

Nikki Messenger

Mike Quilty

Region 4

Patti Adair

*Barry Shullanberger

Region 5

Dan Dorran

Adam Brown

*Director appointed to the FRC, but unable to attend the meeting

4.2 Meeting Facilitator

ODOT selected Christian Watchie of Cogito, LLC, to facilitate the FRC.

4.3 Memorandum of Collaboration

At the beginning of the Final Review process each member of the FRC verbally indicated their agreement to the terms of a “Memorandum of Collaboration”. The memorandum details the roles and responsibilities of the participants in the process. A copy of the “Memorandum of Collaboration” is included in Appendix 4.

4.4 Conflict of Interest

At the start of each session, the Committee Chair required committee members to disclose all conflicts of interests regarding any projects being discussed. A conflict of interest means the member is an applicant, or a consultant to the applicant, or is a committee or board member who has assisted the applicant or has a financial benefit in the project. All conflicts of interest are recorded in the meeting notes.

4.5 Final Review Process

The committee used a Single Text Process to accomplish its work. A Single Text Process provides an opportunity for many parties to collaborate in drafting a single document.

Christian Watchie facilitated the committee discussion resulting in a recommended prioritized project list. Throughout the work sessions, committee members had the opportunity to respond to the working draft prioritization documents with the goal of achieving consensus on the final prioritized project list recommendations.

Project Matrix

In order to simultaneously present all previous reviews to the Final Review Committee, a matrix was used that displayed the staff tiering and modal and regional review committees' prioritizations (see Appendix 5). The working draft project matrix initially placed the projects in a prioritization, based on the Modal and Regional Committees' prioritizations, which was used as a starting point for the FRC's project discussions.

In order to provide for a common comparison between rankings received from each Modal and Regional Committee, the matrix converts the rankings into a priority ratio, shown as a decimal between 0 and 1, sums the decimals from each committee that ranked the project, and divides the sum by the number of committees that ranked the project. For instance, a rail project would show a decimal based on its rank by the Rail Advisory Committee, another decimal based on its rank by OFAC, and another decimal based on its rank by the Regional Review Committee. These three decimals are added together, then divided by three (since three committees ranked the project) to indicate the project's average committee priority.

The initial project order in the matrix is based on each project's average committee priority. The project with the highest average priority (indicated by the lowest number) is placed at the top of the list followed by projects listed in rank order. Color coding was used to indicate if the given project was in the top, middle, or lowest third of a given committee's prioritization.

4.6 Final Review Committee Prioritization

The FRC met April 6-7 to review the starting point list matrix described in the previous section to determine which projects should remain above the cut line for funding, be moved below the cut line for funding, or moved from below the cut line to be funded.

The facilitator, Christian Watchie, led the committee through a discussion process that went project by project starting from the projects ranked at the eliminating projects at the bottom of the list. Throughout the winnowing process, consensus among committee members was the goal of the facilitator, however there were instances where the committee had to go to a majority vote threshold to keep 3 projects above the cut line, with those projects being the Pacific Recycling Spur Track Expansion, Terminal 6 Berth 607 Container Capacity Expansion Project and the Hyak Tongue Point 1500 Metric Ton Mobile Lift project. Excluding the three previous projects, the FRC came to consensus on the first 16 projects at the end of day 1. The deliberations of Day 2 focused on the remaining projects that would be just above or below the cut line. The reason for ranking projects below the cut line is if a selected project is not able to fulfill their obligations, those funds would potentially be available for the next project up. However, any additional award is at the discretion of ODOT and final action by the OTC. At the conclusion of the second day of the committee meeting, the Final Review Committee unanimously supported the Final Review Committee Prioritized Funding Recommendation in Attachment 1. For more details on the FRC meeting please see Attachment 4.

5 Public Comments

During the review process, the ability for interested parties to provide written comments and/or attend a public hearing were made available by ODOT staff.

5.1 Public Hearing

ODOT staff held a virtual public hearing on April 20, 2022 to gather feedback from interested parties on this competitive cycle of the Connect Oregon Grant Fund program. The comments of the speakers are summarized below, with a more complete summary of each speakers' comments located on the [program website](#). Topics that speakers focused on are as follows:

Project 2M0438 Hyak Tongue Point LLC 1500 Metric Ton Mobile Lift Project

The project that garnered the most discussion at the public hearing was the Hyak Tongue Point LLC sponsored application. There were multiple speakers for and against funding the project, with those for the project citing the long standing underutilization of the Tongue Point site and potential for job creation. The opponents of the project were concerned with the accuracy of the business case for it, along with the financial size to other projects competing for funds and the unfairness to competing businesses who are not benefiting from public funds.

