

W-17-C.

AGENDA COVER MEMO

DATE: May 3, 2006

TO: Lane County Board of Commissioners

DEPARTMENT: Public Works Department

PRESENTED BY: Tom Stinchfield, Transportation Planning Engineer

TITLE: PUBLIC HEARING AND ORDER/In the Matter of Adopting a Priority List for *ConnectOregon* Projects in Lane County

I. MOTION

Move approval of the Order.

II. ISSUE

The *ConnectOregon* applications have been referred to statewide advisory committees for aviation, rail, freight, and transit. In addition, Area Commissions on Transportation (ACTs) and other regional advisory groups and Metropolitan Planning Organizations (MPOs) have been asked to comment (See Attachment 1). Region 2 has set up an All-Area process, similar to that used for highway project priority setting, to discuss Region-wide priorities. Comments have been requested by May 5, 2006 in advance of an All-Area meeting on May 16, 2006 in Salem.

III. DISCUSSION

A. Background

The legislature provided \$100 million in funding for the *ConnectOregon* program. This program is intended to fund transportation improvements related to freight movement and multi-modal operations. It is not intended to fund projects that are eligible for highway projects. The Board held a work session on October 19, 2005 to discuss this program with the ODOT project manager. Attachment 2 is a summary of number, type, and monetary requests statewide by region. 110 requests totaling over \$238 million were submitted.

The Metropolitan Policy Committee (MPC) reviewed applications in the metro area on April 13, 2006 and forwarded their recommendation to the Board. (See Attachment 4) MPC approved an analysis that found all three projects to be in "Bucket 1". This means that they meet all six considerations in the legislation establishing *ConnectOregon* (SB 71). MPC adopted the following priorities:

1. Eugene Airport Air Cargo Handling Facilities
2. Lane Transit District Pioneer Parkway BRT
3. Eugene Depot Platform and Vehicular Improvements.

MPC discussed a Union Pacific Railroad application for the Eugene Rail Yard and Depot, but did not formally rank that application. The committee approved a motion that endorsed the list and noted the very close scoring of the three applications and encouraged favorable review of the Union Pacific application because of its benefit to Amtrak service in the valley.

B. Analysis

The four metro area applications and the City of Creswell, Port of Siuslaw, and Central Oregon and Pacific Railroad (CORP) applications are available on the county website at www.lanecounty.org under Transportation Planning. At the writing of this memo, the analysis and resulting priority list (Exhibit A to the Order) were not complete. They have been supplied to the Board and interested parties as Supplemental Materials to this packet. Region 2 has supplied forms for screening the projects into "buckets", or categories, and for ranking the projects. Attachment 3 is a one-page summary of the Eligibility Criteria and Prioritization Considerations published by ODOT.

Project Descriptions (Alphabetical, not in priority order)

Central Oregon and Pacific Railroad (CORP) Request: \$1,477,492

This is a request for track upgrades in both Region 2 and Region 3. The bulk of the grant request is in Region 3 (\$5,876,270) and the total project cost is \$12,379,574. The project can be summarized as track upgrades to accommodate 286,000 lb freight cars.

Creswell Airport Fire Suppression Project Request: \$612,800

This is a request for a water line extension and onsite fire fighting capability that will allow the airport to expand and end a moratorium on further development from the State Fire Marshall.

Eugene Airport Air Cargo Facilities Improvements Request: \$4,103,461

This project is intended to increase the capacity of air cargo facilities at the airport. It will expand the cargo ramp area to accommodate larger aircraft and will add a new air cargo warehouse/office building.

Eugene Depot Passenger/Transit Access Improvements Request: \$400,000

This project will improve transit access and passenger facilities to enhance the Depot's role as a multi-modal transportation facility.

Lane Transit District/Springfield Pioneer Parkway BRT Request: \$5,400,000

This grant would construct portions of the overall BRT project on this corridor estimated at \$38,000,000. The proposal is to construct 13 transit stations (\$3.9 million) along the route and to construct a new transit station on Gateway Boulevard near Gateway Mall (\$1.9 million).

Port of Siuslaw Maple St Landing and Transient Dock

Grant: \$258,000

Loan: \$86,000

This project will replace deficient wharfage and docks operated by the Port in the old town section of Florence. This dock is the only location in Florence for moving fish product from fishing boats to delivery trucks. It will also replace and increase the capacity of the hoist used at the docks. This application is one of eight statewide that has requested a loan as part of the package.

UPRR New Running track and Passenger Layover Track

Request: \$5,664,000

The purpose of this project is to: 1) upgrade and extend a current siding track at the main Eugene yard with power switches controlled by a centralized traffic control system and 2) install layover track at the Eugene Depot for Amtrak equipment.

Issues

1. Difficulty in comparisons across modes

Agencies and advisory groups around the state are grappling with the difficulty in rating projects from air, transit, freight rail, passenger rail, and marine transportation modes. In addition, ACTs and other groups do not have the benefit of ratings that will be done by modal committees for each mode. Lane County staff is not particularly well equipped to analyze these modes.

2. Amount of Requests

Statewide applications total about \$235 million while only \$100 million is available. In Region 2, requests total about \$52 million, with a total of \$15 million available.

3. Region 2 Process

In order to maximize the competitiveness of Region 2 projects, Region 2 ODOT staff has set up an All-Area process leading to a meeting on May 16th to attempt to reach agreement on a \$15 million proposal for the Region. Lane County project requests total about \$16.5 million of the total of \$52 million in requests in Region 2.

4. Funding packages and Phasing

In order to provide the required minimum 20% match for the grant requests, all of the projects involve other funding sources. Many of them involve federal funds of several types. Due to the size of some of the requests and the total demand on the funds, it appears likely that decisions at the region or statewide level may include consideration of phasing or scaling back some requests in order to fund more projects and develop some equity around the state. Some of the review comments on the application mention phasing, but many do not. This will be a challenge at the All-Area meeting.

5. Region List versus Statewide List

The Region guidance in the letter of March 8th (Attachment 1) states that Region 2 will develop a "straw" proposal by May 10th that will include a list for Region 2 highest priority projects up to \$15 million and a next priority list up to \$25 million that would

identify projects to compete for the \$25 million to be allocated to statewide projects. It remains to be seen how the region list and statewide list are used. It also will include a list by "bucket". These buckets define how many of the eligibility criteria are met. So far, in a preliminary review of our projects and MWACT projects, all of the projects appear to be in "bucket 1", i.e., meet all the criteria.

As noted above, analysis and ranking of the projects will be distributed as supplemental material in advance of the public hearing.

C. Alternatives / Options

1. Adopt the Order with Exhibit A Priority List.
2. Modify the priorities and adopt the Order.

D. Recommendation

Option 1.

E. Timing

Action is requested today to meet the application deadline.

IV. IMPLEMENTATION/FOLLOW-UP

Staff will continue work on *ConnectOregon* as needed.

V. ATTACHMENTS

ORDER (Exhibit A Project Priority List to be supplied as Supplemental Material)

Attachment 1 March 8, 2006 letter from Region 2 Manager

Attachment 2 Statewide Application Log dated 3/20/06

Attachment 3 Summary of Eligibility and Prioritization Considerations

Attachment 4 April 13, 2006 LCOG memo to Metropolitan Policy Committee (MPC) with

Exhibit A

ConnectOregon Applications

In Lane County

Note: The project priority list will be supplied as Supplemental Materials separately prior to the public hearing.



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
 Region 2 Headquarters
 455 Airport Road SE Building B
 Salem, Oregon 97301-5395
 Telephone (503) 986-2600
 Fax (503) 986-2630

March 8, 2006

Region 2 ACT Chairs, Vice Chairs, and Commissioners

Lylla Gaebel	NWACT Chairperson
Shirley Kalkhoven	NWACT Vice Chairperson
Richard Bjelland	MWACT Chairperson
Ken Woods	MWACT Vice Chairperson
Roger Nyquist	CWACT Chairperson
Linda Modrell	CWACT Vice Chairperson
Bobby Green	Lane County Commissioner
Anna Morrison	Lane County Commissioner

Subject: Review of *ConnectOregon* Applications

The Oregon Transportation Commission (OTC) has requested that the Area Commissions on Transportation review and make recommendations on the *ConnectOregon* applications. Further, the OTC has asked that the ACTs join their efforts into regional "Super ACTs" matching the *ConnectOregon* regions to perform geographic review and recommendation on the projects.

