*Connect*Oregon III

Final Recommendation Report

*Connect*Oregon III Final Review Committee

June 10, 2010

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Introduction

This report summarizes the C*onnect*Oregon III (CO III) program development and project selection process from August 2009 through June 2010. Section 1 describes the development of the *Connect*Oregon III program, Section 2 explains the application review by the modal and regional committees, and Section 3 documents the actions of the Final Review Committee.

1 C*onnect*Oregon II Program Development

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

1.1 Policy Team Guidance

In August 2009, the Oregon Department of Transportation formed a CO III Policy Team to provide executive level direction during the CO III program development and project selection. The COIII Policy Team was chaired by Jerri Bohard, Interim Deputy Director, and included the ODOT Chief of Staff, Government Relations Manager, Rail Administrator, Public Transit Administrator, Director of Communications, and Freight Mobility Manager.

1.2 Administrative Rule Development

The *Connect*Oregon program administrative rules (OAR 731 Division 35) were updated to reflect three statutory program changes. First, House Bill 2001, enacted by the 2009 Legislature, dedicated five percent (5%) of Multimodal Transportation Fund net lottery bond proceeds to rural airports. Second, during the 2010 Special Session, under Senate Bill 1019, the Oregon Transportation Commission is required to provide rural airports that received federal grants for transportation projects on or after July 1, 2009—whose projects are already complete or under construction—to be allocated grants or loans from the Multimodal Transportation Fund to be used by the rural airports as matching funds. Third, Senate Bill 1019 also sunset the two percent (2%) multimodal study fee on December 31, 2009. For that reason, no fees will be collected from CO III grant and loan recipients.

Revisions to the administrative rules required by Senate Bill 1019 are currently being reviewed. The Oregon Transportation Commission is scheduled to take action on the revised *Connect*Oregon program administrative rules at the July 21, 2010 meeting.

1.3 Application Procedures Development

ODOT staff streamlined the CO III application and clarified instructions to make the application process more user friendly based on feedback from the *Connect*Oregon I and II programs. Application materials and instructions were posted on ODOT's website on October 1, 2009.

As part of the application materials, a sample Grant Agreement was included so that all applicants would be aware of the terms and conditions and be prepared to immediately sign the agreement should they be awarded a grant by the OTC. The Grant Agreement sample may be viewed at https://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx under CO III Application Forms.

2 C*onnect*Oregon III Review Prior to the Final Review Committee

This section summarizes the project review process prior to the Final Review Committee. The deadline for project applications was November 20, 2009. ODOT received 97 COIII applications.

2.1 Completeness, Eligibility and Feasibility Review

Staff from three state agencies (ODOT, Oregon Business Development Department and Department of Aviation) reviewed all applications for completeness, administrative eligibility, and technical feasibility. During this period, staff communicated with applicants to clarify specific information contained in the applications. The completeness, eligibility, and feasibility reviews ended on January 22, 2010. Based on these assessments, the Policy Team examined the project applications deemed to be ineligible or that contained elements that did not qualify for program funding. Initially 17 applications were deemed ineligible and eleven applicants appealed. Director Garrett determined that eight proposed projects under appeal did meet program eligibility criteria—four applicants provided additional project information and four projects required project modifications to remove ineligible elements. Five applications were withdrawn by the applicants. A total of 81 projects moved forward to modal and regional reviews. (One additional project was later withdrawn by the applicant resulting in a total of 80 projects considered by the Final Review Committee).

2.1.1 Economic Benefit Review

ODOT worked with a consultant to develop a revised economic benefit scoring methodology and tiering process for review teams to capture the degree of economic benefit a proposed project may have to the State. A revised scoring template identified specific CO III application questions related to each economic benefit consideration and provided a consistent method of assessing the economic benefit that each proposed project may have to Oregon. The scoring and tiering information was contained in the Instructions 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 OBDD Business Development Officer. The economic benefit assessments and scores were included in the review materials provided to each review committee.

2.2 Instructions to Reviewers

A detailed set of "Instructions to Reviewers" was published on October 15, 2009, for use by review committee members and support staff. The instructions detailed a three-phase review process that provided for a review of the project considerations identified in OAR 731-035-0060, a ranking of the technical or regional importance of projects, and finally a relative prioritization of each project.

2.2.1 Project Committee Review (Sorting, Ranking, and Prioritizing)

Three terms are defined below for the purposes of CO III project reviews:

Sorting into Tiers:

The following five considerations specified in OAR 731-035-0060 must be considered by the Oregon Transportation Commission when selecting projects:

a) Whether a proposed project reduces transportation costs for Oregon businesses or improves access to jobs or sources of labor;
b) Whether a proposed transportation project results in an economic benefit to this state;
c) Whether a proposed project is a critical link connecting elements of Oregon's transportation system that will measurable improve utilization and efficiency of the system;
d) How much of the proposed project cost can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund; and
e) Whether a project is ready for construction, or if the project does not involve construction, whether the project is ready for implementation.

Review committee staff initially sorted projects into tiers representing the degree to which each of the five considerations were met. The Oregon Transportation Commission requested the review committees treat the first three considerations as strategic considerations. Projects were sorted into tiers as follows:

Tier 1 (Meets all considerations **thoroughly**)

Tier 2 (Meets all 3 of the **Strategic** considerations **thoroughly**)

Tier 3 (Meets 1 or 2 of the **Strategic** considerations **thoroughly**)

Tier 4 (Does not meet any of the of the **Strategic** considerations **thoroughly**)

Rank:

Review committees ranked projects as High, Medium, or Low based on the potential for the project to improve the transportation system by mode or in a given region. Committees are not constrained by, but may consider, tier designations when ranking projects.

Priority:

Priority numbers were assigned to projects by each review committee based on members' expertise and evaluation of projects as to indicate the relative order in which the review committees recommend projects be funded.

2.3 Committee Review

Ten review committees provided comprehensive technical and regional reviews of project applications. The review committees were divided into two groups—Modal Committees that have a defined transportation mode or technical area of expertise and Regional Committees that correspond to the C*onnect*Oregon regions defined in OAR 731-035-0070.

2.3.1 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 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.

2.3.2 Modal Committees Review

Five modal review committees reviewed the projects between February 1 and March 15, 2010. Modal review committees included the State Aviation Board, Oregon Freight Advisory Committee (OFAC), Marine Project and Planning Advisory Committee (OBDD), Public Transit Advisory Committee (PTAC) and Rail Advisory Committee (RAC). The Modal Review Committees were permitted to adjust a project's economic benefit score if transportation system information justified a modification. The modal committee project reports and prioritizations were provided to the regional review committees and the Final Review Committee.

2.3.3 Regional Committees Review

Five Regional Review Committees were formed corresponding to each *Connect*Oregon region identified in OAR 731-035-0070. Regional committees were primarily made up of members of the Area Commissions on Transportation. The Regional Review Committees were permitted to adjust a project's economic benefit score if local information justified a modification. The regional project reports and prioritizations were provided to the Final Review Committee.

2.4 Staff Coordination for Final Review Committee

ODOT staff consolidated all project application materials along with modal and regional review project reports and prioritizations onto a CD sent to each Final Review Committee member two weeks prior to the meeting date. Several hard copy sets of all materials were available in binders during the meeting for members easy reference. Further, based on modal and regional project reports and prioritizations, staff created a working draft matrix of blended project priorities as a starting point for project discussions (See Section 3.5 Project Matrix). Members were provided the Memorandum of Collaboration from the facilitator to review prior to the meeting.

3 C*onnect*Oregon III Final Review Committee

The C*onnect*Oregon III Final Review Committee (FRC) met on June 9 and 10, 2010. Through the process identified in Section 3.5, the FRC prioritized 80 projects with the goal of selecting the best projects throughout the state that benefit air, marine, public transit, rail, and freight transportation. This prioritization is recorded in Section 3.7. The Director's office will transmit the Final Recommendation Report to the Oregon Transportation Commission (OTC). The OTC will hold a public hearing on the recommended project list on July 21, 2010 and make its project selection decision in August 2010.

3.1 Committee Membership

The FRC was made up of 24 members 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 the *Connect*Oregon I and II consensus committees. Pat Egan served again as Chair of the FRC. Pat was formerly a member of Governor Kulongoski's transportation staff and is currently a Vice President with Pacific Corp.

3.2 Meeting Facilitator

ODOT selected Alison Kelley of Conflict Management Strategies, LLC, to facilitate the FRC. Ms. Kelley brought her experience from facilitating the *Connect*Oregon I and II Final Review Committees.

3.3 Memorandum of Collaboration

At the beginning of the Final Review Committee process, each committee member signed a Memorandum of Collaboration. The Memorandum details the roles and responsibilities of the participants in the process. A copy of the Memorandum is included in Appendix 4.

3.4 Conflict of Interest

At the start of each Final Review Committee session, the Committee Chair required committee members to disclose all conflicts of interest 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 were recorded in the meeting notes.

3.5 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. Alison Kelley 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, including this report, 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 prepared that displayed the sorting, ranking and prioritizations of the modal and regional review committees (See Appendix 5). The working draft project matrix initially placed the projects in a blended rank order (See Section 2.2 above for a discussion of the previous committees' review processes).

The order of project presentation was established by converting committee priorities to a ratio, and then calculating the project's average of all committees' ratio priorities. The highest average priority score (lowest number) was placed at the top of the list, and subsequent projects are listed in rank order. Color was used to indicate if the given project is in the top, middle, or lowest third of a given committee's prioritization. In addition to prioritization color coding, the tier, rank, and priority assigned by each modal and regional committee was displayed in the matrix.

3.6 Committee Member Comments

To capture the FRC member thoughts regarding the process, comments were solicited at the end of the second day of meeting. The comments were collected on index cards and are recorded verbatim in Appendix 1.

3.7 Final Review Committee Prioritization

The Final Review Committee unanimously supported the recommendation below. Following are tables displaying the prioritized CO III Final Review Committee Recommendation List.

*Connect*Oregon III Final Review Committee proposes its recommendation to Oregon Transportation Commission (OTC) to:

> Fund the list as recommended in priority order up to $97,057,342 with available resources from Multimodal Fund, including but not limited to net bond proceeds, funds generated by loan repayment, and returned or unspent funds.

If it is not possible to fund this list to $97,057,342, the *Connect*Oregon III Final Review Committee recommends the following:

> Use the committee ranked list 1 to 41 as is and reduce the funding for all projects by no more than 3% of individual amounts so as to achieve the $94.5 million threshold.

This *Connect*Oregon III Final Review Committee strongly recommends funding all 41 projects and strongly opposes cutting the last projects on the list in order to meet the $94.5 million threshold.

The CO III Final Review Committee requests that the Oregon Transportation Commission consider revising the criteria for future *Connect*Oregon applications as follows:

Provide an incentive for *Connect*Oregon applicants to utilize loans to increase the effective leverage of *Connect*Oregon funds.

*Connect*Oregon III Final Review Committee Recommendation List

June 28, 2010

APP. #	APPLICANT	PROJECT NAME	CO III FUNDS REQUESTED	TOTAL FUNDS RECOMMENDED BY FINAL REVIEW COMMITTEE	IF NECESSARY REDUCE FUNDING BY 2.5%	FINAL COMMITTEE RANK	NOTES (Legend at end of Spreadsheet
		TOTALS =	**$192,952,423**	**$97,138,884**	**$ 94,710,411.44**		
M10143	Port of Portland	Dredge Oregon Equip Upgrade	$ 5,000,000.00	**$ 5,000,000.00**	$ 4,875,000.00	**1**	
R10088	Union Pacific RR	Barnes Yard Bypass	$ 5,070,186.22	**$ 5,070,186.22**	$ 4,943,431.56	**2**	
R30089	Port of Coos Bay	RR Rehabilitation	$ 7,799,976.00	**$ 7,799,976.00**	$ 7,604,976.60	**3**	
A20160	Department of Aviation	Aurora Air Traffic Control Tower	$ 2,695,200.00	**$ 2,695,200.00**	$ 2,627,820.00	**4**	**RA FED (Master Plan & ATCT Siting Only)**
A10101	Port of Portland	PDX Deicing System Upgrade	$ 4,250,000.00	**$ 4,250,000.00**	$ 4,143,750.00	**5**	
R10094	Portland and Western RR	Columbia River Corridor Upgrade (Phase 2)	$ 4,769,591.74	**$ 4,769,591.74**	$ 4,650,351.95	**6**	
T10107	Wilsonville SMART Transit	Operations Center	$ 2,000,000.00	**$ 2,000,000.00**	$ 1,950,000.00	**7**	
R20161	Union Pacific RR	Albany Central Traffic Control	$ 5,190,024.00	**$ 5,190,024.00**	$ 5,060,273.40	**8**	
T40098	Central Oregon Intergovernmental Council and City of Redmond	Transportation Maintenance and Operations Facility	$ 2,596,700.00	**$ 2,596,700.00**	$ 2,531,782.50	**9**	
R40081	Prineville Railway	Freight Depot and Intermodal Facility	$ 2,124,807.60	**$ 2,124,807.60**	$ 2,071,687.41	**10**	
M20083	Port of Siuslaw	Siuslaw Wharf Repair	$ 1,500,000.00	**$ 1,500,000.00**	$ 1,462,500.00	**11**	