OTC adoption of the Final Review Committee list as presented

Another common topic area was from speakers who were supportive of the extensive project review process done by the various staff and committees, and the culminating Final Review Committee list of recommended projects. These supporters recommended that the OTC vote to select the project list as recommended by the Final Review Committee with no modifications to the list.

Proposed process changes and limitations on larger projects

Some of the speakers for projects not recommended for funding questioned the review process, along with the tradeoffs associated with fewer larger projects being funded over smaller projects. In particular, there were critiques associated with how projects were moved up and down the list by the Final Review Committee as part of their deliberations with concerns being that the process unfairly privileged projects with larger funding requests over smaller ones.

5.2 Written Public Comments

At the beginning of April 2022, ODOT announced that it would take written comments about the Connect Oregon program that would be shared with the OTC, with a closing date of April 25, 2022. At the closing of the comment period ODOT had received over 50 piece of written testimony via email and mail, with 37 of those related to the Hyak Tongue Point LLC project. With the exception of the City of Bend Air Traffic Control Tower project, which received 6 pieces of testimony, of all which were in favor of the project, no other project or issue received more than 2 comments. For the entirety of the written public comments received, in order by project and then by last name, please see the [program website](#).

Project 2M0438 Hyak Tongue Point LLC 1500 Metric Ton Mobile Lift Project

The written comments on the Hyak Tongue Point LLC project were similar to those viewpoints shared at the public hearing, with many speakers having also shared written letters regarding their support or opposition to the project. The key difference from the public hearing was that a substantial number of the written comments were from Astoria area businesses and organizations that were in favor of the project and cited potential benefits.

Project 4A0463 City of Bend – Bend Airport Air Traffic Control Tower

The written comments associated with this project were in all favor of its being funded. Commenters noted that the Bend Airport is a busy airport considering the lack of an air traffic control tower and that continued congestion could lead to safety issues without better management.

Appendix 1: Modal Committee Matrices

Connect Oregon 2021 Application Log - Aviation

MODE	REGION	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Aviation Priority
A	3	3A0453	Jackson County	Medford Airport East Side Heavy Duty Aircraft Apron Expansion	\$ 12,050,000.00	\$ 2,500,000.00	106	1
A	2	2A0443	City of Eugene	Eugene Airport - Widening Taxiways Juliet & Lima to Air Cargo Apron	\$ 2,000,000.00	\$ 1,400,000.00	96	2
A	3	3A0449	Coos County Airport District	eVTOL Cargo and Pacific Northwest Seafood Transfer Facility	\$ 9,826,000.00	\$ 3,000,000.00	97	3
A	4	4A0432	City of Klamath Falls	Klamath Falls Regional Airport Reconstruct Runway 7-25	\$ 10,826,000.00	\$ 550,000.00	99	4
A	4	4A0463	City of Bend	Bend Air Traffic Control Tower (Design and Construction)	\$ 7,500,000.00	\$ 4,875,000.00	103	5
A	3	3A0440	Oregon Department of Aviation	Prospect State Airport - Runway Reconstruction and Electrical Improvements	\$ 2,490,000.00	\$ 1,693,200.00	98	6
A	2	2A0445	City of Corvallis	Corvallis Airport Runway 17-35 Rehabilitation and Lighting	\$ 4,000,000.00	\$ 375,308.00	93	7
A	2	2A0465	City of Creswell	Creswell Airport Runway 16-34 Reconstruction and Lighting Replacement	\$ 4,692,000.00	\$ 250,000.00	92	8
A	5	5A0447	Grant County	Grant County Regional Airport Widen and Rehab Runway 17-35	\$ 7,277,778.00	\$ 727,778.00	83	9
A	1	1A0437	Oregon Department of Aviation	Mulino State Airport Waterline Improvements	\$ 1,062,698.40	\$ 722,634.91	87	10
A	2	2A0474	City of Florence	Florence Municipal Airport Fueling Island Reconstruction	\$ 145,000.00	\$ 100,000.00	88	11