Process

Attached is a process paper developed by Region 2 staff to facilitate your review and ranking of the *ConnectOregon* applications. This process reflects the requirements of Senate Bill 71, the *ConnectOregon* Administrative Rule (OAR 731-035), and guidance provided by the OTC and the ODOT Director's Office. We expect to receive additional guidance from the Director's Office on this process in the near future. Any guidance that results in changes to the attached process paper will be forwarded to you as soon as it is available. Due to the short timeframe available to complete this review, we wanted to provide you with this outline to begin your process. Please alert your commission members and staffs that this will be a fast-tracked activity that must be completed by May 17. The complete timeline for the process is described in the attached process paper. We will meet on May 16, 2006 (you will be contacted shortly to schedule this meeting) to finalize the Region recommendation.

Region 2 will assemble and transmit the applications to you as soon as they are available (that is currently scheduled for March 20). The projects must be broken down into the groupings or "buckets" specified in the previous guidance from the Director's Office (see Step 1 in the Process paper) by the ACTs/Lane County staffs prior to ranking.

Conflict Disclosure

Questions have been raised by members of some of the modal advisory committees regarding potential conflicts of interest. ODOT has requested advice on this matter from the Attorney General. The following guidance has been provided:

It is essential that the ConnectOregon program and process maintain credibility and trust with the Legislature, stakeholders, and the public; so we want to avoid even the appearance of a conflict of interest with those who participate in the project selection process. At the same time, the future of multi-modal transportation in Oregon needs expert advice that can only be found in specific industries and stakeholders, and Senate Bill 71 specifically identified business advisory groups to make recommendations to the Oregon Transportation Commission. The challenge is to avoid conflict while engaging essential expertise and experience.

To accomplish this goal, we believe that potential conflict and the appearance of conflict can be resolved through full and repeated disclosure by persons involved in the project selection process who are associated with project applications.

All members of the region review committees and modal advisory committees will be asked to announce at each meeting whether they or their organization is an applicant or associated with an application. Those representatives will be asked to refrain from voting on or recommending their own projects, but they will be able to otherwise participate in the evaluation and recommendation process. In order to keep our process open and transparent, this disclosure requirement will apply to both public and private sector members. Such disclosure should also be identified and included in any written recommendations of committees. It is also important to keep in mind that the ultimate decision maker on selecting projects will be the Oregon Transportation Commission. If any individual has a question concerning the application of the laws concerning ethics and whether particular laws apply to their situation they should specifically request the opinion of the Government Standards and Practices Commission (503-378-5105 or gpsc.mail@state.or.us).

Consensus Committee

The OTC will convene a "Consensus Committee" comprised of two representatives from each of the modal advisory committees (Aviation, Freight, Public Transit, and Rail), the ACTs, Portland metro area committee, and representation from economic development staff. The Consensus Committee will meet in several sessions, yet to be scheduled (mid-May through early June) and will prioritize all projects and create a draft list of projects for OTC review at its planned public hearing on June 29.

We look forward to working with you on this process to develop a Region 2 priority list of *ConnectOregon* applications. Specific questions on this process paper should be directed to Erik Havig, Region 2 Planning and Development Manager at 503-986-2632. General questions on *ConnectOregon* should be directed to Julie Rodwell, ODOT Freight Mobility Section Manager (503-986-3525), or John Jackley, ODOT Director's Office (503-986-3443).

Sincerely,

Jeff Scheick
Region 2 Manager

JS:mb

Attachment

cc: Mary McArthur, NWACT Staff
Richard Schmid, MWACT Staff (Mid-Willamette Valley COG)
Scott Wilson, CWACT Staff (Cascades West COG)
Tom Stinchfield, Lane County Public Works
Tom Schwetz, Central Lane MPO (Lane COG)
Ali Bonakdar, Corvallis Area MPO (Cascades West COG)
John Jackley, ODOT Director's Office
Julie Rodwell, ODOT Freight Mobility Section Manager
Erik Havig, Region 2 Planning and Development Manager
Mike Long, Region 2 Project Delivery Manager
Tim Potter, Area 1 Manager
Tony Snyder, Area 3 Manager
Vivian Payne, Area 4 Manager
Jane Lee, Area 5 Manager

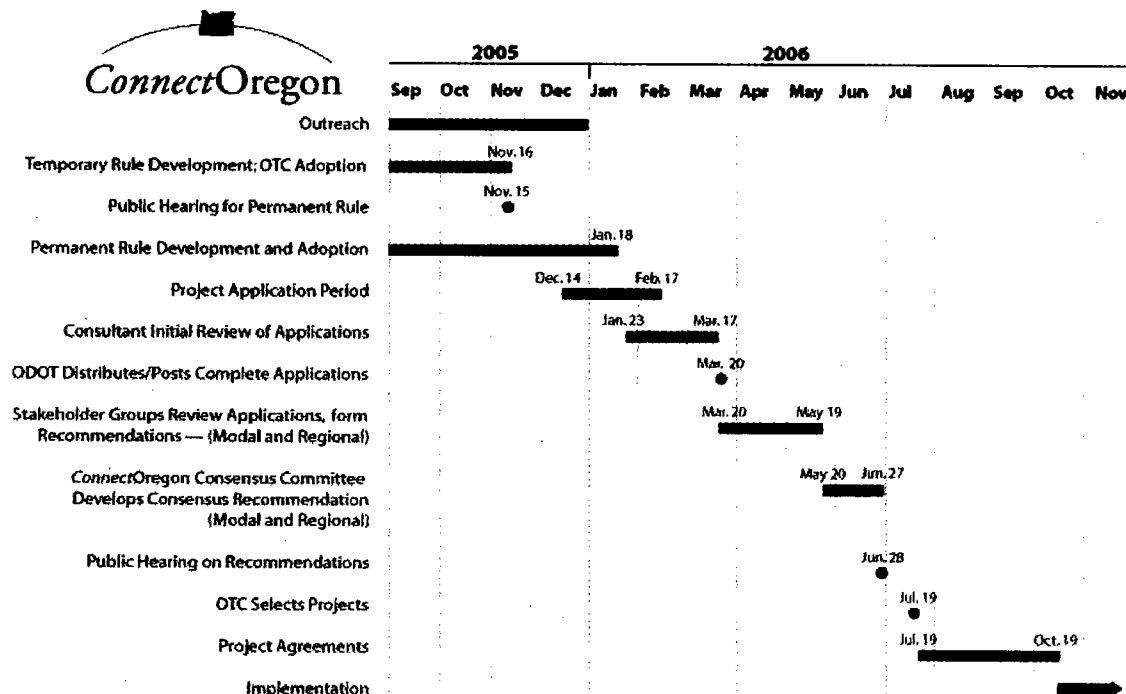
Region 2 Process for Review of ConnectOregon Applications

The 2005 Legislature Senate Bill 71 (SB 71) created *ConnectOregon*, a \$100 million initiative to invest in air, rail, marine, and transit infrastructure. The legislation established general eligibility considerations and factors to prioritize projects, as well as a general process for the review of the applications. SB 71 allocates \$15 million to each of five regions based on counties that generally follow the ODOT Region boundaries, and \$25 million to be available on a statewide basis. ODOT staff and the OTC have worked to establish rules that will govern review of these applications.

SB 71 did not define a specific role for area commissions on transportation in the review of projects. The OTC is, *"inviting groups of Area Commissions (and Metropolitan Planning Organizations) to work with potential applicants within each ConnectOregon region to identify projects that will be good candidates for ConnectOregon funding."* (Source: *ConnectOregon* Fact Sheet – 02/03/06 Update). The recently adopted *ConnectOregon* administrative rule (OAR 731-035-0060) states that the OTC will solicit recommendations from the State Aviation Board, Oregon Freight Advisory Committee, Public Transit Advisory Committee, and the Rail Advisory Committee. It also says that the OTC may solicit recommendations from transportation stakeholder and advocacy entities not otherwise specified.

The Oregon Transportation Commission has directed that the ACTs and their respective regions prioritize project applications on a "Super ACT" level that combines the ACTs in a region into a single body (source: memo from Lorna Youngs, ODOT Interim Director, to the Oregon Transportation Commission dated December 13, 2005). Metropolitan Planning Organizations are invited to participate in the process through their respective ACT or Lane County.

The timeline for *ConnectOregon* is illustrated below.



This schedule gives the ACTs/Lane County (with the Region's assistance) approximately eight weeks to review and rate the applications.

Region Process

The following steps will be taken by Region 2 and the ACTs/Lane County to complete the review and prioritization of *ConnectOregon* applications in the Region.