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		TOTALS =	**$192,952,423**	**$97,138,884**	**$ 94,710,411.44**		
R20080	Albany and Eastern Railroad Company	Lebanon M-Line Rehabilitation	$ 2,593,947.36	**$ 2,593,947.36**	$ 2,529,098.68	**12**	
T10093	City of Portland and Portland Development Commission	Portland Streetcar Relocation	$ 1,958,651.20	**$ 1,958,651.20**	$ 1,909,684.92	**13**	
R30169	Cross Creek Trucking	CCT Rail Hub	$ 361,512.00	**$ 361,512.00**	$ 352,474.20	**14**	
T20086	Salem Transit District	Rickreall Park and Ride	$ 243,200.00	**$ 243,200.00**	$ 237,120.00	**15**	
M10162	Port of Portland	T-6 Crane Modernization	$ 2,907,408.00	**$ 2,907,408.00**	$ 2,834,722.80	**16**	
A50095	Ontario	Airport Runway/Taxiway Rehabilitation	$ 3,566,376.65	**$ 3,566,376.65**	$ 3,477,217.23	**17**	**RA FED**
T30144	Rogue Valley Transit District	CNG Fueling Infrastructure Improvements	$ 726,870.40	**$ 726,870.40**	$ 708,698.64	**18**	
R10104	Teevin Bros Land & Timber Co., LLC	Rail-to-Barge Facility	$ 3,680,532.61	**$ 3,680,532.61**	$ 3,588,519.29	**19**	
R10092	Port of Portland	T-4 Rail Upgrade	$ 1,047,082.92	**$ 1,047,082.92**	$ 1,020,905.85	**20**	
A10119	Port of Portland	Hillsboro Airport Parallel Runway/Taxiway D	$ 4,000,000.00	**$ 4,000,000.00**	$ 3,900,000.00	**21**	
R10146	Portland and Western RR	Banks Rail Connection	$ 2,381,784.80	**$ 2,381,784.80**	$ 2,322,240.18	**22**	

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		TOTALS =	**$192,952,423**	**$97,138,884**	**$ 94,710,411.44**		
M50153	Port of Morrow	T-3 Facility Improvements	$ 1,367,072.00	**$ 1,367,072.00**	$ 1,332,895.20	**23**	
M20085	Columbia River Bar Pilots	Columbia River Bar Safety Technology	$ 451,670.40	**$ 451,670.40**	$ 440,378.64	**24**	
A30084	Roseburg	Airport Runway Extension	$ 1,200,512.00	**$ 1,200,512.00**	$ 1,170,499.20	**25**	**RA FED**
R20145	Willamette Valley RR	Bridge Repair Pudding River - Zollner Creek	$ 640,000.00	**$ 640,000.00**	$ 624,000.00	**26**	
T20163	Sunset Empire Transportation District	Construct South County Transit Center	$ 3,046,000.00	**$ 3,046,000.00**	$ 2,969,850.00	**27**	
M40118	The Dalles	Marine Terminal Rehabilitation	$ 2,055,300.00	**$ 2,055,300.00**	$ 2,003,917.50	**28**	
A40135	The Dalles	Columbia Gorge Regional Airport Runway Rehabilitation	$ 3,503,184.00	**$ 3,503,184.00**	$ 3,415,604.40	**29**	**RA FED**
A30122	Mercy Flights	Construct Hangar and Operations Building	$ 3,723,763.20	**$ 3,723,763.20**	$ 3,630,669.12	**30**	
R50176	P C Energy LLC	Recondition Rail Siding for Access to Biodiesel Facility	$ 434,700.00	**$ 434,700.00**	$ 423,832.50	**31**	
R50130	Wyoming Colorado RR	Malheur Jct Wye Upgrade	$ 27,100.35	**$ 27,100.35**	$ 26,422.84	**32**	
A40166	Madras	Airport NAVAIDS	$ 1,704,624.00	**$ 1,704,624.00**	$ 1,662,008.40	**33**	**RA**

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		TOTALS =	**$192,952,423**	**$97,138,884**	**$ 94,710,411.44**		
A50106	Baker City	Airport Taxiway and T-Hangar Access Improvements	$ 1,149,195.20	**$ 1,149,195.20**	$ 1,120,465.32	**34**	**RA**
R20129	Albany & Eastern Railroad Company	Sweethome Branch Tie Rehabilitation	$ 2,675,489.28	**$ 2,675,489.28**	$ 2,608,602.05	**35**	**TC**
T50150	Confederated Tribes of Umatilla Indian Reservation	Construct Transit Center	$ 1,561,021.60	**$ 1,561,021.60**	$ 1,521,996.06	**36**	
M50159	Tidewater Terminal Co	Umatilla Petroleum Terminal	$ 1,305,800.00	**$ 1,305,800.00**	$ 1,273,155.00	**37**	
M20132	City of Astoria	17th St Dock Reconstruction	$ 3,804,800.00	**$ 3,804,800.00**	$ 3,709,680.00	**38**	
A40177	Malin	Airport - Pave Runway and Taxiway	$ 400,000.00	**$ 400,000.00**	$ 390,000.00	**39**	**RA**
R50134	Wallowa Union Rail Authority and Sumpter Valley Machine Works	Multimodal Transportation Hub, and Park and Ride Lot - Transit and Excursion Rail Passengers	$ 1,000,000.00	**$ 1,000,000.00**	$ 975,000.00	**40**	
R40126	Gilliam County	Shutler Rail Siding	$ 624,800.00	**$ 624,800.00**	$ 609,180.00	**41**	
A20114	Port of Astoria	Astoria Airport - Lower IFR Minimums	$ 3,520,000.00	**$ -**	$ -	**42**	**RA**
M10102	Port of Portland	Barge Shippers Subsidy During Lock Closure	$ 1,639,552.00	**$ -**	$ -	**43**	

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		TOTALS =	**$192,952,423**	**$97,138,884**	**$ 94,710,411.44**		
A10123	Port of Portland	PDX Cargo Loader	$ 600,000.00	**$ -**	$ -	**44**	
R20154	Portland & Western RR	Marion Rail Replacement	$ 5,403,327.09	**$ -**	$ -	**45**	
R30125	Alcan Cable	Rail Spur-Siding-Warehouse	$ 1,000,000.00	**$ -**	$ -	**46**	
R50140	Union Pacific RR	Hinkle Yard Track Connection	$ 5,000,000.00	**$ -**	$ -	**47**	
R50091	Port of Umatilla	Loading Facility	$ 3,664,000.00	**$ -**	$ -	**48**	
R10096	Tarr Acquisition	Tarr Liquid Bulk Facility	$ 1,040,000.00	**$ -**	$ -	**49**	
R20138	Union Pacific RR	Rail Bridge Replacement (Willamette River near Harrisburg)	$ 10,000,000.00	**$ -**	$ -	**50**	
R10131	Northwest Container Service	Track Expansion	$ 1,337,691.20	**$ -**	$ -	**51**	
T10157	TriMet	Lake Oswego to Portland Streetcar Project	$ 2,040,800.00	**$ -**	$ -	**52**	
T20116	Salem Transit District	Acquire 2 Trolley Buses	$ 720,000.00	**$ -**	$ -	**53**	
A20142	Port of Tillamook Bay	Tillamook Airport Terminal and Cargo Apron	$ 2,500,000.00	**$ -**	$ -	**54**	**RA**

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		TOTALS =	**$192,952,423**	**$97,138,884**	**$ 94,710,411.44**		
T20158	Yamhill Community Action Partnership (YCAP)	Construct YCAP Transit Facility	$ 400,000.00	**$ -**	$ -	**55**	
A20090	Newport	Central Coast Connect	$ 3,738,192.00	**$ -**	$ -	**56**	**RA**
R10118	Peninsula Terminal Co.	Peninsula Terminal - BNSF Connection	$ 1,179,704.00	**$ -**	$ -	**57**	
A20115	Albany	Construct Airport Runway Overrun Area	$ 780,000.00	**$ -**	$ -	**58**	**RA**
T10137	Ride Connection	Construct Transportation Center	$ 8,545,205.36	**$ -**	$ -	**59**	
R20109	Port of Astoria	Rail Siding-Spur	$ 1,200,000.00	**$ -**	$ -	**60**	
A50155	Port of Morrow	Boardman Airport Hangar and Apron	$ 299,880.00	**$ -**	$ -	**61**	**RA FED Apron Only**
R20149	Fuel Logistics LLC and Track 702 LLC	Rail Terminal Ethanol Pump Station	$ 693,028.80	**$ -**	$ -	**62**	
MR10139	Sause Bros	Acquire Heavy-Lift Equipment	$ 636,591.20	**$ -**	$ -	**63**	
R10167	Port of St Helens	Rail Infrastructure ORPET Site	$ 1,822,972.80	**$ -**	$ -	**64**	
A30100	Ashland	Airport Taxiway Extension	$ 433,100.00	**$ -**	$ -	**65**	**RA FED**
T20105	Sunset Empire Transportation District	Acquire 16 Hybrid Vehicles	$ 3,200,000.00	**$ -**	$ -	**66**	

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		TOTALS =	**$192,952,423**	**$97,138,884**	**$ 94,710,411.44**		
R20174	Pacific Recycling	Reloading and Dismantle Facility	$ 2,800,000.00	**$ -**	$ -	**67**	
M20113	Port of Astoria	Pier 1 Crane Acquisition	$ 1,600,000.00	**$ -**	$ -	**68**	
A20156	Sportsman Airpark	Runway Extension	$ 450,052.00	**$ -**	$ -	**69**	**RA**
A40124	City of Bend and Leading Edge Aviation	Bend Airport Heliport	$ 3,586,483.20	**$ -**	$ -	**70**	**RA**
R10082	Hampton Tree Farms/Front Ave II Ltd Partnership	Front St Transload Expansion	$ 725,538.00	**$ -**	$ -	**71**	
A20108	Port of Astoria	Airport Hangar and Shop, Acquire Aircraft Tug	$ 520,000.00	**$ -**	$ -	**72**	**RA**
R10136	TriMet	Union Pacific Brooklyn Yard Access Improvements	$ 1,887,477.42	**$ -**	$ -	**73**	
M20111	Port of Astoria	Pier 3 Barge Dock	$ 960,000.00	**$ -**	$ -	**74**	
A30133	Brookings and Border Coast Regional Airport Authority	Del Norte Co Regional Airport (Crescent City, CA) Construct Airport Terminal	$ 7,000,000.00	**$ -**	$ -	**75**	**RA FED**
M20112	Port of Astoria	Tug Service	$ 960,000.00	**$ -**	$ -	**76**	
A40127	Klamath Falls	Klamath Falls Airport Technology Center	$ 8,000,000.00	**$ -**	$ -	**77**	**RA**

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		TOTALS =	**$192,952,423**	**$97,138,884**	**$ 94,710,411.44**		
A20110	Eugene	Eugene Airport Car Wash	$ 3,200,000.00	**$ -**	$ -	**78**	**RA**
T10168	Tualatin Hills Park and Recreation	Tualatin Waterhouse Trail	$ 329,944.80	**$ -**	$ -	**79**	
T20151	Albany	Construct Transit Facility	$ 2,400,000.00	**$ -**	$ -	**80**	

NOTES LEGEND

Rural Airport Definition (OAR 731-035-020(22):
"Rural Airports" means any airport that principally serves a city or standard metropolitan statistical area with a population of 500,000 or fewer, and is eligible for Federal Aviation Administration Airport Improvement Program funds.

RA - Rural Airport

RA Fed - Rural Airport receiving 95% / 5% Federal Aviation Administration Grant

TC - Technical Correction of $81,541,92 for CO III Priority Project #35. R20129, AERC, Sweethome Branch Tie Rehabilitation

4 Transmittal and Signatures

The following pages include the signatures of the Final Review Committee and a transmittal of the committee's recommendations to ODOT and the OTC. Linda Modrell participated in Final Review Committee discussions but was not able to be present during consensus development on the final prioritized project list, therefore, her signature does not appear on the project recommendation submittal letter.

June 10, 2010

Director Matthew Garrett
Oregon Department of Transportation
355 Captiol St. N.E.
Salem, OR 97301-3871

Dear Director Garrett:

***Connect*Oregon III Final Review Committee Project Recommendations**

On June 10, 2010, the *Connect*Oregon III Final Review Committee completed the list of our project recommendations. This Final Review Report documents the review of projects by this committee, and provides the background of the ConnectOregon III program development and project selection prior to the meeting of this committee.

The *Connect*Oregon III Final Review Recommendation List included in this report records our recommendation to the Oregon Transportation Commission (OTC) for consideration at the Commission's public hearing in Salem on July 21, 2010.

Sincerely,

The *Connect*Oregon III Final Review Committee

Julie Brown

Julie Brown 6/10/10
(Signature) Date

Dee Burch

Dee Burch 6/10/10
(Signature) Date

Bruce Carswell

6/10/10
(Signature) Date

Scott Cooper

(Signature) Date 6/10/10

Chris Corich

(Signature) Date 6/10/10

Tammy Dennee

(Signature) Date 6/10/10

Al Densmore

(Signature) Date 6/10/10

Pat Egan

(Signature) Date 6/10/10

Mark Gardiner

(Signature) Date 6/10/10

Larry Gescher

(Signature) 6-10-10 Date

Gayle Harley

(Signature) 6/10/10 Date

Jonathan Hutchison

(Signature) 6/10/10 Date

Tony Hyde

(Signature) 6/10/10 Date

Dan Joyce

(Signature) 6/10/2010 Date

Shirley Kalkhoven

(Signature) 6/10/10 Date

Susie Lahsene

(Signature) Date 6/10/2010

Paul Langner

(Signature) Date 06/10/2010

Dennis Luke

(Signature) Date 6-10-2010

Jim McClellan

(Signature) Date 6/10/10

Linda Modrell

(Signature) Date

Allan Pollock

(Signature) Date 6/10/10

Allan Rumbaugh

(Signature) 6/10/10 Date

Al Switzer

(Signature) 6-10-2010 Date

Fred Warner

(Signature) 6/10/10 Date

Ken Woods

(Signature) 6/10/2010 Date

Jerri L. Bohard, Interim Deputy Director
Oregon Department of Transportation

June 10, 2010
Date

Alison S. Kelley, Facilitator
Conflict Management Strategies, LLC

June 10, 2010
Date

Appendix 1 Final Review Committee Member Comments

The order of listing for the comments below is alphabetical by the last name of the commenting member.