A	3	3A0458	Josephine County	Runway 13-31 Extension	\$ 3,964,000.00	\$ 1,775,000.00	102	12
A	3	3A0454	Jackson County	Medford Airport Transportation Technical and Training Education Center	\$ 5,000,000.00	\$ 1,750,000.00	91	13
A	4	4A0478	City of Madras	Erickson Aero Tanker Expansion Project	\$ 14,373,755.00	\$ 3,400,000.00	76	14
A	5	5A0444	Union County	Union County Airport Fuel & Maintenance Facility Improvements	\$ 1,400,000.00	\$ 980,000.00	81	15
A	2	2A0441	Oregon Department of Aviation	Pacific City State Airport - Public Access and Apron Rehabilitation	\$ 300,000.00	\$ 204,000.00	79	16
A	5	5A0439	Morrow County	Morrow County Lexington Airport Utility Expansion Project	\$ 390,800.00	\$ 273,560.00	68	17

Connect Oregon 2021 Application Log - Marine

MODE	REGION	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Marine Priority
M	2	2M0438	HYAK TONGUE POINT, LLC	Hyak Tongue Point 1500 Metric Ton Mobile Lift Project	\$ 21,061,758.00	\$ 13,900,000.00	94	1
M	3	3M0470	Port of Port Orford	Port of Port Orford Crane Replacement	\$ 2,313,656.00	\$ 1,619,559.00	80	2
M	5	5M0479	Morrow County Grain Growers	Boardman Rail Transloading Facility Grain Storage	\$ 3,000,000.00	\$ 2,100,000.00	84	3
M	1	1M0442	Port of Portland	Terminal 6 Berth 607 Container Capacity Expansion Project	\$ 10,533,963.42	\$ 7,374,000.00	88	4
M	2	2M0473	Pacific Seafood - Warrenton, LLC	Warrenton Fuel and Ice Dock Rehabilitation	\$ 1,080,000.00	\$ 756,000.00	86	5
M	1	1M0460	Columbia Export Terminal LLC	Columbia Export Terminal LLC Upgraded Loading Booms	\$ 32,135,000.00	\$ 22,494,500.00	81	6
M	3	3M0457	Tarheel Aluminum	Charleston Shipyard Expansion and Rehabilitation	\$ 5,230,000.00	\$ 3,376,500.00	78	7
M	2	2M0461	Port of Astoria	East Mooring Basin Causeway Rebuild	\$ 10,134,612.00	\$ 7,094,228.00	84	8
M	3	3M0452	Fred Wahl Marine Construction	Bolon Island Shipyard Boat Lift Pathway Improvement	\$ 1,020,700.80	\$ 714,490.56	71	9
M	2	2M0476	Pacific Seafood - Newport, LLC	Pacific Seafood Pilings Replacement	\$ 1,231,048.36	\$ 861,500.85	88	10

**Connect Oregon 2021 Application Log - Oregon Freight Advisory
Committee**

MODE	REGION	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	OFAC Priority
R	1	1R0446	Dominguez Family Enterprises	Juanita's Fine Foods Spur Track Replacement	\$ 400,000.00	\$ 276,000.00	101	1
A	3	3A0453	Jackson County	Medford Airport East Side Heavy Duty Aircraft Apron Expansion	\$ 12,050,000.00	\$ 2,500,000.00	106	2
A	4	4A0432	City of Klamath Falls	Klamath Falls Regional Airport Reconstruct Runway 7-25	\$ 10,826,000.00	\$ 550,000.00	99	3
M	1	1M0442	Port of Portland	Terminal 6 Berth 607 Container Capacity Expansion Project	\$ 10,533,963.42	\$ 7,374,000.00	88	4
R	2	2R0434	Teevin Bros Land & Timber CO, LLC	Teevin Westport Multimodal Terminal Siding	\$ 1,634,115.00	\$ 1,100,000.00	92	5
R	2	2R0455	Pacific Recycling	Pacific Recycling Spur Track Expansion	\$ 1,335,000.00	\$ 737,000.00	101	6
A	2	2A0443	City of Eugene	Eugene Airport - Widening Taxiways Juliet & Lima to Air Cargo Apron	\$ 2,000,000.00	\$ 1,400,000.00	96	7
R	5	5R0448	Wyoming Colorado Railroad, Inc.	Oregon Eastern Railroad 286k Upgrade Phase 2	\$ 1,693,931.00	\$ 999,300.00	99	8
R	4	4R0430	Lake County	Lake County Rail Replacement	\$ 1,294,000.00	\$ 892,860.00	91	9
M	2	2M0438	HYAK TONGUE POINT, LLC	Hyak Tongue Point 1500 Metric Ton Mobile Lift Project	\$ 21,061,758.00	\$ 13,900,000.00	94	10