1. By direction of the OTC, the project applications must be assigned to one of four groups or "buckets":
 - a) Projects that have demonstrated that they meet all six considerations in the rule.
 - b) Projects that have demonstrated that they represent strategic investments and connections – two or more modes of transportation, system improvements, and jobs/economic development; but may not be fully ready to construct, able to demonstrate lower transportation costs for Oregon business, or leverage other benefits.
 - c) Projects that achieve one or more of the strategic considerations, but not all of them.
 - d) Projects that cannot demonstrate any of the strategic or regionwide considerations.

Each ACT/Lane County will be responsible for the completion of this step. A spreadsheet is attached that is recommended for your use in completing this step.

2. OAR 731-035-0060 includes the following factors that are to be used by the OTC, ". . . *in its determination of eligible Projects to approve for receipt of funds . . .*":
 - a) Whether a proposed Project reduces transportation costs for Oregon businesses.
 - b) Whether a proposed Project benefits or connects two or more modes of transportation.
 - c) Whether a proposed Project is a critical link in a statewide or regional transportation system that will measurably improve utilization and efficiency of the system.
 - d) How much of the cost of a proposed Project can be borne by the Applicant for the grant or loan.
 - e) Whether a project creates construction or permanent jobs in the state.
 - f) Whether a Project is ready for construction, or if the Project does not involve construction, whether the Project is at a comparable stage.
 - g) Whether a project leverages other investment and public benefits from the state, other government units, or private business.
 - h) Whether the Applicant for a grant can meet the requirement to contribute 20 percent of the eligible Project costs.

Each ACT/Lane County will use these considerations to prioritize the projects in their area for each of the four categories (buckets) of project applications described in Step 1. Additionally, all projects must be prioritized as a single list across all buckets. This prioritization must be completed and results submitted to the Region 2 Planning and Development Manager by May 5, 2006. A spreadsheet is attached that is recommended for your use in completing this step. A method for "scoring" the projects is left to the discretion of the ACTs/Lane County.

At the end of this step, the ACTs/Lane County will create two products for submittal to Region 2:

- A prioritized project list by bucket; and
- A prioritized list of all projects within the area.

3. Region 2 staff will develop a straw proposal/prioritized project application list based on the input from the ACTs/Lane County and distribute the list to the ACT/Lane County Chairs and Vice Chairs by May 10, 2006. The straw proposal will be broken into three lists: 1) the highest priority projects up to \$15 million; and 2) the next highest priority projects up to \$25 million (this list is being created to identify projects to be considered for the statewide *ConnectOregon* funds); and 3) a prioritized project list by bucket.

4. Region 2 will facilitate a region "Super ACT" meeting that will include the ACTs/Lane County Chairs and Vice Chairs, Region 2 Manager, and Region 2 Planning and Development Manager. At this meeting, the ACTs/Lane County representatives will finalize a Region priority recommendation for the *ConnectOregon* project applications for each of the three lists described in Step 3. This meeting will be held on May 16, 2006 at 10:00 a.m.

5. On behalf of the Region 2 "Super ACT", Region 2 staff will transmit the project priority recommendation to the *ConnectOregon* Consensus Committee by May 17, 2006.

**2006 Connect Oregon Application Log
Post-Technical Review
(3/20/06)**

APPLICATION #	APPLICANT	PROJECT NAME	REGION	MODE (Aviation / Marine / Rail Freight / Rail Passenger / Transit)	Total Connect Oregon Funds Requested	CO GRANT Funds Requested	CO LOAN Funds Requested
REGION 1							
040-06	Teevin Bros	Teevin Terminal Mooring Dolphin Addition	1	Marine	\$ 223,100	\$ 223,100	\$ -
087-06	Port of Portland	Container Terminal 6 - Post-Panamax Crane	1	Marine	\$ 7,500,000	\$ 7,500,000	\$ -
095-06	Port of Portland	Terminal 4 Grain Facility Modernization - Barge Facility	1	Marine	\$ 7,500,000	\$ 7,500,000	\$ -
098-06	Vigor Industrial LLC	Transfer Dry-dock Retrofit	1	Marine	\$ 1,300,000	\$ 1,000,000	\$ 300,000
080-06	Port of St. Helens	Port Westward Industrial Intermodal Rail Project	1	Marine / Rail Freight	\$ 4,000,000	\$ 4,000,000	\$ -
082-06	Vigor Industrial LLC	Swan Island Lead Track/Shipyard Commerce Center Rail Expansion	1	Marine / Rail Freight	\$ 1,141,000	\$ 800,000	\$ 341,000
021-06	Port of Cascade Locks	Marine Park Entrance	1	Rail Freight	\$ 1,718,000	\$ 1,718,000	\$ -
039-06	Oregon Iron Works	OIW Rail Spur	1	Rail Freight	\$ 600,000	\$ 600,000	\$ -
059-06	Portland and Western RR	Rail Switching Yard - Tigard	1	Rail Freight	\$ 2,951,171	\$ 2,951,171	\$ -
062-06	Portland and Western RR	Seghers Branch 286K Railroad Upgrade	1	Rail Freight	\$ 3,495,825	\$ 3,495,825	\$ -
076-06	Blue Planet Logistics LLC	Oregon Plant Project, Wilsonville, OR	1	Rail Freight	\$ 510,000	\$ 510,000	\$ -
086-06	Port of Portland	Ramsay Rail Yard Improvements, Rivergate Industrial Dist.	1	Rail Freight	\$ 6,800,000	\$ 4,800,000	\$ 2,000,000
088-06	Port of Portland	Terminal 4 Grain Facility Modernization - 3rd Rail Lead	1	Rail Freight	\$ 2,400,000	\$ 2,400,000	\$ -
093-06	Port of Tillamook Bay	RR Track Replacement Work Region 1 Portion of Line	1	Rail Freight	\$ 568,802	\$ 568,802	\$ -
003-06	City of Wilsonville/ South Metro Area Rapid Transit (SMART)	Transit and Public Works Maintenance Facility	1	Transit	\$ 2,316,585	\$ 2,316,585	\$ -
007-06	Hood River County Transportation Dist.	Hood River County Transportation District Multimodal Transportation Facility	1	Transit	\$ 550,288	\$ 550,288	\$ -
038-06	City of Sandy	City of Sandy Transit Operation Facility	1	Transit	\$ 800,000	\$ 800,000	\$ -
055-06	City of Portland	Portland Streetcar Lowell Extension Project (So Waterfront)	1	Transit	\$ 2,100,000	\$ 2,100,000	\$ -
068-06	City of Oregon City	Oregon City Trolley Acquisition	1	Transit	\$ 166,480	\$ 166,480	\$ -
071-06	Gresham Redevel. Comm. / Tri-Met	188th St. Light Rail Station Reconstruction (188thSt&Burnside Rd, Gresham)	1	Transit	\$ 2,181,500	\$ 2,181,500	\$ -
REGION 1 TOTALS					\$ 48,822,751	\$ 46,181,751	\$ 2,641,000
REGION 2							
034-06	City of Creswell	Creswell Airport Fire Suppression Project	2	Aviation	\$ 612,800	\$ 612,800	\$ -
035-06	City of Salem	Salem Municipal Airport - Enlarge/improve terminal bldg. for future air carrier service. Upgrade security requirements to meet FAA requirements post 911.	2	Aviation	\$ 2,510,000	\$ 2,510,000	\$ -
041-06	City of Newport	Newport Municipal Airport Hangar Development	2	Aviation	\$ 520,000	\$ 520,000	\$ -
044-06	City of Eugene-Eugene Airport	Air Cargo Facilities Improvements	2	Aviation	\$ 4,103,461	\$ 4,103,461	\$ -
047-06	City of Astoria / City of Newport	Scheduled Airline Service - Astoria and Newport	2	Aviation	\$ 3,369,600	\$ 3,369,600	\$ -
092-06	Port of Tillamook Bay	Tillamook Airport Multimodal Freight Infrastructure	2	Aviation	\$ 600,000	\$ 600,000	\$ -
020-06	Port of Newport	Newport International Terminal Access Improvement	2	Marine	\$ 2,775,200	\$ 2,775,200	\$ -
048-06	Port of Siuslaw	Transient Dock Project (Maple St. Landing) Florence	2	Marine	\$ 344,000	\$ 258,000	\$ 86,000
094-06	Port of Toledo	Toledo Intermodal and Industrial Center	2	Marine / Rail Freight	\$ 4,385,600	\$ 4,385,600	\$ -
017-06	City of Lebanon / Albany & Eastern RR	Lebanon Reload Facility	2	Rail Freight	\$ 1,918,558	\$ 1,918,558	\$ -
053-06	Willamette Valley Railroad Company	Upgrade Track between Stayton and Woodburn to Class 1	2	Rail Freight	\$ 2,342,880	\$ 2,342,880	\$ -
060-06	Albany & Eastern Railroad	Mill City Railroad Bridge Project	2	Rail Freight	\$ 800,000	\$ 800,000	\$ -
061-06	Albany & Eastern Railroad	RR Tie Project - Mill City	2	Rail Freight	\$ 640,000	\$ 640,000	\$ -
070-06	Confederated Tribes of Siletz Indians (CTSI)	CTSI Toledo Mill Site Rail Sliding Restoration	2	Rail Freight	\$ 231,840	\$ 231,840	\$ -
077-07	Willamette & Pacific Railroad	Willamina Branch 286K pound Rail Upgrade Project	2	Rail Freight	\$ 2,208,492	\$ 2,208,492	\$ -
099-06	Port of Tillamook Bay	RR Track Replacement Work - Region 2 Portion of Line	2	Rail Freight	\$ 931,198	\$ 931,198	\$ -
066-06	Union Pacific Railroad	Install Centralized Traffic Control (Albany-Salem)	2	Rail Freight	\$ 4,604,000	\$ 4,604,000	\$ -
065-06	Union Pacific Railroad	Eugene New Thru Running Track/Passenger Layover Track	2	Rail Freight / Rail Passenger	\$ 5,664,000	\$ 5,664,000	\$ -
031-06	City of Eugene	Eugene Depot Passenger/Transit Access Improvements	2	Rail Passenger / Transit	\$ 400,000	\$ 400,000	\$ -
009-06	Tillamook County Transportation Dist.	Tillamook Transit & Visitors Center	2	Transit	\$ 550,000	\$ 550,000	\$ -
045-06	Lane Transit District / City of Springfield	Pioneer Parkway Bus Rapid Transit Project (BRT)	2	Transit	\$ 5,400,000	\$ 5,400,000	\$ -