Julie Brown
As a first-time participant on the Final Review Committee, I found it a challenge weighing my consideration for projects based on recommendations made by mode, region, and staff. The process used works, but would make the following recommendations:

The Regional process needs a little more direction in their review process. Some Regions and Modes made recommended cuts where others were not allowed to make those recommendations by advice of staff.

My other recommendation is that a representative from the Modal committee attends each Regional review.

Tammy Dennee
- Thank you to Pat, Alison, and all of the ODOT staff for their hard work. I appreciated the opportunity to participate on behalf of the nature resources industries and rural Oregon.
- It would be terrific if we could find a way to better assist the smaller regions as they craft their proposals to ensure they rise to the top during the comparison process.

Allan Densmore
I appreciated the opportunity to participate in such a well-organized and collaborative process. My most significant concern; however, centers around the impact of the assignment of very large projects to individual regions that benefit multiple regions.

Paul Langner
*Connect*Oregon III comments:
- During application for *Connect*Oregon III, all applicants were asked to pay 2% of the project into a multimodal study fund. Subsequently, during Special Session, the Legislature removed the 2% multimodal study fee. At application, all applicants were prepared to pay this 2% fee.
- For this iteration of ConnectOregon III, the Final Review Committee asks all successful applicants make this adjustment to their application to ensure the best 41 projects are fully funded.

For *Connect*Oregon IV consideration:
- Subsidy of <u>any</u> operation ought not be entertained.
- No entity shall have more than four (4) projects for consideration. Not because of fiscal, but for fairness (or) no more than two projects per mode or region.
- All modal deliberations should be considered before the regional deliberations; with a modal representative to the regional board.
- For certain, in both the rail and marine committees, the modal committee scrutinized the applications with a sharp eye toward ensuring every component has a

Jim McClellan
Next time when the Regions rank their projects, include a representative from each mode at the meeting.

Larry Gescher
As a member of the final selection committee for *Connect*Oregon III and as a heavy highway contractor, it is my desire for the OTC to consider negotiating an agreement with the railroads receiving *Connect*Oregon III grants. This agreement needs to address how the railroads work with ODOT and their representatives. Specifically, the railroads have become very difficult to work with as it relates to what the railroads charge to review designs and to provide railroad flagmen. The taxpayers are now required to pay for flagmen hat are note needed because the railroad will only provide flagmen in large blocks of time. ODOT is being held hostage and before we hand grants to these firms, these issues need to be addressed.

Fred Warner
The process works well given the circumstances.Should require all applicants to present projects and then require them to give all committees scalability of the projects. The all or nothing approach does not foster efficient use of the total dollars.

Scoring and matrices used by staff are detrimental to regions with few projects. It automatically pushes regions with a lot of projects to the top of the matrix. A hybrid system should be developed. I would be willing to work on this.

The minimum for Regions should be maintained. The highly populated areas would suck up the money.

Ken Woods
- Be more specific on the conflicts on interest. At the ACT level, we were led to believe that we did not need to follow the same conflict of interest that applies to elected officials (ACTS are made up of elected officials and non-elected people.)

  As Chair, I wanted to error on the side of safety, so I had our entire ACT follow the language that is stated in the "Memorandum of Collaboration." That is pretty clear (actual versus potential, explain each, and quote the ORS).

- When listing the projects in the first review, I would suggest deleting the green, purple, and red boxes. When projects are ranked by the modes and by the regions, each assigns points for tiering. I would suggest averaging these points and list the projects in that order as a starting point.

Unsigned
Overall, a good process. Politics, as always, played a role. The initial prioritization formula prepared by ODOT staff penalized regions and modes considering fewer projects by pushing a

portion of their projects into lowest-ranked category. The regional set aside was also problematic. Some of the projects funded would not have been approved were it not for the need to meet a $10 million target.

In future rounds, it would be helpful to limit the number of projects which a single applicant can propose. In addition, a criterion needs to be added that projects funded will primarily benefit private companies and their stockholders.

Unsigned

- Have a regional rep at mode reviews to hear comments to share mode perspective at region meetings.
- Day 1 – Let mode and region reps know they are expected to give a quick overview of respective projects as opposed to expecting people to have sent ahead of time.
- Appreciated staff's prep work on spreadsheets.

Unsigned

We need at least three committee review[s] for each project to avoid the modal vs. region debate.
My suggestion might be to include an economic development committee for those projects that are not freight projects.

Appendix 2 Modal Committee Report Matrices

***Connect* Oregon III**
Aviation Modal Matrix Review
February 25, 2010

Application Number	Applicant Name	Project Name / Description	Total *Connect* Oregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness	Total Points (a thru e)	Tier	Rank (High - Medium - Low)	Priority	**Final Review Report**
				Max 10 Pts.	**Max 10 Pts.**	**Max 10 Pts.**	**Max 5 Pts.**	**Max 5 Pts.**					
				Staff has placed a score for each Consideration that is "thoroughly" met by the project							Only	Committee Only	
A20160	Oregon Department of Aviation	Aurora Air Traffic Control Tower	$ 2,695,200.00	9	8	10	0	3	30	2	High	1	**T2, R-High, P1**
A10101	Port of Portland	PDX Deicing System Upgrade	$ 4,250,000.00	8	7.5	7	5	5	32.5	2	High	2	**T2, R-High P2**
A40135	The Dalles	AP RW Rehab	$ 3,503,184.00	8	6	8	2	5	29	2	High	3	**T2, R-High, P3**
A50095	Ontario	AP RW-TW Rehab	$ 3,566,377.00	6.5	5	8	0	5	24.5	3	High	4	**T3, R-High, P4**
A40166	Madras	AP NAVAIDS (REILs-TW Lights-AWOS)	$ 1,704,624.00	7.5	8.5	8	0	3	27	2	High	5	**T2, R-High, P5**
A30084	Roseburg	AP RW Extension	$ 1,200,512.00	6.5	7	7	4	5	29.5	2	High	6	**T2, R-High, P6**
A40099	Salem	Commuter Air Service, N Bend-Klamath Falls-Salem	$ 1,120,000.00	9	8.5	9	5	5	36.5	1	High	7	**T1. R-High, P7**
A20114	Port of Astoria	AP Lower IFR Minimums	$ 3,520,000.00	8.5	5.5	8.5	0	1	23.5	3	High	8	**T3, R-High, P8**
A10123	Port of Portland	PDX Main Deck Cargo Loader	$ 600,000.00	7	6.5	6.5	0	5	25	3	High	9	**T3, R-High, P9**
A10119	Port of Portland	HIO Parallel RW-TWD	$ 4,000,000.00	6.5	6.5	7	3.5	5	28.5	2	High	10	**T2, R-High, P10**
A50106	Baker City	AP TW Improvements T-Hangar Access	$ 1,149,195.00	5	6.5	5.5	0	3	20	3	Medium	11	**T3, R-Med, P11**
A30100	Ashland	AP TW Extension	$ 433,100.00	3.5	5.5	3.5	0	3	15.5	3	Medium	12	**T3, R-Med, P12**
A50155	Port of Morrow County	Boardman Hangar, Apron	$ 299,880.00	5	5	7.5	3	3	23.5	3	Medium	13	**T3, R-Med, P13**
A30122	Mercy Flights	Construct Hangar-Ops Building-Exp Ofc	$ 3,723,763.00	7	7	6	0	5	25	3	Medium	14	**T3, R-Med, P14**
A40177	Malin	AP Pave RW-TW	$ 400,000.00	6	6	6	0	3	21	3	Medium	15	**T3, R-Med, P15**
A20142	Port of Tillamook Bay	AP Term/Cargo Apron	$ 2,500,000.00	6	6	5.5	0	3	20.5	3	Medium	16	**T3, R-Med, P16**
A20115	Albany	AP RW Overrun	$ 780,000.00	3	5	3	0	3	14	4	Low	17	**T4, R-Low, P17**
A40124	Bend/Leading Edge Aviation	AP Heliport	$ 3,586,483.00	4	8	6	0	0	18	3	Low	18	**T3, R-Low, P18**
A50128	Baker City	Baker Air Service	$ 800,000.00	6.5	6	6.5	0	0	19	3	Low	19	**T3, R-Low, P19**
A20108	Port of Astoria	AP Const Hgr-Shop-Acq AC Tug	$ 520,000.00	3	3.5	3.5	0	5	15	4	Low	20	**T4, R-Low, P20**
A20156	Sportsman Airpark	Runway Extension	$ 450,052.00	7	4.5	5	0	5	21.5	3	Low	21	**T3, R-Low, P21**
A40127	Klamath Falls	Aviation Maintenance Technology Center	$ 8,000,000.00	2.5	5	3	0	5	15.5	3	Low	22	**T3, R-Low, P22**
A20110	Eugene	AP Rental Car Wash Facility	$ 3,200,000.00	4	3	3	1	5	16	3	Low	23	**T3, R-Low, P23**
A30133	Brookings/Border Coast Regional Airport Authority (Del Norte, CA)	AP Terminal Construction, including Access Roadways	$ 7,000,000.00	3.5	5	4.5	5	0	18	3	Low	24	**T3, R-Low, P24**
			$ 59,002,370.00										

Connect Oregon III Marine Review Matrix
March 16, 2010

Application Number	Project Name / Description		Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Ready to construct by 11-1-2010	Pts	Tiers: Tier 1: 35-40 Points Tier 2: 27-34 Points Tier 3: 16-26 Points Tier 4: 01-15 Points	Rank (High - Medium - Low)	Priority	Final Review Report
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5					
M10143	Port of Portland	Dredge Oregon Repowering	$ 5,000,000.00	10	7	9	5	5	36	**Tier 1**	H	1	
M10162	Port of Portland	T-6 Crane Modernizations	$ 2,907,408.00	8	6	9	0	5	28	**Tier 2**	H	2	
M20085	Columbia River Bar Pilots	Columbia River Bar Safety Technology	$ 451,670.40	7	7	8	0	5	27	**Tier 2**	H	3	
M20083	Port of Siuslaw	Wharf Repair and Revitalization	**$ 1,500,000.00**	7	8	7	0	5	27	**Tier 2**	H	4	
M10148	Port of Portland	T-6 Auto Storage Expansion	$ 2,037,388.80	7	7	7	0	5	26	**Tier 3**	H	5	
M50153	Port of Morrow	T-3 Facility Improvements	**$ 490,072.00**	7	6	7	0	5	25	**Tier 3**	H	6	
MR10139	Sause Bros.	Lift Equipment Acquisition	$ 636,591.20	6	6	7	0	5	24	**Tier 3**	M	7	
M10102	Port of Portland	Lock Closure Shipper's Support Program	$ 1,639,552.00	6	6	7	0	5	24	**Tier 3**	M	8	
M50159	Tidewater Terminal Co.	Umtailla Terminal Improvements	$ 1,305,800.00	6	6	7	0	5	24	**Tier 3**	M	9	
M40118	City of The Dalles	Marine Terrminal Rehabilitation	$ 2,055,300.00	5	6	6	1	3	21	**Tier 3**	M	10	
M20113	Port of Astoria	Pier 1 Crane Acquisition	$ 1,600,000.00	5	6	5	0	5	21	**Tier 3**	L	11	
M20132	City of Astoria	17th Street Dock Reconstruction	$ 3,756,000.00	4	6	6	0	3	19	**Tier 3**	L	12	
M20111	Port of Astoria	Pier 3 Barge Dock	$ 960,000.00	5	4	5	0	5	19	**Tier 3**	L	13	
M20112	Port of Astoria	Stand-by Tug Service	$ 960,000.00	4	4	5	0	5	18	**Tier 3**	L	14	
	Reduced award - Port of Siuslaw cut by $248,352 - see project report												
	Reduced award - Port of Morrow cut by $875,000 - see project report												