M	2	2M0473	Pacific Seafood - Warrenton, LLC	Warrenton Fuel and Ice Dock Rehabilitation	\$ 1,080,000.00	\$ 756,000.00	86	11
A	3	3A0449	Coos County Airport District	eVTOL Cargo and Pacific Northwest Seafood Transfer Facility	\$ 9,826,000.00	\$ 3,000,000.00	97	12
M	5	5M0479	Morrow County Grain Growers	Boardman Rail Transloading Facility Grain Storage	\$ 3,000,000.00	\$ 2,100,000.00	84	13
M	2	2M0476	Pacific Seafood - Newport, LLC	Pacific Seafood Pilings Replacement	\$ 1,231,048.36	\$ 861,500.85	88	14
R	1	1R0471	Hampton Lumber Sales	Hampton Lumber Sales Track Expansion	\$ 221,900.00	\$ 155,330.00	86	15
R	5	5R0450	Columbia Rail	Milton-Freewater Area Shortline Customer Track Extensions	\$ 989,000.00	\$ 692,300.00	84	16
M	2	2M0461	Port of Astoria	East Mooring Basin Causeway Rebuild	\$ 10,134,612.00	\$ 7,094,228.00	84	17
R	1	1R0472	Hampton Lumber Sales	Hampton Lumber Sales Transload Improvement	\$ 151,400.00	\$ 105,980.00	83	18
R	1	1R0429	Peninsula Terminal Company	Peninsula Terminal Company N. Suttle Intermodal Yard	\$ 3,276,000.00	\$ 2,293,200.00	83	19
M	1	1M0460	Columbia Export Terminal LLC	Columbia Export Terminal LLC Upgraded Loading Booms	\$ 32,135,000.00	\$ 22,494,500.00	81	20
M	3	3M0470	Port of Port Orford	Port of Port Orford Crane Replacement	\$ 2,313,656.00	\$ 1,619,559.00	80	21
R	3	3R0431	Oregon International Port of Coos Bay	Coos Bay Rail Line Swing Bridge Steel Repairs	\$ 5,000,000.00	\$ 3,500,000.00	68	22
R	3	3R0475	Rogue Valley Terminal Railroad Corporation	RVT Allweather Wood Rail Spur Construction	\$ 856,120.71	\$ 590,723.29	74	23
R	4	4R0468	Basin Fertilizer & Chemical Co., LLC	Basin Fertilizer & Chemical Co., LLC Siding Extension	\$ 2,688,930.00	\$ 1,344,465.00	79	24

M	3	3M0452	Fred Wahl Marine Construction	Bolon Island Shipyard Boat Lift Pathway Improvement	\$ 1,020,700.80	\$ 714,490.56	71	25
M	3	3M0457	Tarheel Aluminum	Charleston Shipyard Expansion and Rehabilitation	\$ 5,230,000.00	\$ 3,376,500.00	78	26
R	2	2R0466	Portland & Western Railroad	Northwest Passage Willamette Valley Rail Trestle Improvement Project	\$ 4,089,000.00	\$ 2,862,000.00	63	27
R	1	1R0469	The Fruit Company INC	The Fruit Company INC Rail Spur	\$ 1,988,000.00	\$ 1,371,720.00	74	28
R	2	2R0462	Oregon Independence Railroad	Rehab Oregon Independence Railroad	\$ 612,843.00	\$ 422,861.67	65	29
R	5	5R0456	Tidewater Transportation and Terminals	Umatilla Terminal Multi-Modal Energy Transition Project	\$ 12,904,907.00	\$ 9,033,434.90	70	30
R	4	4R0467	Klamath Northern Railway Company	Klamath Northern Railway Track Replacement	\$ 2,250,000.00	\$ 1,575,000.00	62	31
R	4	4R0464	Wilsonart LLC	Wilsonart Rail Expansion	\$ 1,410,000.00	\$ 987,000.00	54	32
R	5	5R0477	Oregon Military Department	Camp Umatilla Rail Upgrade and Switch Replacement	\$ 14,114,227.00	\$ 9,872,960.00	60	33