ATTACHMENT 2

**2006 Connect Oregon Application Log
Post-Technical Review
(3/20/06)**

APPLICATION #	APPLICANT	PROJECT NAME	REGION	MODE (Aviation / Marine / Rail Freight / Rail Passenger / Transit)	Total Connect Oregon Funds Requested	CO GRANT Funds Requested	CO LOAN Funds Requested
052-06	City of Albany	Bus Parking Garage to house transit vehicles-Linn County Fuel Station	2	Transit	\$ 115,200	\$ 115,200	\$ -
072-06	Salem-Keizer Transit - App 1	Keizer Transit Station	2	Transit	\$ 2,500,000	\$ 2,500,000	\$ -
073-06	Salem-Keizer Transit - App 2	Construct South Salem Transit Station (Madrona/Commercial)	2	Transit	\$ 2,500,000	\$ 2,500,000	\$ -
REGION 2 TOTALS					\$ 50,026,829	\$ 49,940,829	\$ 86,000
REGION 3							
002-06	Coos County Airport District	Runway, Apron and Air Freight Facility	3	Aviation	\$ 640,000	\$ 640,000	\$ -
042-06	Gold Beach Port District	Gold Beach Municipal Airport AWOS/ASOS	3	Aviation	\$ 96,000	\$ 96,000	\$ -
091-06	David Patterson	Two buildings for small airfreight providers	3	Aviation	\$ 1,800,000	\$ 800,000	\$ 1,000,000
103-06	City of Myrtle Creek	Myrtle Creek Municipal Airport Runway Widening and Extension Project	3	Aviation	\$ 1,000,000	\$ 1,000,000	\$ -
101-06	Rogue Valley International - Medford Airport	Multi-modal Airport Improvement Project	3	Aviation / Transit	\$ 4,766,400	\$ 4,766,400	\$ -
006-06	Port of Bandon	Marine-Air Transportation Upgrades, Commercial Boat Basin	3	Marine	\$ 695,000	\$ 695,000	\$ -
008-06	Port of Gold Beach	Gold Beach Marine Transportation Improvement	3	Marine	\$ 132,000	\$ 132,000	\$ -
064-06	Oregon International Port of Coos Bay	Southport Barge Slip-North Spit/Redevelopment Project North Bay Marine Industrial Park	3	Marine	\$ 506,000	\$ 506,000	\$ -
090-06	Port of Port Orford	Port Orford Marine Transportation Improvement Project	3	Marine	\$ 400,000	\$ 400,000	\$ -
019-06	Central Oregon & Pacific Railroad, Inc.	Winchester Freight Rail Yard	3	Rail Freight	\$ 7,717,600	\$ 7,717,600	\$ -
063-06	Oregon International Port of Coos Bay	Phase II Coos Bay Railroad Bridge Long-Term Rehab	3	Rail Freight	\$ 4,000,000	\$ 4,000,000	\$ -
069-06	Murphy Company	Install New Switch and Railroad Spur, Sultherin	3	Rail Freight	\$ 883,508	\$ 883,508	\$ -
056-06	Medford Urban Renewal-Rogue Valley Transit District (RVTD)	Medford Intermodal Transit Center (MITCh)	3	Transit	\$ 4,200,000	\$ 4,200,000	\$ -
REGION 3 TOTALS					\$ 26,836,508	\$ 25,836,508	\$ 1,000,000
REGION 4							
026-06	City of Klamath Falls	Airport Business Park-Located at intersection of Airport Way and Arnold Avenue	4	Aviation	\$ 4,500,000	\$ -	\$ 4,500,000
027-06	City of Klamath Falls	East Side Industrial Planning	4	Aviation	\$ 240,000	\$ 240,000	\$ -
028-06	City of Klamath Falls	General Aviation Development - Phase 1	4	Aviation	\$ 3,800,000	\$ 1,900,000	\$ 1,900,000
029-06	City of Klamath Falls	Jet Factory Service Center	4	Aviation	\$ 6,300,000	\$ 800,000	\$ 5,500,000
030-06	City of Klamath Falls	Snow Removal Equipment Purchase	4	Aviation	\$ 220,000	\$ 220,000	\$ -
058-06	Professional Air Partners	Bend Airport Expansion and Industrial Development Project	4	Aviation	\$ 5,000,000	\$ 5,000,000	\$ -
104-06	Prineville City-County Airport Commission	Airport Terminal Building	4	Aviation	\$ 581,360	\$ 581,360	\$ -
037-06	City of Bend	Relocate/Construct Runway 16/34	4	Aviation	\$ 350,000	\$ 350,000	\$ -
018-06	City of Redmond	Roberts Field - Redmond Municipal Airport Terminal Expansion	4	Aviation	\$ 7,500,000	\$ 7,500,000	\$ -
022-06	Port of Arlington	Port of Arlington/ Gilliam County Barge Intermodal Trans. Facility Railroad/Freight Depots' Economic Redevelopment Project to Meet Central Oregon Regional Multi-modal Transportation Needs	4	Marine	\$ 1,894,000	\$ 1,894,000	\$ -
015-06	City of Prineville	Klamath Northern Railway Co/ Co-Applicant - Interfor Pacific Inc	4	Rail Freight	\$ 7,444,335	\$ 7,444,335	\$ -
016-06	KNOR Heavy Rail Infrastructure Upgrade, Gilchrist, OR	Project BNSF: Fuel by Rail/Klamath Falls	4	Rail Freight	\$ 700,000	\$ 700,000	\$ -
043-06	Trelease Transloading LLC.	Project BNSF: Fuel by Rail/Klamath Falls	4	Rail Freight	\$ 348,035	\$ 348,035	\$ -
074-06	Walco Companies, Inc. - App 1	Condon Line Maintenance	4	Rail Freight	\$ 256,320	\$ 256,320	\$ -
089-06	Columbia Plateau Growers, Inc.	Shutler Industrial Park Rail Freight Siding Project	4	Rail Freight	\$ 715,760	\$ 715,760	\$ -
097-06	Klamath County	Chemult Train Station Welcome Center	4	Rail Passenger	\$ 125,000	\$ 125,000	\$ -
036-06	City of Bend	City of Bend Public Transit Operations and Maintenance Center	4	Transit	\$ 4,000,000	\$ 4,000,000	\$ -
REGION 4 TOTALS					\$ 43,974,810	\$ 32,074,810	\$ 11,900,000