***CONNECT*OREGON III**
OFAC FREIGHT REVIEW MATRIX
March 23, 2010

Application Number	Project Name / Description		Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Const. Readiness (Ready to construct by 11-1-2010	Pts	Tiers: T1: 35-40 Pts T2: 27-34 Pts T3: 16-26 Pts T4: 01-15 Pts	Rank (High - Medium - Low)	OFAC PRIORITY (Based on Final Discussion and Voting)
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5				
M10143	Port of Portland	'Dredge Oregon' Equipment Upgrade	$ 5,000,000.00	10	8	9	5	5	37	**1**	**H**	**1**
R30089	Port of Coos Bay	RR Rehab	$ 7,799,976.00	10	10	10	0	5	35	**1**	**H**	**2**
R10094	PWRR	Columbia River Corridor Upgrade	$ 4,769,591.74	10	7	10	1	5	33	**2**	**H**	**3**
R10088	UP	Barnes Yd Bypass	$ 5,070,186.22	8	7	10	0	3	28	**2**	**H**	**4**
A10101	Port of Portland	PDX Deicing System Upgrade	$ 4,250,000.00	7	7.5	7	5	5	32	**2**	**H**	**5**
R10096	TARR	Tarr Rail Liquid Bulk Facility	$ 1,040,000.00	7	6	7	5	5	30	**2**	**H**	**5**
R40081	Prineville	Transload Fac	$ 2,124,807.60	7	8	8	2	3	28	**2**	**H**	**6**
A10119	Port of Portland	HIO Parallel RW-TW D	$ 4,000,000.00	7	7	7	5	5	31	**2**	**H**	**7**
R10104	Teevin Bros	Rail-to-Barge Facility	$ 3,680,532.61	7	8	8	0	5	28	**2**	**H**	**8**
R20080	AERC	Lebanon M-Line Rehab	$ 2,593,947.36	6	8	8	0	5	27	**2**	**H**	**9**
R30169	Cross Creek Trucking	CCT Rail Hub	$ 361,512.00	6	8.5	6	2	5	27.5	**2**	**H**	**10**
R50130	Wyoming CO RR	Malheur Jct Wye	$ 27,100.35	8	8	8	0	5	29	**2**	**H**	**11**
R20161	UP / PNWR	Albany Centralized Traffic Control	$ 5,190,024.00	8	5	8	0	5	26	**3**	**H**	**12**
R10092	Port of Portland	T-4 Rail Upgrade	$ 1,047,082.92	7	6	8	0	5	26	**3**	**H**	**13**
R20138	UP	Bridge Replacement	$ 10,000,000.00	6	5.5	10	5	1	27.5	**2**	**H**	**14**
M10162	Port of Portland	T-6 Crane Mod	$ 2,907,408.00	7	6	7	0	5	25	**3**	**H**	**15**
R10131	NWCS	Track Expansion	$ 1,337,691.20	7	5.5	7	1	5	25.5	**3**	**M**	**16**

***CONNECT*OREGON III**
OFAC FREIGHT REVIEW MATRIX
March 23, 2010

Application Number	Project Name / Description		Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Const. Readiness (Ready to construct by 11-1-2010	Pts	Tiers: T1: 35-40 Pts T2: 27-34 Pts T3: 16-26 Pts T4: 01-15 Pts	Rank (High - Medium - Low)	OFAC PRIORITY (Based on Final Discussion and Voting)
M10102	Port of Portland	Barge Shippers Lock Closure	$ 1,639,552.00	6	6	8	0	5	25	**3**	**M**	**17**
R20145	Willamette Vly RR	Bridge Rep Pudding River-Zollner Creek	$ 640,000.00	5	6	7	0	5	23	**3**	**M**	**18**
R20154	PNWR	Marion Rail Replacement	$ 5,403,327.09	7	7	7	0	5	26	**3**	**M**	**19**
M50153	Port of Morrow	T-3 Facility Improvements	$ 1,367,072.00	7	6	6	0	5	24	**3**	**M**	**20**
M10148	Port of Portland	T-6 Auto Storage Expansion (Grading and Site Prep)	$ 2,037,388.80	6	6	7	0	5	24	**3**	**M**	**21**
A10123	Port of Portland	POP PDX Cargo Loader	$ 600,000.00	7	5	7	0	5	24	**3**	**M**	**22**
R10146	PWRR	Banks Rail Connection	$ 2,381,784.80	7	5	6	1	3	22	**3**	**M**	**23**
R10167	Port of St Helens	Rail Infrastructure ORPET Site	$ 1,822,972.80	5	7	6	0	5	23	**3**	**M**	**24**
R50140	UP	Hinkle Yard Track Connect	$ 6,963,402.22	5	4.5	5.5	1	3	19	**3**	**M**	**25**
R30125	Alcan Cable	Rail Spur-Siding-Warehouse	$ 2,084,200.00	6	7	4	0	5	22	**3**	**M**	**26**
M50159	Tidewater	Umatilla Petrol Term	$ 1,305,800.00	6	5	6	0	5	22	**3**	**M**	**27**
R20129	AERC	Sweethome Branch Tie Rehab	$ 2,675,489.28	6	5	7	0	5	23	**3**	**M**	**28**
R50176	P C Energy LLC	PC Biodiesel Facility	$ 434,700.00	5	6	4	5	5	25	**3**	**M**	**29**
R10018	Peninsula Terminal	Peninsula Terminal - BNSF Connection	$ 1,179,704.00	4	4.5	4	0	5	17.5	**3**	**M**	**30**
A40166	Madras	AP NAVAIDS	$ 1,704,624.00	4	6	6	0	3	19	**3**	**L**	**31**
R10082	Hampton Tree Farms/Front Ave II Ltd Partnership	Front St Transload Expansion	$ 725,538.00	5	5.5	5	0	5	20.5	**3**	**L**	**32**
R40126	Gilliam CO	Shutler Rail Siding	$ 624,800.00	5	2.5	5	0	5	17.5	**3**	**L**	**33**

***CONNECT*OREGON III**
OFAC FREIGHT REVIEW MATRIX
March 23, 2010

Application Number	Project Name / Description		Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Const. Readiness (Ready to construct by 11-1-2010	Pts	Tiers: T1: 35-40 Pts T2: 27-34 Pts T3: 16-26 Pts T4: 01-15 Pts	Rank (High - Medium - Low)	OFAC PRIORITY (Based on Final Discussion and Voting)
MR10139	Sause Bros	Acquire Lift Equip	$ 636,591.20	3	4	5	0	5	17	**3**	**L**	**34**
A20142	Port of Tillamook Bay	Tillamook AP Terminal and Cargo Apron	$ 2,500,000.00	4	4	4	0	5	17	**3**	**L**	**35**
M20113	Port of Astoria	Pier 1 Crane Acq	$ 1,600,000.00	3	4	4	0	5	16	**3**	**L**	**36**
R20109	Port of Astoria	Rail Siding and Spur Tongue Point	$ 1,200,000.00	4	6	3	0	3	16	**3**	**L**	**36**
M20085	Columbia River Bar Pilots	Columbia River Bar Safety Technology	$ 451,670.40	3	2	6	0	1	12	**4**	**L**	**37**
R10136	Bureau of Transportation	UP Brooklyn Yd Access Imp	$ 1,887,477.42	3	2	3	1	5	14	**4**	**L**	**38**
R20149	Fuel Logistics LLC-Track 702 LLC	Ethanol Rail Delivery Expansion	$ 693,028.80	1	2	1	2	5	11	**4**	**L**	**39**
M20111	Port of Astoria	Pier 3 Barge Dock	$ 960,000.00	2	2	2	0	3	9	**4**	**L**	**40**
M20112	Port of Astoria	Tug Service	$ 960,000.00	1	1	1	0	5	8	**4**	**L**	**41**
R50091	Port of Umatilla	Loading Facility	$ 3,664,000.00	1	1	1	0	3	6	**4**	**L**	**42**
R20174	Pacific Recycling	PRI Reload and Dismantle Facility	$ 2,800,000.00	0	1	0	1	3	5	**4**	**L**	**43**
	45 CO III Projects Reviewed by OFAC		**$ 112,142,982.81**									

ConnectOregon III Rail Modal Committee
Review Matrix
May 23, 2010

Application Number	Project Name/Description		Total *Connect* Oregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Ready to construct 6, 12, or 18 months after agreement is signed. Assume signed 11-2010)	Total Points	Tiers: Tier 1: 35-40 Points Tier 2: 27-34 Points Tier 3: 16-26 Points Tier 4: 01-15 Points	Rank (High Medium - Low)	Priority	Committee Comment
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5					
R10088	Union Pacific (UP)	Barnes Yard Bypass	$ 5,070,186.22	8	7	9	0	3	27	2	H	1	
R30089	Port of Coos Bay	Rail and Tunnel Repairs / Upgrades	$ 7,799,976	9	9	10	0	3	31	2	H	2	
R10146	Portland & Western RR	Banks Rail Connection	$ 2,381,784.80	8	7	9	0	3	27	2	H	3	
R20161	(Combined w/ P&W RR Projects R20121 and R20152)	Albany Centralized Traffic Control	$ 5,190,024	8	7	9	0	3	27	2	H	4	
R40081	City of Prineville Railway	Freight Depot Final Phase & Bulk/Intermodal Facility	$ 2,124,807.60	8	8	10	0	3	29	2	H	5	
R10104	Teevin Bros	Rail-to-Barge Facility	$ 3,680,532.61	8	7.5	9	0	5	29.5	2	H	6	
R10094	Portland & Western RR	Columbia River Corridor Upgrade	$ 4,769,591.74	7	7	8	0	5	27	2	H	7	
R20080	Albany & Eastern RR	Lebanon Main Line Rehab	$ 2,811,619.36	6	8	8	0	5	27	2	H	8	
R30169	Cross Creek Trucking	Rail Hub	$ 361,512	7	7	8	3	5	30	2	H	9	
R50140	UP	Hinkle Yard Track Connections	$ 6,963,402.22	7	8	9	0	3	27	2	H	10	Reduce to $5 M
R10092	Port of Portland	T-4 Rail Upgrade	$ 1,047,082.92	7	6	8	0	5	26	3	H	11	
R20145	Willamette Valley RR	Bridge Repair Pudding River & Zollner Creek	$ 640,000	7	7	7	0	3	24	3	H	12	
RT50134	Wallowa Union Rail Authority	Maintenance Shop, Admin and Passenger Bldg, Park and Ride Lot	$ 5,175,810.06	5	8	2	0	3	18	3	H	13	Recommend $1 M for admin/passenger facility only - not maint. facility
R20129	Albany & Eastern RR	Sweethome Branch Tie Rehab	$ 2,675,489.28	6	6	7	0	3	22	3	M	14	
R20154	Portland & Western RR	Marion County Rail Replacement	$ 5,403,327.09	6	6	7	0	5	24	3	M	15	
R10018	Peninsula Terminal	Rail Upgrade	$ 1,179,704	5	6	6	0	5	22	3	M	16	
R20169	Port of Astoria	Spur and swing bridge semi-automation	$ 1,200,000	4	6	6	0	3	19	3	M	17	
R30125	Alcan Cable	Rail Spur-Siding-Warehouse	$ 2,084,200	6	8.5	1.5	0	5	21	3	M	18	Recommend $1 M for rail portion only
R20138	UP	Bridge Replacement	$ 10,000,000	5	6.5	6.5	5	1	24	3	M	19	

ConnectOregon III Rail Modal Committee
Review Matrix
May 23, 2010

Application Number	Project Name/Description		Total *Connect* Oregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Ready to construct 6, 12, or 18 months after agreement is signed. Assume signed 11-2010)	Total Points	Tiers: Tier 1: 35-40 Points Tier 2: 27-34 Points Tier 3: 16-26 Points Tier 4: 01-15 Points	Rank (High Medium - Low)	Priority	Committee Comment
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5					
R50176	P C Energy LLC	Biodiesel Facility	$ 434,700	3	7.5	5	5	5	25.5	3	M	20	
R50130	Wyoming Colorado RR	Malheur Jct Wye - walkway repair	$ 27,100.35	1	4.5	2	0	5	12.5	4	M	21	
R10096	Tarr Acqusition, LLC	Spur upgrade, tank farm, truck loading facility and land at liquid	$ 1,040,000	1	3	2	5	3	14	4	M	22	
R40126	Gilliam County	Shutler Rail Siding	$ 624,800	3	6	3	0	5	17	3	L	23	
R10131	NWCS	Track Expansion	$ 1,337,691.20	5	5	5	1	5	21	4	L	24	
R10167	Port of St Helens	Rail Infrastructure ORPET Site	$ 1,822,972.80	3	6.5	1	0	5	15.5	4	L	25	
R50091	Port of Umatilla	Loading Facility	$ 3,664,000	2	6	2	0	3	13	4	L	26	
MR10139	Sause Bros	Acquire Lift Equipment	$ 636,591.20	3	4	3	0	5	15	4	L	27	
R10082	Hampton Tree Farms/Front Ave II Ltd Partnership	Front Street Transload Expansion	$ 725,538	1	5.5	1	0	5	12.5	4	L	28	
R20174	Pacific Recycling	Reload and Dismantle Facility	$ 2,800,000	3	3.5	2	0	3	11.5	4	L	29	
R10136	TriMet	UP Brooklyn Yard Access Improvement	$ 1,887,447.42	2	2	2	1	5	12	4	L	30	
R20149	Fuel Logistics LLC-Track 702 LLC	Rail Terminal Ethanol Pump Station	$ 693,028.80	1	3	3	2	5	14	4	L	31	
	Total		$ 86,252,919.67										