Connect Oregon 2021 Application Log - Rail

REGION	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Rail Priority
1	1R0446	Dominguez Family Enterprises	Juanita's Fine Foods Spur Track Replacement	\$ 400,000.00	\$ 276,000.00	101	1
5	5R0448	Wyoming Colorado Railroad, Inc.	Oregon Eastern Railroad 286k Upgrade Phase 2	\$ 1,693,931.00	\$ 999,300.00	99	2
4	4R0430	Lake County	Lake County Rail Replacement	\$ 1,294,000.00	\$ 892,860.00	91	3
2	2R0434	Teevin Bros Land & Timber CO, LLC	Teevin Westport Multimodal Terminal Siding	\$ 1,634,115.00	\$ 1,100,000.00	92	4
2	2R0455	Pacific Recycling	Pacific Recycling Spur Track Expansion	\$ 1,335,000.00	\$ 737,000.00	101	5
3	3R0475	Rogue Valley Terminal Railroad Corporation	RVT Allweather Wood Rail Spur Construction	\$ 856,120.71	\$ 590,723.29	74	6
5	5R0450	Columbia Rail	Milton-Freewater Area Shortline Customer Track Extensions	\$ 989,000.00	\$ 692,300.00	84	7
1	1R0471	Hampton Lumber Sales	Hampton Lumber Sales Track Expansion	\$ 221,900.00	\$ 155,330.00	86	8
4	4R0468	Basin Fertilizer & Chemical Co., LLC	Basin Fertilizer & Chemical Co., LLC Siding Extension	\$ 2,688,930.00	\$ 1,344,465.00	79	9
2	2R0466	Portland & Western Railroad	Northwest Passage Willamette Valley Rail Trestle Improvement Project	\$ 4,089,000.00	\$ 2,862,000.00	63	10

4	4R0467	Klamath Northern Railway Company	Klamath Northern Railway Track Replacement	\$ 2,250,000.00	\$ 1,575,000.00	62	11
4	4R0464	Wilsonart LLC	Wilsonart Rail Expansion	\$ 1,410,000.00	\$ 987,000.00	54	12
1	1R0472	Hampton Lumber Sales	Hampton Lumber Sales Transload Improvement	\$ 151,400.00	\$ 105,980.00	83	13
1	1R0429	Peninsula Terminal Company	Peninsula Terminal Company N. Suttle Intermodal Yard	\$ 3,276,000.00	\$ 2,293,200.00	83	14
2	2R0462	Oregon Independence Railroad	Rehab Oregon Independence Railroad	\$ 612,843.00	\$ 422,861.67	65	15
1	1R0469	The Fruit Company INC	The Fruit Company INC Rail Spur	\$ 1,988,000.00	\$ 1,371,720.00	74	16
3	3R0431	Oregon International Port of Coos Bay	Coos Bay Rail Line Swing Bridge Steel Repairs	\$ 5,000,000.00	\$ 3,500,000.00	68	17
5	5R0456	Tidewater Transportation and Terminals	Umatilla Terminal Multi-Modal Energy Transition Project	\$ 12,904,907.00	\$ 9,033,434.90	70	18
2	2R0435	Oregon Coast Scenic Railroad and Port of Tillamook Bay	Nehalem River Bridge Pile Replacement	\$ 672,000.00	\$ 469,560.00	55	19
1	1R0433	Oregon Rail Heritage Foundation	Brooklyn Roundhouse Turntable Restoration and Reconstruction	\$ 3,290,273.00	\$ 800,000.00	59	20
5	5R0477	Oregon Military Department	Camp Umatilla Rail Upgrade and Switch Replacement	\$ 14,114,227.00	\$ 9,872,960.00	60	21