**2006 Connect Oregon Application Log
Post-Technical Review
(3/20/06)**

APPLICATION #	APPLICANT	PROJECT NAME	REGION	MODE (Aviation / Marine / Rail Freight / Rail Passenger / Transit)	Total Connect Oregon Funds Requested	GO GRANT Funds Requested	GO LOAN Funds Requested
REGION 5							
004-06	City of Ontario	Ontario Municipal Airport Runway Extension	5	Aviation	\$ 1,040,000	\$ 1,040,000	\$ -
005-06	City of Enterprise	Enterprise Municipal Airport AWOS	5	Aviation	\$ 60,000	\$ 60,000	\$ -
011-06	Grant County-Grant Co. Regional Airport	Runway Extensions to 9/27 and 17/35	5	Aviation	\$ 1,875,368	\$ 1,875,368	\$ -
013-06	City of Vale-Miller Memorial Airport	Pave Runways 18-36 and 10-28	5	Aviation	\$ 800,000	\$ 800,000	\$ -
051-06	City of Baker City	Airport Improvements (New Hangars, Transport Access, and Lighting)	5	Aviation	\$ 860,000	\$ 860,000	\$ -
096-06	Port of Morrow	Port of Morrow Industrial Park - Boardman Airport Improvements	5	Aviation	\$ 870,000	\$ 870,000	\$ -
001-06	Morrow County Public Works	Lexington Airport Fuel & Terminal	5	Aviation	\$ 118,400	\$ 118,400	\$ -
012-06	Grant County-Grant Co. Regional Airport	Airport Terminal Construction	5	Aviation	\$ 1,050,000	\$ 1,050,000	\$ -
023-06	Sky Highway Inc.	Air Charter Service in La Grande, Union County	5	Aviation	\$ 85,000	\$ 85,000	\$ -
085-06	Port of Morrow	Terminal 3 Intermodal Marine Transportation Improvements	5	Marine	\$ 1,549,000	\$ 1,549,000	\$ -
057-06	Port of Umatilla	Port of Umatilla Upland Distribution Center	5	Marine / Rail Freight	\$ 5,015,200	\$ 5,015,200	\$ -
084-06	Port of Morrow	East Beach Multi-Modal Freight Transload Facility	5	Marine / Rail Freight	\$ 4,080,000	\$ 4,080,000	\$ -
032-06	Northwest Container Services	NWCS Intermodal Truck-Rail Facility, Boardman, Oregon	5	Rail Freight	\$ 4,156,000	\$ 4,156,000	\$ -
033-06	Treasure Valley Renewable Resources, LLC	Construct Bushel Grain Storage and Loading/Unloading Rail and Truck Facility	5	Rail Freight	\$ 4,500,000	\$ 4,500,000	\$ -
050-06	Union County Economic Development	Alice Intermodal Transportation Project (Acquire Land, Rail Spur and Grain Storage Facility)	5	Rail Freight	\$ 2,095,870	\$ 2,095,870	\$ -
067-06	Union Pacific Railroad	Improvements to Hinkle Yard	5	Rail Freight	\$ 7,448,000	\$ 7,448,000	\$ -
075-06	Walco Companies, Inc. - App 2	Rehab Milton-Freewater Railway Line	5	Rail Freight	\$ 372,316	\$ 372,316	\$ -
078-06	Wyoming Colorado Railroad, Inc. dba Oregon Eastern RR	T.V.R.R. Mainline Siding - Treasure Valley Renewable Resource Plant	5	Rail Freight	\$ 260,000	\$ 260,000	\$ -
083-06	Port of Morrow	Rail Improvements to Strategic Industrial Sites	5	Rail Freight	\$ 2,800,000	\$ 2,800,000	\$ -
100-06	City of Baker City	Eikhom View Industrial Park Rail Spur	5	Rail Freight	\$ 200,000	\$ 200,000	\$ -
010-06	Wallowa Union Railroad Authority	Eagle Cap Excursion Passenger Equipment Replacement	5	Rail Passenger	\$ 533,000	\$ 533,000	\$ -
046-06	Sumpter Valley Railroad Restoration, Inc.	Hudspeth Lane - Road Crossing Project	5	Rail Passenger	\$ 143,000	\$ 143,000	\$ -
024-06	City of Pendleton	Multi-state Mass Transit Training Facility	5	Transit	\$ 640,000	\$ 640,000	\$ -
081-06	Eastern Oregon University	EOU Multimodal Transit Portal	5	Transit	\$ 6,750,802	\$ 6,750,802	\$ -
102-06	Community Connection of Northeast Oregon	Multimodal Transit Consolidation & Improvement Project	5	Transit	\$ 893,929	\$ 893,929	\$ -
REGION 5 TOTALS		25 Applications			\$ 48,195,885	\$ 48,195,885	\$ -
MULTIPLE REGIONS							
079-06	Regional Maritime Security Coalition	Integrated Intermodal Safety, Security & Efficiency Enhancement Project, Columbia River	1, 2, 4, 5	Marine	\$ 1,226,667	\$ 1,226,667	\$ -
054-06	Cogent Corporation International	Enhance G.A. Aviation	1,2,3,4,5	Aviation	\$ 7,340,000	\$ 7,340,000	\$ -
014-06	Central Oregon & Pacific Railroad, Inc.	Improvements - Main Lines	2, 3	Rail Freight	\$ 7,353,762	\$ 7,353,762	\$ -
049-06	Sensis Corporation	ADS-B Ground-Based Transceivers (Automatic Dependent Surveillance-Broadcast for traffic and weather info)	3, 4, 5	Aviation	\$ 1,615,681	\$ 1,615,681	\$ -
MULTIPLE REGIONS TOTALS		4 Applications			\$ 17,536,110	\$ 17,536,110	\$ -
GRAND TOTAL		103 Applications			\$ 235,392,893	\$ 219,765,893	\$ 15,627,000

ConnectOregon Program
Project Eligibility Criteria and Prioritization Considerations
Oregon Freight Advisory Committee Projects Subcommittee – December 7, 2005

Eligibility Criteria	Prioritization Considerations
<p>Projects are eligible for funding if they:</p> <ul style="list-style-type: none"> • Are a transportation project as defined in ORS 367.010; • Are an air, marine, rail or public transit project; • Are not otherwise eligible for funding from the State Highway Trust Fund; • Are submitted by one or more public and/or private entities or individuals; • Are seeking any combination of grant and/or loan funding amounts; and • Are not capital improvements on the Port of Portland property in Troutdale intended to allow use of the facility as an intermodal transportation facility primarily focused on rail transportation.¹ 	<p>In prioritizing projects for recommendation, OFAC shall consider:</p> <ul style="list-style-type: none"> • Whether a project reduces transportation costs for Oregon businesses; • Whether a project benefits or connects two or more modes of transportation; • Whether a project is a critical link in a statewide or regional transportation system that will measurably improve utilization and efficiency of the system; • How much of the cost of a proposed transportation project can be borne by the applicant; • Whether a project creates construction and permanent jobs in Oregon; and/or • Whether a project is ready for construction.²

¹ This does not prohibit financing construction of individual rail spurs or individual rail tracks to serve individual buildings on this property.

² Relevant items include environmental reviews; status in adopted comprehensive or transportation plans; air quality implications; land use status; level of design already complete; and permits already in hand or needed.



April 13, 2006

To: Metropolitan Policy Committee

From: Tom Schwetz

Subject: Item 4.c – Ranking of Local ConnectOregon Applications

Action Recommended: Discuss Proposed Ranking of Local ConnectOregon Project Applications. Approve Rankings for Submittal to Lane County Board.

Issue Summary:

At its March meeting, MPC indicated a desire to take the opportunity to provide the MPO's ranking of local ConnectOregon project applications. This memo outlines the overall review and evaluation process being used to establish statewide ConnectOregon priorities, and provides a recommended ranking for projects submitted within the Central lane MPO area.

ConnectOregon Application Review Process and Schedule

As noted at MPC's February 9 meeting, MPC provided endorsement letters for the following projects:

- Eugene Airport Air Cargo Facilities Improvements
- Eugene Depot platform and vehicular improvements
- Lane Transit District Pioneer Parkway BRT

Applications for ConnectOregon grants were due February 17th. ODOT received 103 applications for funds from the program. Applicants requested a total of \$238 million for a variety of projects including air freight, business aviation, passenger air, marine, rail freight, bus and/or rail transit, and multiple mode projects.