ConnectOregon III Transit Modal Committee
Review Matrix

App #	Project Name / Description		Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Ready to construct 6, 12, or 18 months after agreement is signed. Assume signed 11-2010)	Tiers: Tier 1: 35-40 Points Tier 2: 27-34 Points Tier 3: 16-26 Points Tier 4: 01-15 Points	Rank: (High, Medium, Low)	Priority	Final Review Report
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5				
T10107	Wilsonville SMART Trans	Ops Ctr	$ 2,000,000.00	9.25	9.33	9.42	5.00	5.00	38.0	H	1	
T30144	RVTD	CNG Fueling Infrastr Imp	$ 726,870.40	9.33	8.25	8.92	3.00	5.00	34.5	H	2	
T10093	City of Portland Portland Dev Com	Portland Streetcar Relocation	$ 1,958,651.20	8.75	7.67	9.67	4.00	5.00	35.1	H	3	
T40098	Central OR Intergov Council and	Trans Maint and Ops Fac	$ 2,596,700.00	9.00	9.15	9.38	1.00	5.00	33.5	H	4	
T20086	Salem Trans Dist	Rickreall Park and Ride	$ 243,200.00	9.27	8.73	9.36	0.00	5.00	32.4	H	5	
T50150	Confederated Tribes of Umatilla Indian Res	Transit Ctr	$ 1,561,021.60	7.85	8.00	8.00	0.00	5.00	28.8	H	6	
T20163	Sunset Empire Trans Dist	Transit Ctr	$ 3,046,000.00	8.54	6.38	8.15	0.00	5.00	28.1	H	7	
T20116	Salem Trans Dist	Cherriots Trolleys	$ 720,000.00	7.73	7.09	8.00	0.00	5.00	27.8	M	8	
T10137	Ride Connection	Constr Transp Ctr	$ 8,545,205.36	8.33	7.75	8.00	0.00	3.00	27.1	M	9	
T10157	TriMet	Lake Oswego Streetcar	$ 2,040,800.00	5.17	4.50	6.17	5.00	5.00	25.8	M	10	
T20105	Sunset Empire Trans Dist	Acq 16 Hybrid Elec Veh	$ 3,200,000.00	7.54	6.31	6.77	0.00	5.00	25.6	M	11	
T20158	Yamhill Community Action Partnership (YCAP)	Const TransOps Fac	$ 400,000.00	5.77	6.00	5.85	0.00	5.00	22.6	M	12	
T10168	Tualatin Hills Park & Rec	Tualatin Waterhouse Trail	$ 329,944.80	4.85	4.69	6.46	3.00	3.00	22.0	L	13	
T20151	Albany	Transit Fac	$ 2,400,000.00	5.15	3.92	4.69	0.00	3.00	16.8	L	14	
T10117	TriMet	MAX Stn Refurb-BlueLine	$ 440,640.00	1.58	1.25	0.50	1.00	5.00	9.3	L	15	

Connect Oregon III Region 1 Special Review Committee Matrix

Appendix 3 Regional Committee Matrices

	A	C	D	E	F	G	H	I	J	K	L	M	N
1	Application Number	APPLICANT	PROJECT NAME	Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Ready to construct by 11-1-10)	Tiers: Tier 1: 35-40 Points Tier 2: 27-34 Points Tier 3: 16-26 Points Tier 4: 01-15 Points	Rank (High - Medium - Low)	Priority	Final Review Report
2					MAX 10 PTS.	MAX 10 PTS.	MAX 10 PTS.	MAX 5 PTS.	MAX 5 PTS.				
3	**M10143**	Port of Portland	Dredge Oregon Equip Upgrade	$ 5,000,000.00	10.00	8.00	9.00	5.00	5.00	1.00	H	1	
4	**R10088**	UP	Barnes Yard Bypass	$ 5,070,186.22	8.00	7.00	10.00	0.00	3.00	2.00	H	2	
5	**R10094**	PNWR	Columbia River Corridor Upgrade (Phase 2)	$ 4,769,591.74	10.00	7.00	10.00	1.00	5.00	1.00	H	3	
6	**A10101**	Port of Portland	PDX Deicing System Upgrade	$ 4,250,000.00	8.00	7.50	7.00	5.00	5.00	2.00	H	4	
7	**T10107**	Wilsonville SMART Transit	Operations Ctr	$ 2,000,000.00	9.25	9.33	9.42	5.00	5.00	1.00	H	5	
8	**T10093**	Portland Development Commission	Portland Streetcar Relocation	$ 1,958,651.20	8.75	7.67	9.67	4.00	5.00	1.00	H	6	
9	**R10092**	Port of Portland	T-4 Rail Upgrade	$ 1,047,082.92	7.00	6.00	8.00	0.00	5.00	3.00	H	7	
10	**M10162**	Port of Portland	T-6 Crane Mod	$ 2,907,408.00	8.00	6.00	9.00	0.00	5.00	2.00	H	8	
11	**A10119**	Port of Portland	HIO Parallel RW-TW D	$ 4,000,000.00	7.00	7.00	7.00	5.00	5.00	2.00	H	9	
12	**R10146**	PNWR	Banks Rail Connect	$2,381,784.80	8.00	7.00	9.00	0.00	3.00	2.00	H	10	
13	**M10102**	Port of Portland	Barge Shippers Subsidy During Lock Closure	$ 1,639,552.00	6.00	6.00	7.00	0.00	5.00	3.00	M	11	
14	**T10157**	TriMet	for Lake Oswego to Portland Streetcar Project	$ 2,040,800.00	5.17	4.50	6.17	5.00	5.00	3.00	M	12	
15	**R10104**	Teevin Bros Land & Timber Co., LLC	Rail-to-Barge Facility	$ 3,680,532.61	8.00	7.50	9.00	0.00	5.00	2.00	H	13	
16	**A10123**	Port of Portland	POP PDX Cargo Loader	$ 600,000.00	7.00	6.50	7.00	0.00	5.00	3.00	H	14	
17	**R10131**	NWCS	Track Expansion	$ 1,337,691.20	7.00	5.00	7.00	1.00	5.00	3.00	M	15	
18	**R10096**	Tarr Acquisition	Tarr Liquid Bulk Facility	$ 1,040,000.00	7.00	6.00	7.00	5.00	5.00	2.00	H	16	
19	**T10137**	Ride Connection	Construct Transportation Center	$ 8,545,205.36	8.33	7.75	8.00	0.00	5.00	2.00	M	17	
20	**R10018**	Peninsula Terminal Co.	Peninsula Terminal-BNSF Connection	$ 1,179,704.00	5.00	6.00	6.00	0.00	5.00	3.00	M	18	
21	**R10136**	TriMet	UP Brooklyn Yard Access Imp	$ 1,887,447.42	2.00	2.00	2.00	1.00	5.00	4.00	L	19	
22	**MR10139**	Sause Bros	Acq Heavy-Lift Equip	$ 636,591.20	6.00	6.00	7.00	0.00	5.00	2.00	M	20	

Connect Oregon III Region 1 Special Review Committee Matrix

	A	C	D	E	F	G	H	I	J	K	L	M	N
1	**Application Number**	**APPLICANT**	**PROJECT NAME**	**Total ConnectOregon Funds Requested ($)**	**(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor**	**(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)**	**(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency**	**(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund**	**(e) Construction Readiness (Ready to construct by 11-1-10)**	**Tiers: Tier 1: 35-40 Points Tier 2: 27-34 Points Tier 3: 16-26 Points Tier 4: 01-15 Points**	**Rank (High - Medium - Low)**	**Priority**	**Final Review Report**
23	**R10167**	Port of St Helens	Rail Infrastructure ORPET Site	$ 1,822,972.80	5.00	7.00	6.00	0.00	5.00	3.00	M	21	
24	**R10082**	Farms/Front Ave II Ltd Partnership	Front St Transload Exp	$ 725,538.00	1.00	5.50	5.00	0.00	5.00	3.00	L	22	
25	**T10168**	Tualatin Hills Park & Rec	Tualatin Waterhouse Trail	$ 329,944.80	4.85	4.69	6.46	3.00	3.00	3.00	L	23	
26	**M10148**	Port of Portland	T-6 Auto Storage Expansion	$ 2,037,388.80									
27	**T10117**	TriMet	MAX Stn Refurb-BlueLine	$ 440,640.00									
28													

ConnectOregon III Region 2 Review Committee Matrix

APP #	APPLICANT	PROJECT NAME	Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Assume agreement signed by 11-1-2010)	Total Points	Tiers: T1: 35-40 Pts T2: 27-34 Pts T3: 16-26 Pts T4: 01-15 Pts	Rank (High - Medium - Low)	Priority	Final Review Report
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5					
R20161	UP	UP Albany CTC	**$ 5,190,124.00**	10	7	10	0	3	30	2	H	1	
A40099	Salem, Kfalls, No Bend, and SkyWest Als	Skywest Als Salem Air Svc	**$ 1,120,000.00**	9	8	9	5	5	36	1	H	2	
M20085	Columbia River Bar Pilots	Col Riv Bar Safety Tech	**$ 451,670.40**	7	8	7	0	5	27	2	H	3	
M20083	Port of Siuslaw	Siuslaw Wharf Repair	**$ 1,748,352.00**	10	9	10	0	5	34	2	H	4	
A20160	Department of Aviation	ODA Aurora ATCT	**$ 2,695,200.00**	9	10	8	0	5	32	2	H	5	
T20086	Salem Trans Dist	Salem Trans Rickreall Park-Ride	**$ 243,200.00**	9	7	8	0	5	29	2	H	6	
R20080	AERC	Lebanon M-Line Rehab	**$ 2,593,947.36**	8	7	8	0	5	28	2	H	7	
A20090	Newport	Newport Air Service Subsidy	**$ 3,738,192.00**	6	5	6	0	5	22	3	H	8	
R20149	Fuel Logistics LLC-Track 702 LLC	Fuel Logistics-Track 702 Eth Del Exp	**$ 693,028.80**	8	6	8	3	5	30	2	M	9	
M20132	City of Astoria	Astoria 17th St Dock Reconst	**$ 3,804,800.00**	4	8	1	1	5	19	3	H	10	
T20163	Sunset Empire Trans Dist	Sunset Empire Transit Ctr	**$ 3,046,000.00**	9	6	8	0	5	28	2	H	11	
T20158	Yamhill Community Action Partnership (YCAP)	YCAP Transit	**$ 400,000.00**	7	8	7	1	5	28	2	M	12	
A20142	Port of Tillamook Bay	Tmook AP Ter & Cargo Apron	**$ 2,500,000.00**	3	7	4	0	3	17	3	H	13	
R20145	Willamette Vly RR	WVRC Repair Bridges	**$ 640,000.00**	7	7	8	0	5	27	2	H	14	
R20174	Pacific Recycling	Pacific Recycl Reload Fac	**$ 2,800,000.00**	10	4	10	1	5	30	2	H	15	
R20129	AERC	AERC Sweethome Branch Acq-Rehab	**$ 2,675,489.28**	8	6	7	0	5	26	3	M	16	
A20114	Port of Astoria	Astoria AP Lower IFR Min	**$ 3,520,000.00**	5	6	6	0	1	18	3	H	17	
A20115	Albany	Albany AP RW Overrun	**$ 780,000.00**	6	5	5	0	4	20	3	M	18	
R20154	PWRR	PWRR Marion Rail Rep	**$ 5,403,327.09**	7	7	7	0	5	26	3	M	19	
T20116	Salem Trans Dist	Salem Trans Dist Cherriots Trolleys	**$ 720,000.00**	7	7	6	0	5	25	3	M	20	
R20138	UP	UP Rail Bridge Replmt	**$ 10,000,000.00**	8	7	7	0	5	27	3	L	21	

ConnectOregon III Region 2 Review Committee Matrix

APP #	APPLICANT	PROJECT NAME	Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Assume agreement signed by 11-1-2010)	Total Points	Tiers: T1: 35-40 Pts T2: 27-34 Pts T3: 16-26 Pts T4: 01-15 Pts	Rank (High - Medium - Low)	Priority	Final Review Report
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5					
R20109	Port of Astoria	Astoria Rail Siding-Spur	$ 1,200,000.00	9	5	9	0	3	26	3	L	22	
T20105	Sunset Empire Trans Dist	Sunset Empire Hybrid Veh	$ 3,200,000.00	7	7	6	0	5	25	3	L	23	
A20156	Sportsman Airpark	Sportsman Air Park Ext	$ 450,052.00	7	5	5	0	5	22	3	L	24	
M20111	Port of Astoria	Astoria Pier 3 Dock	$ 960,000.00	5	6	6	0	3	20	3	L	25	
M20113	Port of Astoria	Astoria Pier 1 Crane	$ 1,600,000.00	5	5	4	0	5	19	3	L	26	
M20112	Port of Astoria	Astoria Tug Service	$ 960,000.00	4	4	5	0	5	18	3	L	27	
A20108	Port of Astoria	Astoria AP Hgr-Shop-Acq AC Tug	$ 520,000.00	1	5	3	0	5	14	4	L	28	
T20151	Albany	Albany Transit Fac	$ 2,400,000.00	5	4	5	0	0	14	4	L	29	
A20110	Eugene	Eug AP Car Wash	$ 3,200,000.00	2	3	2	1	5	13	4	L	30	

Connect Oregon III Region 3 Committee Review Matrix

APP NO	APPLICANT	PROJECT NAME	Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Assume Agreement Signed by 11-1-10)	Tiers: Tier 1: 35-40 Points Tier 2: 27-34 Points Tier 3: 16-26 Points Tier 4: 01-15 Points	Rank (High - Medium - Low)	Priority	Final Review Report
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5				
R30089	Port of Coos Bay	RR Rehab	$ 7,799,976.00	9	9	10	0	3	31	H	1	
R30169	Cross Creek Trucking	CCT Rail Hub	$ 361,512.00	7	7	8	3	5	30	H	2	
A30122	Mercy Flights	Mercy Flts Const Hgr-Ops Bldg	$ 3,723,763.20	7	7	6	0	5	25	H	3	
T30144	RVTD	CNG Fueling Infrastructure Improvements	$ 726,870.40	9	8	9	3	5	34	H	4	
A30084	Roseburg	Roseburg AP RW Ext	$ 1,200,512.00	6.5	7	7	4	5	29.5	M	5	
R30125	Alcan Cable	Rail Spur-Siding-Warehouse	$ 2,084,200.00	6	8.5	1.5	0	5	21	M	6	
A40099	Oregon Airline Air Service Partnership	Air Service Subsidy	$ 1,120,000.00	9	8.5	9	5	5	36.5	M	7	
A30133	Border Coast Regional Airport Authority	Crescent City, CA - Construct Airport Terminal, Realign Road, New	$ 7,000,000.00	3.5	5	4.5	5	0	18	L	8	
A30100	Ashland	Ashland Air Taxi Way	$ 433,100.00	3.5	5.5	3.5	0	3	15.5	L	9	