Appendix 2: Regional Committee Matrices

**Connect Oregon 2021 Application Log -
Region 1**

MODE	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Region Priority
R	1R0446	Dominguez Family Enterprises	Juanita's Fine Foods Spur Track Replacement	\$ 400,000.00	\$ 276,000.00	101	1
M	1M0442	Port of Portland	Terminal 6 Berth 607 Container Capacity Expansion Project	\$ 10,533,963.42	\$ 7,374,000.00	88	2
A	1A0437	Oregon Department of Aviation	Mulino State Airport Waterline Improvements	\$ 1,062,698.40	\$ 722,634.91	87	3
R	1R0471	Hampton Lumber Sales	Hampton Lumber Sales Track Expansion	\$ 221,900.00	\$ 155,330.00	86	4
R	1R0429	Peninsula Terminal Company	Peninsula Terminal Company N. Suttle Intermodal Yard	\$ 3,276,000.00	\$ 2,293,200.00	83	5
R	1R0472	Hampton Lumber Sales	Hampton Lumber Sales Transload Improvement	\$ 151,400.00	\$ 105,980.00	83	6
M	1M0460	Columbia Export Terminal LLC	Columbia Export Terminal LLC Upgraded Loading Booms	\$ 32,135,000.00	\$ 22,494,500.00	81	7
R	1R0469	The Fruit Company INC	The Fruit Company INC Rail Spur	\$ 1,988,000.00	\$ 1,371,720.00	74	8
R	1R0433	Oregon Rail Heritage Foundation	Brooklyn Roundhouse Turntable Restoration and Reconstruction	\$ 3,290,273.00	\$ 800,000.00	59	9

Connect Oregon VI Application Log - Region 2

MODE	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Region Priority
A	2A0443	City of Eugene	Eugene Airport - Widening Taxiways Juliet & Lima to Air Cargo Apron	\$ 2,000,000.00	\$ 1,400,000.00	96	1
R	2R0455	Pacific Recycling	Pacific Recycling Spur Track Expansion	\$ 1,335,000.00	\$ 737,000.00	101	2
A	2A0445	City of Corvallis	Corvallis Airport Runway 17-35 Rehabilitation and Lighting	\$ 4,000,000.00	\$ 375,308.00	93	3
A	2A0465	City of Creswell	Creswell Airport Runway 16-34 Reconstruction and Lighting Replacement	\$ 4,692,000.00	\$ 250,000.00	92	4
R	2R0434	Teevin Bros Land & Timber CO, LLC	Teevin Westport Multimodal Terminal Siding	\$ 1,634,115.00	\$ 1,100,000.00	92	5
M	2M0476	Pacific Seafood - Newport, LLC	Pacific Seafood Pilings Replacement	\$ 1,231,048.36	\$ 861,500.85	88	6
A	2A0474	City of Florence	Florence Municipal Airport Fueling Island Reconstruction	\$ 145,000.00	\$ 100,000.00	88	7
M	2M0473	Pacific Seafood - Warrenton, LLC	Warrenton Fuel and Ice Dock Rehabilitation	\$ 1,080,000.00	\$ 756,000.00	86	8
M	2M0461	Port of Astoria	East Mooring Basin Causeway Rebuild	\$ 10,134,612.00	\$ 7,094,228.00	84	9
M	2M0438	HYAK TONGUE POINT, LLC	Hyak Tongue Point 1500 Metric Ton Mobile Lift Project	\$ 21,061,758.00	\$ 13,900,000.00	94	10

A	2A0441	Oregon Department of Aviation	Pacific City State Airport - Public Access and Apron Rehabilitation	\$ 300,000.00	\$ 204,000.00	79	11
R	2R0462	Oregon Independence Railroad	Rehab Oregon Independence Railroad	\$ 612,843.00	\$ 422,861.67	65	12
R	2R0466	Portland & Western Railroad	Northwest Passage Willamette Valley Rail Trestle Improvement Project	\$ 4,089,000.00	\$ 2,862,000.00	63	13
R	2R0435	Oregon Coast Scenic Railroad and Port of Tillamook Bay	Nehalem River Bridge Pile Replacement	\$ 672,000.00	\$ 469,560.00	55	14