The general schedule for review of the applications is included at the end of this memo. The applications have been screened by a consultant for completeness and technical feasibility. They are currently being reviewed by four advisory committees (air, rail, freight and public transit) and the Area Commissions on Transportation to ensure a wide and comprehensive discussion of which projects to recommend to the Oregon Transportation Commission. This review will culminate in a set of recommendations to the OTC to be developed by a Consensus Committee composed of representatives from the various review committees involved. The review committees must complete their review by May 19th. The Consensus

Committee must complete its work by June 27th. The OTC is scheduled to take action on a set of priorities on July 19th.

Attachment 1 provides the details for the evaluation process being used by the Region 2 ACTS and Lane County. Lane County must complete its prioritization of Lane County applications by May 5th. These priorities will be fed into a straw proposal developed by Region 2 staff which will be acted upon in a 'Super-ACT' meeting scheduled for May 16th. The Region 2 recommendations will be submitted to the Consensus Committee process on May 17th.

MPC's recommendations will be fed into the Lane County Board's ranking process. The Board is scheduled to take action on the County-wide set of applications on Wednesday May 3rd with a Public Hearing on the topic scheduled for 1:30 that day. The applications submitted from Lane County include:

- Creswell Airport Fire Suppression Project
- Port of Siuslaw Maple Street Landing and Transient Dock Project
- Eugene Airport Air Cargo Project
- Eugene Depot Passenger Improvements
- Lane Transit District BRT Project
- Union Pacific Railroad - Eugene New Thru Running Track/Passenger Layover Track

Evaluation Considerations

Applications will be evaluated on specific considerations as defined in the legislation (SB71):

- Whether the project reduces transportation costs for Oregon businesses;
- Whether it benefits or connects two or more modes;
- Whether it is a critical link in a statewide or regional transportation system;
- How much of the cost can be borne by applicants;
- Whether the project creates construction and permanent jobs in the state; and
- Whether the project is ready for construction.

In addition, by direction of the OTC, the project applications must be assigned to one of four groups or "buckets":

1. Projects that have demonstrated that they meet all six considerations in the rule.
2. Projects that have demonstrated that they represent strategic investments and connections – two or more modes of transportation, system improvements, and jobs/economic development; but may not be fully ready to construct, able to demonstrate lower transportation costs for Oregon business, or leverage other benefits.
3. Projects that achieve one or more of the strategic considerations, but not all of them.
4. Projects that cannot demonstrate any of the strategic or regionwide considerations.

Proposed Ranking of Local applications

ODOT staff has prepared two spreadsheets to assist in the evaluation of ConnectOregon Projects. The first provides for an assessment of a project's appropriate Bucket. The second provides for a ranking of a project in terms of how well the project meets each of the considerations listed above.

Local ConnectOregon Applicants were asked to evaluate their individual applications using these spreadsheets. Attachments 2a (Bucketing) and 2b (Project Ranking) summarize their efforts. As part of the evaluation effort, each applicant provided text for the Bucket screening explaining how their projects met each of the Bucketing considerations. They provided similar text in the project ranking table outlining more specific information on how each project leverages other investments and how much match is being provided for each project. The project ranking was done on a 1-5 scale, with 1 being low and 5 being high.

The results of this evaluation are as follows:

Project	Bucket	MPO Ranking
Eugene Airport Air Cargo Facilities Improvements	1	1
Lane Transit District Pioneer Parkway BRT	1	2
Eugene Depot Platform And Vehicular Improvements	1	3

TPC reviewed and discussed this material at their March 30 meeting and unanimously recommended the ranking presented above. As can be seen in the Project Ranking Summary, all 3 projects scored very well on each of the ConnectOregon criteria. Because of this, while the projects are ranked 1-3 above, it is important to convey the message that all three projects are very good projects. Staff feels that all three projects will compete well against similar projects submitted statewide.

Union Pacific Railroad Application

A fourth project was submitted within the MPO area by Union Pacific Railroad. This project involves two elements as described in their application:

- (a) upgrading and extension of an existing side track to a running track / controlled siding to provide for the efficient ingress and egress of trains from the main track to the side tracks, and
- (b) a layover track for storing Amtrak equipment while it is working in Eugene without blocking the mainline, sidings or yard tracks.

Overall, this project will improve the fluidity of the main track for both passenger and freight trains by eliminating the need for freight trains entering Eugene yard to stop on the mainline and wait for space to enter the yard. This project will allow any necessary waiting to take place on an adjacent track. This will reduce congestion and add capacity in a very constrained area

Staff attempted to contact Union Pacific representatives but have not yet received a response. Additional information on this application will be provided to MPC at the

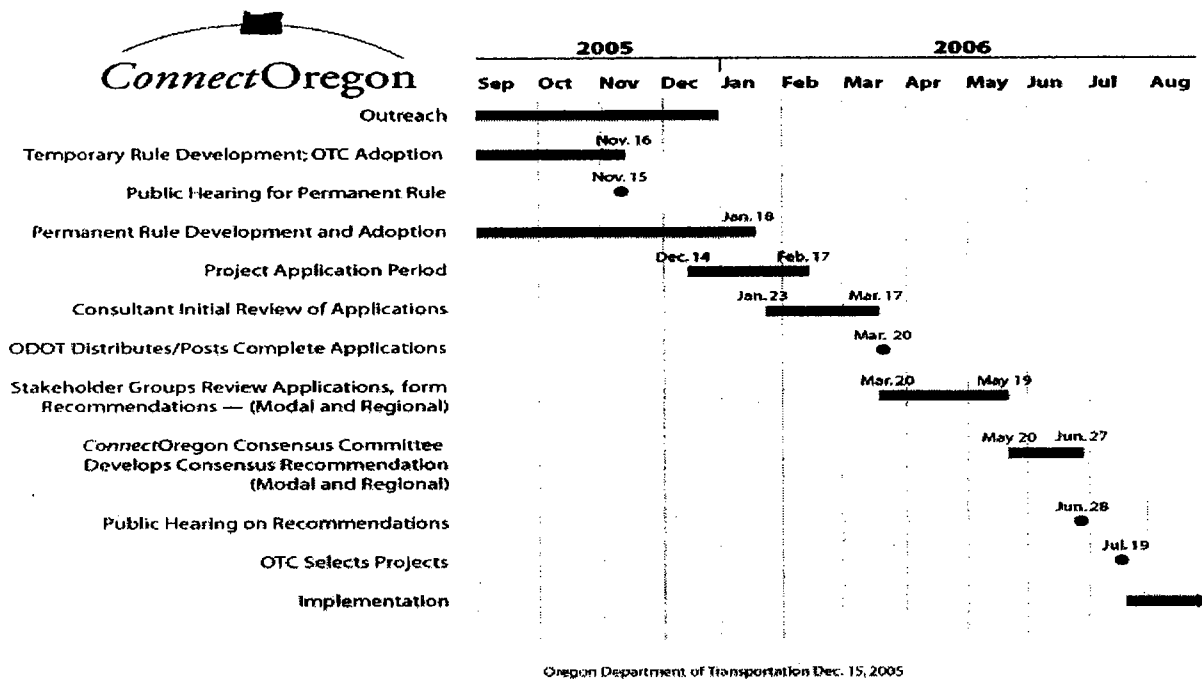
April meeting. TPC elected not to try and rank the project without information similar to that developed in the attached spreadsheets for the local projects. However, it was acknowledged that the project is likely a Bucket 1 project and that it would score well against the ConnectOregon criteria. Based on information received at its meeting, MPC could elect to include this project in its ranking recommendations to the Lane County Board.