Connect Oregon III Region 4 Committee Review Matrix

APP NO.	APPLICANT	PROJECT NAME	Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Consider Grant Executed by 11-1-10)	Tiers: Tier 1: 35-40 Points Tier 2: 27-34 Points Tier 3: 16-26 Points Tier 4: 01-15 Points	Rank (High - Medium - Low)	Priority
				Max Points 10	Max Points 10	Max Points 10	Max Points 5	Max Points 5			
A40099	KFalls-No Bend-Salem-SkyWest Arlines	Air Service Subsidy	$ 1,120,000.00	*10*	*10*	*10*	*5*	*5*	*40 Points - Tier 1*	*H*	*1*
T40098	Central OR Intergov Council and City of Redmond	Trans Maint and Ops Fac	$ 2,596,700.00	*9*	*9*	*9*	*1*	*5*	*33 Points - Tier 2*	*H*	*2*
M40118	The Dalles	Marine Term Rehab	$ 2,055,300.00	*6*	*8*	*6*	*2*	*5*	*27 Points - Tier 2*	*H*	*3*
R40081	Prineville	RR Freight Depot Final Phase & Bulk/Intermodal Facility	$ 2,124,807.60	*8*	*8*	*10*	*0*	*3*	*29 Points - Tier 2*	*H*	*4*
R40126	Gilliam CO	Shutler Rail Siding	$ 624,800.00	*6*	*8*	*8*	*1*	*5*	*28 Points - Tier 2*	*H*	*5*
A40177	Malin	Malin Pave RW-TW	$ 400,000.00	*10*	*10*	*10*	*0*	*5*	*35 Points - Tier 1*	*H*	*6*
A40166	Madras	Madras AP Navaids	$ 1,704,624.00	*8*	*9*	*8*	*0*	*3*	*28 Points - Tier 2*	*H*	*7*
A40135	The Dalles	Dalles AP RW Rehab	$ 3,503,184.00	*8*	*10*	*8*	*5*	*5*	*36 Points - Tier 1*	*M*	*8*
A40124	City of Bend and Leading Edge Aviation	Bend AP Heliport	$ 3,586,483.20	*4*	*8*	*6*	*0*	*0*	*18 Points - Tier 3*	*M*	*8*
A40127	Klamath Falls	Klamath Falls AP Technology Center	$ 8,000,000.00	*10*	*9*	*8*	*0*	*5*	*32 Points - Tier 2*	*M*	*10*

Connect Oregon III Region 5 Committee Review Matrix

APP NO	APPLICANT	PROJECT NAME	Total ConnectOregon Funds Requested ($)	(a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor	(b) Project results in an economic benefit to this state (x = higher two classifications in Item 4 of form. If there is a split in #'s – use higher number)	(c) Project is a critical link in Oregon's transportation system that will measurably improve utilization and efficiency	(d) Ability of the applicant to fund the project from any source other than the Multimodal Transportation Fund	(e) Construction Readiness (Consider Grant Signed by 11-1-10)	Total Points	Tiers Tier 1: 35-40 Points Tier 2: 27-34 Points Tier 3: 16-26 Points Tier 4: 01-15 Points	Rank (High - Medium - Low)	Priority	Final Review Report
				10 Pts Max	10 Pts Max	10 Pts Max	5 Pts Max	5 Pts Max					
R50176	P C Energy LLC	PC Biodiesel Facility	**$ 434,700.00**	9	7	9	5	5	35	**1**	**H**	**1**	**T1,RH,P1**
M50153	Port of Morrow	T-3 Facility Improvements	**$ 1,367,072.00**	7	6	7	0	5	25	**3**	**H**	**2**	**T3,RH,P2**
R50091	Port of Umatilla	Loading Facility	**$ 3,664,000.00**	8	6	8	0	5	27	**2**	**H**	**3**	**T2,RH,P3**
A50095	Ontario	Ontario AP RW-TW Rehab	**$ 3,566,376.65**	9	6	9	0	5	29	**2**	**H**	**4**	**T2,RH,P4**
M50159	Tidewater	Umatilla Petrol Term	**$ 1,305,800.00**	7	5	7	0	5	24	**3**	**H**	**5**	**T3,RH,P5**
A50106	Baker City	Baker AP TW Imp	**$ 1,149,195.20**	8	8	8	1	3	28	**2**	**M**	**6**	**T2,RM,P6**
T50150	Confederated Tribes of Umatilla Indian Res	Transit Center	**$ 1,561,021.60**	8	5	9	0	5	27	**2**	**H**	**7**	**T2,RH,P7**
R50134	Wallowa Union Rail Authority	Maintenance Shop, Admin and Passenger Building, and Park & Ride	**$ 5,175,810.06**	5	9	5	0	5	24	**3**	**M**	**8**	**T3,RM,P8**
A50155	Port of Morrow	Port of Morrow Hangar Apron	**$ 299,880.00**	7	5	7	2	5	26	**3**	**M**	**9**	**T3,RM,P9**
R50140	UP	Construct 3,000 feet pull back tail track and crossovers	**$ 6,963,402.22**	8	5	8	1	5	27	**2**	**L**	**10**	**T2,RL,P10**
A50128	Baker City	Air Service Subsidy	**$ 800,000.00**	**Project Request Withdrawn**									
R50130	Wyoming CO RR	Malheur Jct Wye	**$ 27,100.35**	**This project was not reviewed by CO III Region 5 Review Committee**									

Appendix 4 Memorandum of Collaboration

The Final Review Committee reviewed the Memorandum of Collaboration and signed the agreement prior to beginning deliberations. Bob Russell was unable to attend the Final Review Committee meetings, therefore, his signature does not appear on the memorandum.

Oregon
Department of Transportation

*Connect*Oregon III Final Review Committee

MEMORANDUM OF COLLABORATION

The Oregon Department of Transportation (ODOT) and the *Connect*Oregon III Final Review Committee (FRC) members agree to collaborate as follows:

I. **Purpose.** The Director of the Oregon Department of Transportation (ODOT) has convened the *Connect*Oregon III Final Review Committee (FRC) to develop recommendations regarding which projects should be funded under the *Connect*Oregon III program. The Committee, assisted by a neutral facilitator, will study available information, develop written recommendations, and submit its written recommendations to the Oregon Transportation Commission (OTC).

The Charge to the *Connect*Oregon III Final Review Committee. The Director charges FRC with the responsibility of developing recommendations regarding which projects should be funded under the *Connect*Oregon III program. The goal is to select the best projects across the board to benefit air, rail, marine, and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient.

A. Duties and Responsibilities of FRC Members**.** Members of FRC agree to fulfill their responsibilities through attending and participating in committee meetings, studying the available information, and participating in the development of recommendations. Members of FRC agree to participate in good faith and to act in the best interests of the committee and its charge. To this end, Members agree to consider the state transportation system as a whole, and to place the interests of the entire state above any particular political, modal, and regional affiliations or other interests in order to bring the selection process to a successful conclusion. Members of FRC accept the responsibility to collaborate in developing recommendations that are fair and constructive for the entire state.

In light of the above, FRC members accept the following responsibilities:

(1) To attend committee meetings and work sessions;
(2) To study the available information relevant to the charge;
(3) To participate in developing sound, written recommendations to the OTC.
(4) Except as otherwise provided in Section IV(A)(4) below, to inform, and to make a good faith effort to seek support from and gain the ratification of their represented groups for the work and the work product of FRC; and
(5) To promptly advise the Director of any information that would affect the work of the committee.
(6) At the start of each meeting session declare any "actual conflict of interest," ORS 244.020(1), or any "potential conflict of interest," ORS 244.020(12). Members declaring such actual or potential conflict of interest shall comply with the requirements of ORS Chapter 244 concerning conflicts of interest, including ORS 244.120[1].

B. Use of Work Products. The Director and the Oregon Transportation Commission acknowledge and appreciate the time, effort and resources expended by FRC members in this collaborative process. Although ODOT is not required to implement FRC recommendations verbatim, the Director acknowledges that the recommendations from the committee will be forwarded to the Oregon Transportation Commission for final voting.

C. The Members of the *Connect*Oregon III Final Review Committee. The consensus committee includes representatives from five regional and four modal review committees and individuals from the transportation industry. The committee members are named on pp. 9-13 of this Memorandum.

D. Term of Existence. The work of FRC will commence prior to the first meeting on June 9, 2010 and will conclude following submission of its recommendations to the Director; or at such time ODOT determines it is not reasonable to expect that the committee will be able to fulfill its charge.

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[1] ORS 244.120(2) An elected public official, other than a member of the Legislative Assembly, or an appointed public official serving on a board or commission, shall:

(a) When met with a potential conflict of interest, announce publicly the nature of the potential conflict prior to taking any action thereon in the capacity of a public official; or

(b) When met with an actual conflict of interest, announce publicly the nature of the actual conflict and:

(A) Except as provided in subparagraph (B) of this paragraph, refrain from participating as a public official in any discussion or debate on the issue out of which the actual conflict arises or from voting on the issue.

(B) If any public official's vote is necessary to meet a requirement of a minimum number of votes to take official action, be eligible to vote, but not to participate as a public official in any discussion or debate on the issue out of which the actual conflict arises.

II. The Role of ODOT.

A. Assistance to the Committee. ODOT will provide technical support, substantive expertise, logistical assistance, administrative assistance, and advice to the committee, but will not have a vote at committee meetings. Teddie Baker will be the principal ODOT staff member assigned to the committee.

B. Participation in the Committee Process. Although ODOT will not be a voting member, it may comment or make suggestions on relevant decision points. ODOT's comments and suggestions will be given the same consideration as those of other committee members.

III. The Role of the Facilitator.

A. ODOT has contracted with Alison S. Kelley, J.D. by and through Conflict Management Strategies, LLC (CMS). CMS is an independent, neutral third party whose role is to facilitate the committee meetings, help develop committee recommendations, and produce a final report. CMS may offer recommendations to ODOT relating to the committee process.

B. CMS recommends a consensus decision-making process to assist FRC members in developing recommendations to ODOT. CMS will use a single text collaborative process designed for the purpose of assisting groups in developing consensus-based documents that reflect a range of perspectives.

C. CMS may propose substantive suggestions for the committee's consideration and will provide procedures to help guide the committee in its work.

D. CMS will advise ODOT if it appears that the committee will be unable to fulfill its charge.

E. CMS will work collaboratively with all ODOT staff and executive team members to assist the committee in its work. CMS and ODOT designees may meet individually with FRC members to develop understanding of issues, resolve questions or apparent conflicts, or as otherwise needed to assist FRC in fulfilling its charge.

F. CMS is a single-member limited liability company owned by Alison S. Kelley, J.D., who provides mediation, facilitation, collaborative dispute resolution and organizational and process consultation. Ms. Kelley is not an employee of ODOT or of any of the FRC members. As a neutral collaborative process provider, CMS will not act as an advocate on any issue for ODOT, any interest group, or any member of the committee. While CMS may make recommendations regarding the committee process, CMS will not make any substantive decisions. CMS is being compensated by ODOT pursuant to a contract that is available for review.

G. Communication with CMS: CMS encourages FRC members to communicate information or concerns to it regarding the process for developing recommendations, the recommendations, or other substantive issues. FRC members are encouraged to

communicate with ODOT regarding technical, logistical and administrative support issues.

IV. Operating Procedures of FRC.

A. Ground Rules. Ground rules set the tone for the committee process. Ground rules focus members on the efficient acquisition, thoughtful evaluation, and reasoned discussion of data in order to produce valuable recommendations to ODOT. The following ground rules will be utilized by the committee:

1. Voting: During the consensus decision-making process, each member of the committee will have one equal vote except for the non-voting representative of ODOT.
2. Decision Rules: The committee will discuss the decision rules prior to beginning the formulation of recommendations. The decision rules include the consensus decision-making procedure and the single-text process. Questions relating to the process will be assessed by CMS, and the recommendation submitted by CMS to the committee will be decided by majority vote of those committee members present if a quorum is in attendance.
3. Organization and Conduct of Meetings. The Members of the committee agree to:
   (a) Participate fully and in good faith,
   (b) Comment constructively and specifically, making points concisely to ensure sufficient opportunities for all members to be heard,
   (c) Allow one person to speak at a time,
   (d) Address the issues in neutral terms without personal criticism of individuals,
   (e) Explore all options, and
   (f) Keep an open mind.

4. Good Faith Participation. Each member of FRC agrees to participate in good faith. For purposes of this committee, "good faith" means honesty in fact and conduct. This does not preclude FRC members from taking inconsistent or opposing positions with or from those taken by FRC, and does not preclude the participation of members or their constituents in other forums, such as a legislative session, administrative hearing, or judicial proceeding. Members of FRC undertake a commitment to act in the best interests of the committee, and to refrain from activity that would undermine its ability to fulfill its charge.
5. CMS will address any situation where it appears a member is not acting in good faith. CMS will provide impartial guidance to the committee regarding these ground rules.

B. Development of Recommendations. CMS will explain to the committee the process for developing recommendations. CMS will assist the committee in identifying objectives, addressing diversity of perspectives, and developing substantive, practical recommendations to implement identified objectives. CMS will use a *Consensus Decision-Making* discussion model to facilitate committee decision-making, and to ensure that the committee receives the collective benefit of the individual views, experience, background, training and expertise of its members. CMS will use a *Single Text Process* to assist the committee in drafting, editing and refining its recommendations.