Connect Oregon 2021 Application Log - Region 3

MODE	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Region Priority
A	3A0453	Jackson County	Medford Airport East Side Heavy Duty Aircraft Apron Expansion	\$ 12,050,000.00	\$ 2,500,000.00	106	1
M	3M0470	Port of Port Orford	Port of Port Orford Crane Replacement	\$ 2,313,656.00	\$ 1,619,559.00	80	2
A	3A0458	Josephine County	Runway 13-31 Extension	\$ 3,964,000.00	\$ 1,775,000.00	102	3
A	3A0459	Josephine County	Illinois Valley Airport Aircraft Fueling System	\$ 1,200,000.00	\$ 840,000.00	94	4
A	3A0449	Coos County Airport District	eVTOLCargo and Pacific Northwest Seafood Transfer Facility	\$ 9,826,000.00	\$ 3,000,000.00	97	5
M	3M0457	Tarheel Aluminum	Charleston Shipyard Expansion and Rehabilitation	\$ 5,230,000.00	\$ 3,376,500.00	78	6
M	3M0452	Fred Wahl Marine Construction	Bolon Island Shipyard Boat Lift Pathway Improvement	\$ 1,020,700.80	\$ 714,490.56	71	7
A	3A0440	Oregon Department of Aviation	Prospect State Airport - Runway Reconstruction and Electrical Improvements	\$ 2,490,000.00	\$ 1,693,200.00	98	8
R	3R0475	Rogue Valley Terminal Railroad Corporation	RVT Allweather Wood Rail Spur Construction	\$ 856,120.71	\$ 590,723.29	74	9
R	3R0431	Oregon International Port of Coos Bay	Coos Bay Rail Line Swing Bridge Steel Repairs	\$ 5,000,000.00	\$ 3,500,000.00	68	10

A	3A0454	Jackson County	Medford Airport Transportation Technical and Training Education Center	\$ 5,000,000.00	\$ 1,750,000.00	91	11
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Connect Oregon 2021 Application Log - Region 4

MODE	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Region Priority
A	4A0463	City of Bend	Bend Air Traffic Control Tower (Design and Construction)	\$ 7,500,000.00	\$ 4,875,000.00	103	1
R	4R0430	Lake County	Lake County Rail Replacement	\$ 1,294,000.00	\$ 892,860.00	91	2
R	4R0467	Klamath Northern Railway Company	Klamath Northern Railway Track Replacement	\$ 2,250,000.00	\$ 1,575,000.00	62	3
A	4A0478	City of Madras	Erickson Aero Tanker Expansion Project	\$ 14,373,755.00	\$ 3,400,000.00	76	4
A	4A0432	City of Klamath Falls	Klamath Falls Regional Airport Reconstruct Runway 7-25	\$ 10,826,000.00	\$ 550,000.00	99	5
R	4R0468	Basin Fertilizer & Chemical Co., LLC	Basin Fertilizer & Chemical Co., LLC Siding Extension	\$ 2,688,930.00	\$ 1,344,465.00	79	6
R	4R0464	Wilsonart LLC	Wilsonart Rail Expansion	\$ 1,410,000.00	\$ 987,000.00	54	7

Connect Oregon VI Application Log - Region 5

MODE	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Region Priority
R	5R0448	Wyoming Colorado Railroad, Inc.	Oregon Eastern Railroad 286k Upgrade Phase 2	\$ 1,693,931.00	\$ 999,300.00	99	1
R	5R0450	Columbia Rail	Milton-Freewater Area Shortline Customer Track Extensions	\$ 989,000.00	\$ 692,300.00	84	2
A	5A0444	Union County	Union County Airport Fuel & Maintenance Facility Improvements	\$ 1,400,000.00	\$ 980,000.00	81	3
A	5A0447	Grant County	Grant County Regional Airport Widen and Rehab Runway 17-35	\$ 7,277,778.00	\$ 727,778.00	83	4
M	5M0479	Morrow County Grain Growers	Boardman Rail Transloading Facility Grain Storage	\$ 3,000,000.00	\$ 2,100,000.00	84	5
R	5R0456	Tidewater Transportation and Terminals	Umatilla Terminal Multi-Modal Energy Transition Project	\$ 12,904,907.00	\$ 9,033,434.90	70	6
A	5A0439	Morrow County	Morrow County Lexington Airport Utility Expansion Project	\$ 390,800.00	\$ 273,560.00	68	7
R	5R0477	Oregon Military Department	Camp Umatilla Rail Upgrade and Switch Replacement	\$ 14,114,227.00	\$ 9,872,960.00	60	8