Attachments:

Attachment 1: Region 2 ConnectOregon Review Process

Attachment 2a: Bucket Screening Summary for Local Applications

Attachment 2b: Project Ranking Summary



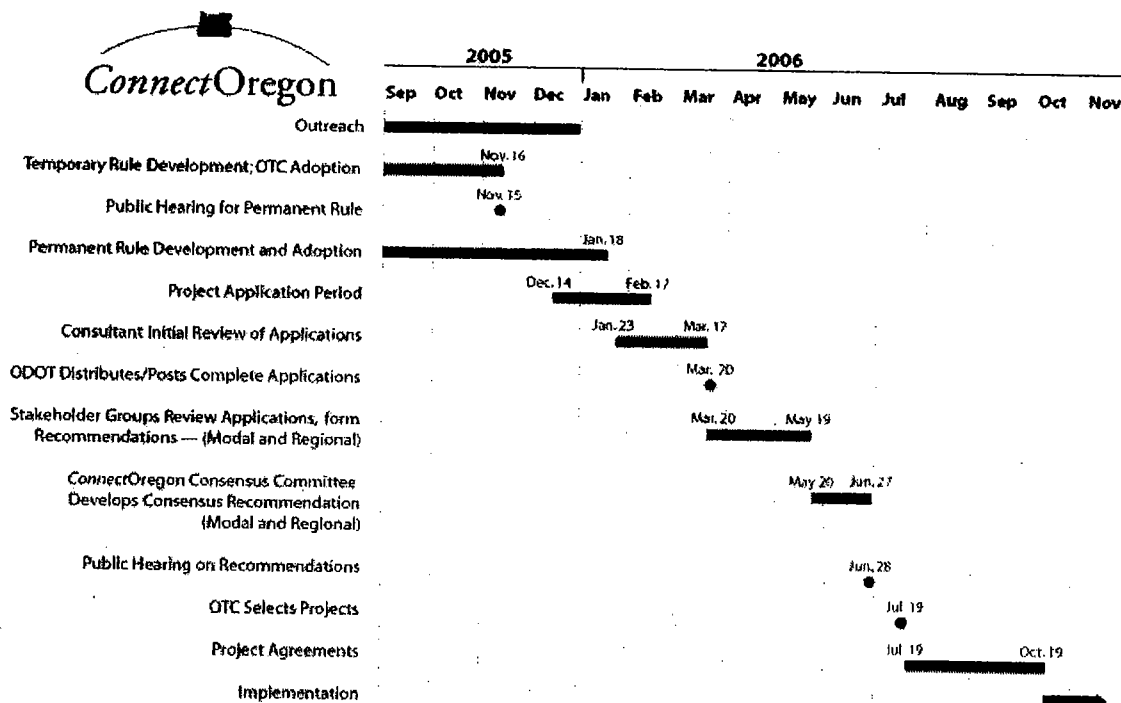
Attachment 1 - Region 2 Process for Review of ConnectOregon Applications

The 2005 Legislature Senate Bill 71 (SB 71) created *ConnectOregon*, a \$100 million initiative to invest in air, rail, marine, and transit infrastructure. The legislation established general eligibility considerations and factors to prioritize projects, as well as a general process for the review of the applications. SB 71 allocates \$15 million to each of five regions based on counties that generally follow the ODOT Region boundaries, and \$25 million to be available on a statewide basis. ODOT staff and the OTC have worked to establish rules that will govern review of these applications.

SB 71 did not define a specific role for area commissions on transportation in the review of projects. The OTC is, "inviting groups of Area Commissions (and Metropolitan Planning Organizations) to work with potential applicants within each *ConnectOregon* region to identify projects that will be good candidates for *ConnectOregon* funding." (Source: *ConnectOregon* Fact Sheet – 02/03/06 Update). The recently adopted *ConnectOregon* administrative rule (OAR 731-035-0060) states that the OTC will solicit recommendations from the State Aviation Board, Oregon Freight Advisory Committee, Public Transit Advisory Committee, and the Rail Advisory Committee. It also says that the OTC may solicit recommendations from transportation stakeholder and advocacy entities not otherwise specified.

The Oregon Transportation Commission has directed that the ACTs and their respective regions prioritize project applications on a "Super ACT" level that combines the ACTs in a region into a single body (source: memo from Lorna Youngs, ODOT Interim Director, to the Oregon Transportation Commission dated December 13, 2005). Metropolitan Planning Organizations are invited to participate in the process through their respective ACT or Lane County.

The timeline for *ConnectOregon* is illustrated below.



This schedule gives the ACTs/Lane County (with the Region's assistance) approximately eight weeks to review and rate the applications.

Region Process

The following steps will be taken by Region 2 and the ACTs/Lane County to complete the review and prioritization of *ConnectOregon* applications in the Region.

1. By direction of the OTC, the project applications must be assigned to one of four groups or "buckets":
 - a) Projects that have demonstrated that they meet all six considerations in the rule.
 - b) Projects that have demonstrated that they represent strategic investments and connections – two or more modes of transportation, system improvements, and jobs/economic development; but may not be fully ready to construct, able to demonstrate lower transportation costs for Oregon business, or leverage other benefits.
 - c) Projects that achieve one or more of the strategic considerations, but not all of them.
 - d) Projects that cannot demonstrate any of the strategic or regionwide considerations.

Each ACT/Lane County will be responsible for the completion of this step. A spreadsheet is attached that is recommended for your use in completing this step.

2. OAR 731-035-0060 includes the following factors that are to be used by the OTC, ". . . in its determination of eligible Projects to approve for receipt of funds . . .":
 - a) Whether a proposed Project reduces transportation costs for Oregon businesses.
 - b) Whether a proposed Project benefits or connects two or more modes of transportation.
 - c) Whether a proposed Project is a critical link in a statewide or regional transportation system that will measurably improve utilization and efficiency of the system.
 - d) How much of the cost of a proposed Project can be borne by the Applicant for the grant or loan.
 - e) Whether a project creates construction or permanent jobs in the state.
 - f) Whether a Project is ready for construction, or if the Project does not involve construction, whether the Project is at a comparable stage.
 - g) Whether a project leverages other investment and public benefits from the state, other government units, or private business.
 - h) Whether the Applicant for a grant can meet the requirement to contribute 20 percent of the eligible Project costs.

Each ACT/Lane County will use these considerations to prioritize the projects in their area for each of the four categories (buckets) of project applications described in Step 1. Additionally, all projects must be prioritized as a single list across all buckets. This prioritization must be completed and results submitted to the Region 2 Planning and Development Manager by May 5, 2006. A spreadsheet is attached that is recommended for your use in completing this step. A method for "scoring" the projects is left to the discretion of the ACTs/Lane County.

At the end of this step, the ACTs/Lane County will create two products for submittal to Region 2:

- A prioritized project list by bucket; and
- A prioritized list of all projects within the area.

3. Region 2 staff will develop a straw proposal/prioritized project application list based on the input from the ACTs/Lane County and distribute the list to the ACT/Lane County Chairs and Vice Chairs by May 10, 2006. The straw proposal will be broken into three lists: 1) the highest priority projects up to \$15 million; and 2) the next highest priority projects up to \$25 million (this list is being created to identify projects to be considered for the statewide *ConnectOregon* funds); and 3) a prioritized project list by bucket.

4. Region 2 will facilitate a region "Super ACT" meeting that will include the ACTs/Lane County Chairs and Vice Chairs, Region 2 Manager, and Region 2 Planning and Development Manager. At this meeting, the ACTs/Lane County representatives will finalize a Region priority recommendation for the *ConnectOregon* project applications for each of the three lists described in Step 3. This meeting will be held on May 16, 2006 at 10:00 a.m.

5. On behalf of the Region 2 "Super ACT", Region 2 staff will transmit the project priority recommendation to the *ConnectOregon* Consensus Committee by May 17, 2006.

MP 1.c Attachment 2a - ConnectOregon Central Lane MPO Bucket Screening Summary

Bucket Screening Summary			
CONSIDERATIONS (from SB 71)	Eugene Depot	Eugene Air Cargo Project	LTD Pioneer Pkwy EmX
Proposed transportation project reduces transportation costs for Oregon businesses	Improve efficiency of transit, taxi, private vehicle and pedestrian circulation on site, improve safety by reducing congestion and traffic conflicts, and reduce wait times. This will be accomplished through a combination of improvements to the parking and site circulation areas, improvements to the rail passenger holding/boarding area and improved integration of the rail passenger and passenger drop off/pick up areas.	Improvements will remove current constraints for efficient movement of air cargo at Eugene. Less time is then needed for movement of time-sensitive shipments to the air cargo network. Project reduces direct and indirect costs associated with cargo movement and handling. According to the draft 2005 Oregon Transportation Plan, investments that expand regional air services, especially air freight, are needed and should be supported because highway congestion will become a financial constraint.	Business transportation cost savings include: <ul style="list-style-type: none"> • travel time savings resulting from dedicated bus lanes, • fewer motor vehicle accidents, • improved freight mobility/accessibility due to reduced congestion on I-5 and city streets, • improved mobility on the state highway system, particularly near I-5 and Beltline Road, and • increased access and mobility for employees/customers with and without cars. For every \$10 million invested in transit, over \$15 million is saved in transportation costs to both highway and transit users. The Pioneer Parkway BRT project could save approximately \$57 million in transportation costs for both Oregon businesses.
Proposed transportation project benefits or connects two or more modes of transportation (strategic consideration)	Major improvement in interconnection of rail passengers arriving and departing by transit, taxi and private vehicles. Improving the efficiency and convenience for rail passengers will enhance the attractiveness of rail service to the public. Supports OTP DRAFT POLICY 1.1 – Development of an Integrated Multimodal System; Policy 1.2 - Equity, Efficiency and Travel Choices, Strategy 1.2.1: Develop and promote inter and intra-city public transportation	The increased demand for the movement of time-sensitive freight requires frequent trucking. The capacity enhancement at the airport improves the connection between ground and the national air transportation system. Supports OTP POLICY 3.1 – An Integrated and Efficient Freight System, STRATEGY 3.1.4: Work with shippers, transportation providers and other groups to improve traffic flows and interactions between modes. It is estimated that the potential value to the community would be an increase of \$42M in goods shipped/received.	The project will connect three modes of transportation: pedestrians/bicycles, auto and transit. The project benefits several modes, including freight mobility, auto, transit and pedestrians.