C. Consensus Decision-Making.

Consensus decision-making is a process that allows meeting participants to consider proposals, express opinions, and discuss options for reaching general agreement. This model provides an opportunity for discussion of underlying values and concerns in the overall effort of developing widely accepted solutions. Consensus does not mean 100% agreement on every aspect of every issue. Instead, consensus means general support for a decision taken as a whole. This allows group members to vote in support of a proposal even though they might prefer to have it modified in some manner in order to give it their full support.

The facilitator will describe the proposed recommendation or decision. Meeting participants will be invited to vote by responding with one of three votes:

- **"One" indicates full support** for the proposal as stated.
- **"Two"** indicates that the participant generally **agrees with the proposal as stated, but would prefer to have it modified in some manner in order to give it full support.** Nevertheless, the member will support the proposal even if the rest of the group does not approve his or her suggested modification. A "two" vote indicates general support.
- **"Three"** indicates **rejection** of the proposal as stated.

The facilitator will provide opportunities for participants who voted "two" to explain their suggested modifications to the proposal. Modifications will be considered one by one with a simple majority vote. Next, the facilitator will invite those participants who voted "three" to explain their reasons for not supporting the proposed recommendation, and to offer their suggested modification or alternative recommendation. These modifications are also considered one by one with a simple majority vote.

The consensus voting process will be repeated as necessary to assist the group in achieving **consensus** regarding a particular recommendation or proposal. **Consensus** is defined as all participants voting "one" or "two."

In most cases, groups achieve consensus through this process. However, if the group is unable to reach consensus, the facilitator will call for a traditional vote to determine the majority view. For some issues, participants voting in the minority may have an opportunity to submit a minority report to accompany the majority recommendation.

D. Single Text Process. The committee will use 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. The process will allow the committee to evaluate an existing draft of recommendations and propose changes to satisfy the concerns of committee members.

CMS will facilitate a committee discussion to assist in the preliminary phases of formulating recommendations, and in determining the format of recommendations. Throughout the work sessions, committee members will have the opportunity to respond the Discussion Draft with the goal of achieving consensus on proposed recommendations. At the last committee meeting, CMS will provide the opportunity for final voting on each recommendation and on whether the recommendations accurately reflect the work of the committee.

Should it appear to CMS that the committee will require additional work sessions beyond the sessions scheduled in order to complete its work, CMS will communicate this to ODOT prior to the conclusion of the last scheduled meeting.

To assist in the proper understanding of the working drafts, the following information will appear on each page of the master document:

> ***This document is a Discussion Draft for use of FRC. This Discussion Draft is a Work in Progress and does not reflect the final recommendations of the committee. This Discussion Draft was prepared by CMS only as a discussion aid, and does not necessarily reflect the individual views of any members of FRC or ODOT. At its final meeting, FRC will have the opportunity to suggest changes for its final recommendations to ODOT.***

CMS recommends the use of Microsoft Word Processing system as the most expeditious method of making suggested changes to the discussion draft between

meetings. Prior to the conclusion of each work session, CMS will identify tasks for committee members to complete in advance of the next meeting.

E. Public Status of FRC Meetings and Records. FRC meetings are open to the public. ODOT will provide notice to the public regarding the dates, times and locations of meetings. FRC meetings are committee work sessions and may not necessarily allocate time for public testimony. Records of FRC such as formal documents, discussion drafts, minutes and exhibits are public records.

F. Confidentiality of Communications.

(1) "Communications" refers to all statements and votes made during committee meetings, memoranda, work projects, records, documents or materials developed to fulfill the charge, including electronic mail correspondence to ODOT or to CMS.

(2) Communications of the committee are not confidential because the meetings and records of the committee are open to the public.

(3) The personal, private notes of individual committee members might be considered to be public to the extent they "relate to the conduct of the public's business," (ORS 192.410(4)).

G. Communication with the Media. While free to communicate with the media, the members of FRC agree not to negotiate through the media, or to use the media to undermine the work of FRC. FRC members agree to raise all of their concerns, especially those being raised for the first time, at a FRC meeting and not in or through the media.

H. Committee Vacancy. Should a vacancy occur on the committee during its term, the OTC may appoint a replacement member. The votes of any replacement members will be effective from the day of their appointment, and replacement members will not be able to vote retroactively.

I. Removal of the Neutral Facilitator. FRC members may recommend to ODOT that CMS be removed at the neutral facilitator by a majority vote of all voting members present at a properly noticed meeting. The ultimate decision on the removal and replacement of the facilitator will rest with the Director.

V. **Legal Advice.** ODOT, by statute, is represented by and receives its legal advice from the Oregon Attorney General and the Oregon Department of Justice. Any DOJ comments made during FRC meetings or otherwise relevant to the work of FRC are not to be construed as legal advice on any specific project. Membership on FRC is not a substitute for independent legal advice. If necessary and if so desired, members of FRC may seek independent legal advice from their own counsel.

VI. **Timeline.** The work of FRC will include prioritizing tasks and developing timelines to fulfill its charge to deliver recommendations to the Oregon Transportation Commission. Subject to additional meetings if necessary to complete its work, the committee anticipates the following schedule: meeting from 8:00 – 5:00 on Wednesday, June 9, 2010 and Thursday, June 10, 2010.

VII. **Interpretation of the Memorandum of Collaboration.** CMS shall interpret the ground rules of this Memorandum pursuant to its position as the neutral facilitator.

*CONNECT*OREGON III FINAL REVIEW COMMITTEE

MEMORANDUM OF COLLABORATON

*This Memorandum of Collaboration sets forth the operating agreements and expectations of the Connect*Oregon III *Final Review Committee and the Oregon Department of Transportation and is not intended to create binding legal obligations among members or between members and ODOT.*

Signatures of *Connect*Oregon III Final Review Committee Members
(Members listed alphabetically)

Julie Brown

Julie Brown
(Signature)

6/9/10
Date

Dee Burch

Dee Burch
(Signature)

6/9/10
Date

Bruce Carswell

(Signature)

6/9/10
Date

Scott Cooper

Scott R L
(Signature)

6/9/10
Date

Chris Corich

Chris Corich
(Signature)

6/9/10
Date

Tammy Dennee

(Signature) 6/9/10 Date

Al Densmore

(Signature) 6/9/10 Date

Pat Egan

(Signature) 6/9/10 Date

Mark Gardiner

(Signature) 6-9-10 Date

Larry Gescher

(Signature) 6-09-10 Date

Gayle Harley

(Signature) 6/9/10 Date

Jonathan Hutchison

(Signature) 6-9-10 Date

Tony Hyde

(Signature) 6-9-10 Date

Dan Joyce

Dan P. Joyce (Signature) June 9, 2010 Date

Shirley Kalkhoven

Shirley Kalkhoven (Signature) June 9, 2010 Date

Susie Lahsene

Susie Lahsene (Signature) June 9, 2010 Date

Paul Langner

P Langner (Signature) 9 JUN 2010 Date

Dennis Luke

(Signature) 6-9-2010 Date

Jim McClellan

(Signature) 6/9/10 Date

Linda Modrell

(Signature) 06-09-10 Date

Allan Pollock

(Signature) 6/9/10 Date

Allan Rumbaugh

(Signature) 6/9/10 Date

Bob Russell

(Signature) Date

Al Switzer

(Signature) 6-9-2010 Date

Fred Warner

(Signature) 6/9/10 Date

Ken Woods

(Signature) 06/09/2010 Date

Jerri L. Bohard, Interim Deputy Director
Oregon Department of Transportation

June 9, 2010
Date

Alison S. Kelley J.D
Conflict Management Strategies, LLC

June 9, 2010
Date

Appendix 5 Staff Presentation of Projects for Review

To aid the Final Review Committee in project discussions, ODOT staff provided the Committee with a review matrix displaying the work of previous review committees, a summary of applications reviewed by each committee, and a table indicating reduced funding recommendations from the modal and regional committees.

Final Review Committee Review Matrix

This matrix brings forward the work of the previous committees, demonstrates agreement between committees, and places the projects in approximately rank order.

KEY

To provide for a common comparison between previous committees, projects are represented by a color code based on a given committee's prioritization number. Agreement in committee priority is demonstrated by comparing the priority colors across a row.

	Projects in the top third of the respective review committee's prioritization
	Projects in the middle third of the respective review committee's prioritization
	Projects in the bottom third of the respective review committee's prioritization

For each committee projects that fall on the boundary between classifications are paced in the next higher category.

Tier # R P	In addition to the color key, the committee assigned Tier, Rank and Prioritization are noted by review committee, to provide reference to the final review committee.

Full project details, including review committee summary sheets, are contained in the application binders.

ORDER

The order of project presentation is established by converting committee priorities to a ratio, and then calculating the project's average of all committees' ratio priorities. The highest average priority score (lowest number) is placed at the top of the list, and subsequent projects are listed in rank order.

This document is a Discussion Draft for use of FRC. This Discussion Draft is a Work in Progress and does not reflect the final recommendations of the committee. This Discussion Draft was prepared by CMS only as a discussion aid, and does not necessarily reflect the individual views of any members of FRC or ODOT. At its final meeting, FRC will have the opportunity to suggest changes for its final recommendations to ODOT.

MODE	REGION	APP. #	APPLICANT	PROJECT NAME	PROJECT CO FUNDS $200,342,646	Aviation	OFAC	Transit	Rail	Marine	Region	FINAL COMMITTEE RANK
M	1	M10143	Port of Portland	Dredge Oregon Equip Upgrade	$ 5,000,000.00		T1 H1			T1 H1	T1 H1	
R	1	R10088	UP	Barnes Yard Bypass	$ 5,070,186.22		T2 H4		T2 H1		T2 H2	
R	3	R30089	Port of Coos Bay	RR Rehabilitation	$ 7,799,976.00		T1 H2		T2 H2		T2 H1	
A	2	A20160	Department of Aviation	Aurora ATCT	$ 2,695,200.00	T2 H1					T2 H5	
A	1	A10101	Port of Portland	PDX Deicing System Upgrade	$ 4,250,000.00	T2 H2	T2 H5				T2 H4	
R	1	R10094	PWRR	Columbia River Corridor Upgrade (Phase 2)	$ 4,769,591.74		T2 H3		T2 H7		T1 H3	
T	1	T10107	Wilsonville SMART Transit	Operations Center	$ 2,000,000.00			T1 H1			T1 H5	
R	2	R20161	UP	Albany Central Transit Center	$ 5,190,024.00		T2 H12		T2 H4		T2 H1	
T	4	T40098	Central OR Intergov Council and City of Redmond	Transportation Maintenance and Operations Facility	$ 2,596,700.00			T2 H4			T2 H1	
R	4	R40081	Prineville Railway	Freight Depot and Intermodal Facility	$ 2,124,807.60		T2 H6		T2 H5		T2 H3	
M	2	M20083	Port of Siuslaw	Siuslaw Wharf Repair	$ 1,748,352.00					T2 H4	T2 H4	
R	2	R20080	AERC	Lebanon M-Line Rehabilitation	$ 2,593,947.36		T2 H9		T2 H8		T2 H7	
T	1	T10093	City of Portland Portland Development Commission	Portland Streetcar Relocation	$ 1,958,651.20			T1 H3			T1 H6	
R	3	R30169	Cross Creek Trucking	CCT Rail Hub	$ 361,512.00		T2 H10		T2 H9		T2 H2	
T	2	T20086	Salem Transit Dist	Rickreall Park & Ride	$ 243,200.00			T2 H5			T2 H6	
M	1	M10162	Port of Portland	T-6 Crane Modernization	$ 2,907,408.00		T3 H15			T2 H2	T2 H8	
A	5	A50095	Ontario	AP RW-TW Rehab	$ 3,566,376.65	T3 H4					T2 H4	
T	3	T30144	RVTD	CNG Fueling Infrastructure Improvements	$ 726,870.40			T1 H2			T2 H4	
R	1	R10104	Teevin Bros Land & Timber Co., LLC	Rail-to-Barge Facility	$ 3,680,532.61		T2 H8		T2 H6		T2 H13	
R	1	R10092	Port of Portland	T-4 Rail Upgrade	$ 1,047,082.92		T3 H13		T3 H11		T3 H7	
A	1	A10119	Port of Portland	HIO Parallel RW-TW D	$ 4,000,000.00	T2 H10	T2 H7				T2 H9	
R	1	R10146	PWRR	Banks Rail Connection	$ 2,381,784.80		T3 M22		T2 H3		T2 H10	
M	5	M50153	Port of Morrow	T-3 Facility Improvements	$ 1,367,072.00		T3 M20			T3 H5	T3 H2	
M	2	M20085	Columbia River Bar Pilots	Columbia River Bar Safety Technology	$ 451,670.40		T4 L36			T2 H3	T2 H3	
A	3	A30084	Roseburg	Roseburg AP RW Extension	$ 1,200,512.00	T2 H6					T2 M5	
R	2	R20145	Willamette Valley RR	Bridge Repair Pudding River - Zollner Creek	$ 640,000.00		T3 M18		T3 H12		T2 H14	
T	2	T20163	Sunset Empire Trans Dist	Construct South County Transit Center	$ 3,046,000.00			T2 H7			T2 H11	
A	2	A20114	Port of Astoria	Astoria AP Lower IFR Min and Construct Hangar	$ 3,520,000.00	T3 H8					T3 H17	
A	4	A40135	The Dalles	Columbia Gorge Regional AP - RW Rehab	$ 3,503,184.00	T2 H3					T1 M7	
M	4	M40118	The Dalles	Marine Terminal Rehabilitation	$ 2,055,300.00					T3 M9	T2 H2	
A	3	A30122	Mercy Flights	Mercy Flts Const Hgr-Ops Bldg	$ 3,723,763.20	T3 M14					T3 H3	
R	5	R50176	P C Energy LLC	Recondition Rail Siding for Access to Biodiesel Facility	$ 434,700.00		T3 M28		T3 M20		T1 H1	
R	5	R50130	Wyoming CO RR	Malheur Jct Wye Upgrade	$ 27,100.35		T2 H11		T4 M21		T2 H11	
M	1	M10102	Port of Portland	Barge Shippers Subsidy During Lock Closure	$ 1,639,552.00		T3 M17			T3 M7	T3 M11	
A	1	A10123	Port of Portland	POP PDX Cargo Loader	$ 600,000.00	T3 H9	T3 M21				T3 H14	
R	1	R10096	Tarr Acquisition	Tarr Liquid Bulk Facility	$ 1,040,000.00		T2 H5		T4 M22		T2 H16	

MODE	REGION	APP. #	APPLICANT	PROJECT NAME	PROJECT CO FUNDS $200,342,646	Aviation	OFAC	Transit	Rail	Marine	Region	FINAL COMMITTEE RANK
R	2	R20154	PWRR	Marion Rail Replacement	$ 5,403,327.09		T3 M19		T3 M15		T3 M19	
A	4	A40166	Madras	AP NAVAIDS	$ 1,704,624.00	T2 H5	T3 L30				T2 H6	
A	5	A50106	Baker City	AP TW and T-Hangar Access Imp	$ 1,149,195.20	T3 M11					T2 M6	
R	2	R20129	AERC	Sweethome Branch Tie Rehab	$ 2,593,947.36		T3 M27		T3 M14		T3 M16	
R	2	R20138	UP	Rail Bridge Replacement (Willamette River near Harrisburg)	$ 10,000,000.00		T2 H14		T3 M19		T3 L21	
T	5	T50150	Confederated Tribes of Umatilla Indian Res	Construct Transit Center	$ 1,561,021.60			T2 H6			T2 H7	
M	5	M50159	Tidewater Terminal Co	Umatilla Petroleum Terminal	$ 1,305,800.00		T3 M26			T3 M8	T3 H5	
M	2	M20132	City of Astoria	17th St Dock Reconstruction	$ 3,804,800.00					T3 L11	T3 H10	
A	4	A40177	Malin	Pave Airport RW-TW	$ 400,000.00	T3 M15					T1 H5	
R	1	R10131	NWCS	Track Expansion	$ 1,337,691.20		T3 M16		T4 L24		T3 M15	
R	3	R30125	Alcan Cable	Rail Spur-Siding-Warehouse	$ 2,084,200.00		T3 M25		T3 M18		T3 M6	
R	5	R50134	Wallowa Union Rail Authority and Sumpter Valley Machine Works	Rail Repair Shop	$ 5,175,810.06				T3 H13		T3 M8	
T	1	T10157	TriMet	Lake Oswego to Portland Streetcar Project	$ 2,040,800.00			T3 M10			T3 M12	
T	2	T20116	Salem Transit District	Acquire 2 Trolley Buses	$ 720,000.00			T2 M8			T3 M20	
R	5	R50140	UP	Hinkle Yd Track Connection	$ 6,963,402.22		T3 M24		T2 H10		T2 L10	
A	2	A20142	Port of Tillamook Bay	Tilamook AP Terminal and Cargo Apron	$ 2,500,000.00	T3 M16	T3 L34				T3 H13	
T	2	T20158	Yamhill Community Action Partnership (YCAP)	Construct YCAP Transit Facility	$ 400,000.00			T3 M12			T2 M12	
A	2	A20090	Newport	Central Coast Connect	$ 3,738,192.00						T3 H8	
R	4	R40126	Gilliam County	Shutler Rail Siding	$ 624,800.00		T3 L32		T3 L23		T2 H4	
R	1	R10118	Peninsula Terminal Co.	Peninsula Terminal - BNSF Connection	$ 1,179,704.00		T3 M29		T3 M16		T3 M18	
A	2	A20115	Albany	Albany AP RW Overrun	$ 780,000.00	T4 L17					T3 M18	
R	5	R50091	Port of Umatilla	Loading Facility	$ 3,664,000.00		T4 L41		T4 L26		T2 H3	
T	1	T10137	Ride Connection	Construct Transportation Center	$ 8,545,205.36			T2 M9			T2 M17	
R	2	R20109	Port of Astoria	Rail Siding-Spur	$ 1,200,000.00		T3 L35		T3 M17		T3 L22	
A	5	A50155	Port of Morrow	Boardman AP Hangar & Apron	$ 299,880.00	T3 M13					T3 M9	
R	2	R20149	Fuel Logistics LLC and Track 702 LLC	Rail Term Ethanol Pump Station	$ 693,028.80		T4 L38		T4 L31		T2 M9	
MR	1	MR10139	Sause Bros	Acquire Heavy-Lift Equipment	$ 636,591.20		T3 L33		T4 L27	T3 M6	T2 M20	
R	1	R10167	Port of St Helens	Rail Infrastructure ORPET Site	$ 1,822,972.80		T3 M23		T4 L25		T3 M21	
A	3	A30100	Ashland	Airport Taxiway Extension	$ 433,100.00	T3 M12					T4 L9	
T	2	T20105	Sunset Empire Trans Dist	Acquire 16 Hybrid Vehicles	$ 3,200,000.00			T3 M11			T3 L23	
R	2	R20174	Pacific Recycling	Reloading and Dismantle Facility	$ 2,800,000.00		T4 L42		T4 L29		T2 H15	
M	2	M20113	Port of Astoria	Pier 1 Crane Acquisition	$ 1,600,000.00		T3 L35			T3 L20	T3 L26	
A	2	A20156	Sportsman Airpark	Runway Extension	$ 450,052.00	T3 L20					T3 L24	
A	4	A40124	City of Bend and Leading Edge Aviation	Bend AP Heliport	$ 3,586,483.20	T3 L18					T3 M8	
R	1	R10082	Hampton Tree Farms/Front Ave II Ltd Partnership	Front St Transload Expansion	$ 725,538.00		T3 L31		T4 L28		T3 L22	
A	2	A20108	Port of Astoria	Astoria AP Hgr-Shop and Acquire AC Tug	$ 520,000.00	T4 L19					T4 L28	

MODE	REGION	APP. #	APPLICANT	PROJECT NAME	PROJECT CO FUNDS $200,342,646	Aviation	OFAC	Transit	Rail	Marine	Region	FINAL COMMITTEE RANK
R	1	R10136	TriMet	UP Brooklyn Yard Access Imp	$ 1,887,477.42		T4 L37		T4 L30		T4 L19	
M	2	M20111	Port of Astoria	Pier 3 Barge Dock	$ 960,000.00		T4 L39			T3 L12	T3 L25	
A	3	A30133	Brookings and Border Coast Reg AP Auth	Del Norte Co Regional Airport (Crescent City, CA) Construct AP Terminal	$ 7,000,000.00	T3 L23					T3 L8	
M	2	M20112	Port of Astoria	Tug Service	$ 960,000.00		T4 L40			T3 L13	T3 L27	
A	4	A40127	Klamath Falls	KFalls AP Technology Center	$ 8,000,000.00	T3 L21					T2 M9	
A	2	A20110	Eugene	Eugene AP Car Wash	$ 3,200,000.00	T3 L22					T4 L30	
T	1	T10168	Tualatin Hills Park & Rec	Tualatin Waterhouse Trail	$ 329,944.80			T3 L13			T3 L23	
T	2	T20151	Albany	Construct Transit Facility	$ 2,400,000.00			T3 L14			T4 L29	

*Connect*Oregon III Review Committee Summary
May 19, 2010

Applications Reviewed by Each Committee

CO III Review Committees	Number Not Reviewed	Number Projects Reviewed	Number Withdrawn After Review	# Count for Master Matrix
Aviation		25	1	**24**
Marine		14	2	**12**
Rail		31	0	**31**
Transit		16	2	**14**
OFAC		45	1	**44**
Region 1		23		**23**
Region 2		30		**30**
Region 3		9		**9**
Region 4		10		**10**
Region 5	1	10		**10**

Reduced Funding Recommendations

***Connect*Oregon III Rail Review Committee**

App Number	Applicant / Project Description	Funding Requested	Funding Recommended
R30125	**Alcan Cable** Rail Spur/Siding/Warehouse	**$2,084,200.00**	**$1M** Fund Rail Portion Only
Comments from Applicant: Sean Milner, Alcan Plant Manager June 3, 2010 Mr. Milner stated Alcan can work with the reduction of funding; however, it will require a change to the project scope and completion of the rail spur only. This is acceptable to Alcan. The site for the new rail spur cuts off access to two existing shipping docks for trucks. The project currently includes relocation of the shipping docks and construction of an access road to the relocated docks. That portion of the project could be deleted and only the rail spur completed with CO III funding. Alcan will develop an alternative in order to move the shipping docks and build the access road.			
R50134	**Wallowa Union Rail Authority** Rail Maint Shop, Admin and Passenger Bldg., and Park and Ride	**$5,175,810.06**	**$1M** Fund Only Admin/ Passenger Element, Do Not Fund Rail Maintenance Shop

Comments from Applicant: Mark Davidson, Director June 3, 2010
Wallowa Union Railroad Authority

The administrative offices and intermodal transportation hub can be constructed at the reduced funding level; however, it would remove all of the job creation component from the project which is very unfortunate. We would be interested in considering acceptance of the lesser award.

R50140	**Union Pacific Railroad** Hinkle Yard Track Connection	**$6,963,402.22**	**$5M** Reduce funding to $5M UPRR willing to consider funding larger portion of project. Recommend cutting funding by $1M.

Comments from Applicant: Brock Nelson June 4, 2010
Director of Public Affairs

Regarding your question yesterday about the impact to the above referenced project based on ODOT's recommendation that their contribution will be reduced by $1,000,000, Union Pacific will increase its contribution by $ 1,000,000 for a new total of $3,321,134.08. Please confirm that my new total matches with yours. *(Freight Mobility calculations indicate match of $3,321,133.78.)*

***Connect*Oregon III Marine Review Committee**

App Number	Applicant / Project Description	Funding Requested	Funding Recommended
M50153	**Port of Morrow** Terminal 3 Facility Improvements	**$1,367,072.00**	**$490,072.00** Reduce funding by $875,000 to reflect elimination of the equipment acquisition portion of the project.

Comments from Applicant: Lisa Mittelsdorf *(Excerpt from previous emails.)*
Director of Economic Development

We could complete the construction portion of the project without the equipment. But, the super chassis's, container handler and new spreader bar are integral to the successful operation of our dock facility. The super chassis's have immediate need with the long□term lock closure and long□ term needs for shuttling of containers in and out of the terminal for our shipper's operations. The container handler is need for the long□ term operations for loading and off□loading containers off of trucks. One of the container handlers on site is no longer operational and not repairable. Please consider funding this project at 100%.

M20083	**Port of Siuslaw** Siuslaw Wharf Repair	**$1,748,352.00**	**$1,500,000** Reduce funding by $248,352 to $1,500,000 to reflect elimination of the restaurant expansion component of the project

Comments from Applicant: Mark Freeman, Port Manager Received Letter June 4, 2010
Port of Siuslaw

The Connect III application is very critical for the Port and for the City of Florence. The wharf plays a key role in Port operations and in our local economy. As we strive to be financially self sufficient, the wharf provides absolutely vital direct and indirect revenue streams to our operations.

The wharf is the sole transfer facility on the Siuslaw River connecting marine and highway modes of transportation. With the possibility that fish related products are to be transported out of Florence via daily air freight service, another dimension may be added to the commerce generated through the wharf. Cannery, processing and smoke house operations have been discussed for the wharf and a stable structure for such operations reassures business investments. Transfer of products across the wharf is, and will remain, vitally important to our local economy.

If the wharf were to close due to public safety concerns, the effects would be financially devastating to the Port and would be felt throughout the City of Florence. Once something is lost, it becomes much more difficult to recover and recapture that which was lost.

We have worked at maximum capacity in the past three years to address maintenance issues and to upgrade our facilities. We have partnered with the State of Oregon, Lane County and the Federal government on these projects and I can report the improvements are felt on a daily basis. Immediately adjacent to the wharf is a recently completed 800 foot (244m) long transient dock. A new commercial ice machine on the wharf plans to begin operations this July and will be the only such machine between Newport and Charleston. Together, these infrastructure improvements will serve the commercial fishing fleet and ensure the long term future of the local economy.

The structure as a whole is being addressed through our application. Mo's Restaurant has incidental uses of the wharf in terms of delivery, but it is important to note that significant employment (100+) in a town of 10,000 and direct revenues for the Port and the City of Florence accrue to their presence. The anticipated repair and design takes into account transportation functions and a long term future set of uses/tenants that might occur in a future we might not yet anticipate.

Those future uses may well be transportation related. The continued inclusion of the $248,352 in this application provides for a future we might not yet visualize, ensures the future of this centerpiece of Port infrastructure/operations and we would request that it remain in the application.

The structural integrity of the 1966 vintage wooden wharf is central to our self sufficiency and the wharf is a single piece of infrastructure that is overdue for attention. When mobilized and on site, the work done will address the structure as a whole. Any work done at that time will minimize any future work needed for this structure. Every dollar expended to at the time of this construction /are/ dollars saved or leveraged when the economic effects are viewed at some point x years into the future.

We are eager, energized and excited at the prospect of addressing this vital piece of our transportation infrastructure through Connect III. Moreover, we look forward to a better future for our customers and those that follow us in the coming years.