MPC 4.c Attachment 2a - ConnectOregon Central Lane MPO Bucket Screening Summary

Bucket Screening Summary			
CONSIDERATIONS (from SB 71)	Eugene Depot	Eugene Air Cargo Project	LTD Pioneer Pkwy EmX
<p><i>Proposed transportation project is a critical link in a statewide or regional transportation system that will measurably improve utilization and efficiency of the system (strategic consideration)</i></p>	<p>The Eugene Depot serves as the multi-modal transportation hub for the lower Willamette valley and the southern terminus of Amtrak's high-speed rail system serving the Willamette Valley north to Vancouver, B.C. The Depot is the terminal for Amtrak's interstate passenger rail and bus service, serving the Lane County and surrounding areas to the east, south and west. Supports OTP draft POLICY 3.1 – An Integrated and Efficient Freight System, Strategy 3.1.7 Support rail transportation to achieve greater efficiency of goods movements through public/private partnerships and to reduce traffic on area roadways.</p>	<p>Eugene Airport will be used as a regional hub for cargo operations. The project allows larger aircraft to connect with smaller feeder aircraft from the surrounding region. This air-to-air hub, coupled with enhanced ground-to-air activity, makes this project a strategic link in the state and national air cargo system, and a project that will create a measurable increase in the efficiency of the intermodal system.</p>	<p>The project is an essential link in the Statewide and Regional transportation system. The project supports many of the strategies and policies in the draft Oregon Transportation Plan, particularly Goal 2, Management of the System, and Goal 3, Economic Vitality. This project is identified in TransPlan, and also in the RTP. The project will measurably improve the efficiency of the regional and state transportation system. The peak hour transit mode share on congested corridors, a key plan performance measure that is affected by BRT, would increase from 7.9 percent to 10.1 percent. The percentage of drive-alone trips will decrease from 44.21 percent in 2002 to 40.21 percent in 2025.</p>
<p>How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan</p>	<p>The City of Eugene, with federal funds under the SAFETEA program, will bear 70% of the total \$1.4 million project cost. The ConnectOregon grant request of \$400,000 will be matched by \$1 million in federal funds earmarked for the Eugene Depot project.</p>	<p>The total project cost is proposed at \$5,471,281. The grant request of \$4,103,461 will be matched by local and federal leveraged funds of \$1,367,820, which is 25% of the total, and 5% above the minimum required.</p>	<p>Lane Transit District will provide the \$1.08 million required match to the \$5.4 million ConnectOregon Pioneer Parkway Project request. \$31,520,000 million in funds will be provided from a combination of local funds, land grants, and federal funds. Sufficient Federal funds are authorized in the 2005 federal transportation bill, SAFETEA-LU, Sec. 3043 (d)(17) and LTD has programmed local match in its long range financial plan.</p>

MP 1.c Attachment 2a - ConnectOregon Central Lane MPO Bucket Screening Summary

Bucket Screening Summary			
CONSIDERATIONS (from SB 71)	Eugene Depot	Eugene Air Cargo Project	LTD Pioneer Pkwy EmX
<i>Proposed transportation project creates construction and permanent jobs in this state (strategic consideration)</i>	Design and construction will be by Oregon firms. With an economic multiplier of 1.9 to 2.0 for construction expenditures, the project is expected to have a \$2.7 to \$2.8 million benefit to the regional and state economy.	The project will create 20 (estimated) local full time construction jobs. The top air cargo users represented 8,945 Lane County jobs. The annual growth rate for air cargo in Lane County over the past three years is 10.4%. With an economic multiplier of 2.0 for construction projects, the project is expected to generate a benefit to the State's economy of approximately \$9.0 million.	LTD's \$38 million Pioneer Parkway Bus Rapid Transit Project would create an estimated 214 construction jobs * Increased demand for goods and services from local suppliers will create an additional 401 indirect jobs *The Pioneer Parkway BRT project is expected to have an annual operating and maintenance cost of approximately \$1,250,000. Over 20 years this would be approximately \$25,000,000 for operations, creating an estimated 1,425 jobs
Proposed transportation project is ready for construction	Conceptual design for this project was completed as part of the Mater Plan for the Depot. Final design will begin as soon as funding is secured. Due to the complexity of the intermodal project and requirement for multiple agency review, the design, approval process and bidding is expected to take up to 18 months, with a construction start date of January, 2008.	Land acquisition, environmental review, initial civil design and construction cost estimates have already been completed. Construction could start by the spring of 2007, as that would coincide with the timing for receipt of the federal grant and completion of the architectural plans for the building.	Construction of the transit station at the Gateway Mall along the Pioneer Parkway EmX corridor can begin in 2007. The other transit stations along the corridor will be built between 2007 and 2009.
BUCKET*	1	1	1

* - Buckets are defined as follows:

1. Project demonstrates it meets all six considerations
2. Project demonstrates that it represents strategic investments and connections - two or more modes of transportation, system improvements, and jobs/economic development; but may not be fully ready to construct, able to demonstrate lower transportation costs for Oregon business, or leverage other benefits.
3. Project achieves one or more of the strategic considerations, but not all of them.
4. Project cannot demonstrate any of the strategic or region wide considerations

MPC 4.c Attachment 2b - ConnectOregon (Central Lane MPO Project Ranking Summary

CONSIDERATIONS (from OAR 731-035-0060)	Eugene Depot	Airport Cargo	LTD Pioneer Pkwy EmX
Proposed transportation project reduces transportation costs for Oregon businesses	3	4	5
Proposed transportation project benefits or connects two or more modes of transportation	5	5	4
Proposed transportation project is a critical link in a statewide or regional transportation system that will measurably improve utilization and efficiency of the system	4	5	5
How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan	5	5	5
Proposed transportation project creates construction and permanent jobs in this state	4	5	4
Proposed transportation project is ready for construction, or if the project does not involve construction it is at a comparable stage	4	4	4
Project leverages other investment and public benefits from the state, other government units, or private business	5 The Eugene Depot project is authorized in SAFETEA-LU as a High Priority Project, with federal funding of \$1,000,000. Using the ConnectOregon grant funds as matching resources will allow the City of Eugene to receive the federal project funding. Rather than requesting a ConnectOregon grant for 80% of the total project costs, the Connect Oregon funds will be under 20% of the total project resources, including land. This results in leveraging ConnectOregon program funds by a factor of 4 times.	5 Air Cargo Project leverages \$1,367,820 of FAA AIP Entitlement funds and \$68,391 of local airport capital reserves (\$1,436,211 in total).	5 The Connect Oregon grant is expected to leverage local contributions in the amount of \$6,520,000. These would be from LTD's Capital Reserve Account and other local sources. The Connect Oregon grant would also leverage \$25,000,000 or more in federal New Starts grants administered by the Federal Transit Administration. The project is authorized in SAFETEA-LU in this funding category.
Applicant for grant or loan can meet the requirement to contribute 20 percent of the eligible project costs	5 The City of Eugene, with federal funds under the SAFETEA program, will contribute 70% of the total \$1.4 million project cost. The ConnectOregon grant request of \$400,000 will be matched by \$1 million in federal funds earmarked for the Eugene Depot project.	5 Applicant will provide a 25% match of total project cost.	5 The 20 percent match for the Connect Oregon Grant would come from a combination of LTD's Capital Reserve Account, the payment of land purchased for the project, and federal formula funds.
TOTAL SCORE	35	38	37