



# ConnectOregon Report

Oregon Department of Transportation Freight Planning Unit

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<http://www.oregon.gov/ODOT/TD/TP/pages/freight.aspx>

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Cover photo:

North Bend bridge over Coos Bay Harbor part of the Coos Bay Rail Link

## PURPOSE

This report provides information regarding the project selection process and public benefits derived from *ConnectOregon* as requested by the 2012 Oregon Legislature under a budget note to Senate Bill 5701.



### BUDGET NOTE TO SB 5701

The Department of Transportation shall provide a report to the Joint Committee on Ways and Means and the appropriate legislative policy committees by February 2013 on the criteria used for selecting *ConnectOregon* projects, and the public benefits derived from investments made by *ConnectOregon*.

## PROGRAM HISTORY

In 2005, the Oregon Legislature created the Multimodal Transportation Fund to invest in air, marine, rail, and public transit infrastructure improvements. The Fund is part of what is known as the *ConnectOregon* program, providing grants and loans to non-highway transportation projects that promote economic development in Oregon. Projects that can constitutionally be funded by revenues described in section 3a, Article IX of the Oregon Constitution, the Highway Trust Fund, are not eligible for *ConnectOregon* funds.

The legislature authorized issuance of \$100 million in lottery-backed revenue bonds to fund the program in each of the 2005-07, 2007-09, and 2009-11 biennia. An additional \$40 million was authorized in 2011 for the 2011-13 biennium. The Oregon Department of Transportation (ODOT) administers the *ConnectOregon* program pursuant to OAR 731-035.

In developing language authorizing *ConnectOregon* funding, the legislature noted that issuing lottery bonds to finance transportation projects was essential to Oregon's economic development. Legislative findings for *ConnectOregon* further recognized that a multimodal transportation network is needed to move people and goods efficiently, and that private sector businesses as well as local governments often lack capital and the technical capacity to undertake multimodal transportation projects. The legislation thus recognized the need for public assistance to private sector as well as public sector providers of transportation services.

### **ConnectOregon Legislative History Oregon Revised Statutes Chapter 816**

<i>ConnectOregon</i> Program	Amount Authorized	Legislative Authority
I	\$100 Million	Senate Bill 71 2005 Legislature
II	\$100 Million	House Bill 2278 2007 Legislature
III	\$100 Million*	House Bill 2001 2009 Legislature
IV	\$40 Million	House Bill 5036 2011 Legislature

\* \$5 million of *ConnectOregon* III was set aside as grants for Oregon's rural airports.

## PROGRAM HISTORY

In creating the Multimodal Transportation Fund, the legislature found that local governments and businesses often lack sufficient capital and technical capacity (i.e. engineering, planning, labor and/or equipment) to undertake multimodal transportation projects and that public financial assistance can help support these long-term economic growth and job creation projects. For the \$340 million of *ConnectOregon* cycles (I, II, III, and IV), the state received 424 eligible project applications. Of which, the Oregon Transportation Commission selected 203 projects for funding. With the addition of leveraged funds, the program represents approximately \$834 million in direct investment in multimodal transportation improvements.

The *ConnectOregon* III Rural Airport (CORA) program was a set aside of 5% of *ConnectOregon* III funds for rural airport projects within Oregon. CORA projects were reviewed outside the regular *ConnectOregon* selection process with review by the Oregon Aviation Board and approval by the Oregon Transportation Commission (OTC). As a result of the CORA set-aside, over \$55 million of the leveraged funds came primarily from the Federal Aviation Administration.

## SELECTION CRITERIA

The OTC approves projects for funding with input from 11 review committees that represent each of five *ConnectOregon* regional committees, five modal committees (aviation, marine, rail, transit, and freight) and one Final Review Committee. The five regional and five modal committees each review only those projects within their areas of expertise or regional knowledge. The Final Review Committee is comprised of representatives of the regional and modal committees and reviews and prioritizes all projects based on a consensus process. In selecting projects, the OTC and all review committees take into account the five following considerations as put forth by the legislature (ORS 367.084):

- a. Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor
- b. Whether a proposed transportation project results in an economic benefit to the state
- c. Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system
- d. How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund
- e. Whether a proposed transportation project is ready for construction

In addition to the above considerations, the current *ConnectOregon* program guarantees a minimum of 10% of the total fund be invested in each of five legislatively designated *ConnectOregon* Regions, ensuring investments are made across the state.

### ***Application***

To ascertain information from applicants concerning their project's ability to meet the five statutory considerations, ODOT developed application questions that allowed a broad cross-section of applicants to participate without requiring involvement of a consultant or extensive data analysis. *ConnectOregon* staff coordinated application design amongst modal staff, ODOT economist, and representatives from the Oregon Business Development Department. Application questions were specifically designed to allow staff to assign a tier score to each project for subsequent reviewer consideration.

# SELECTION CRITERIA

## **Review Process**

As noted at the beginning of Section III, *ConnectOregon* applications are reviewed by eleven committees that provide a wide representation of knowledge and considerations from throughout the transportation system and state. To assist these committees with the review process ODOT crafted a guidance document ([Instructions to Reviewers](#)) detailing how the committees should review each application. Guidance provided that committees should review applications based on answers provided; thus, encouraging consideration of statutory considerations and uniformity across committees.

To support the review committees' selection process, *ConnectOregon* staff sorted projects into "Tiers" that indicated how well each project met the five statutory considerations.

Tiers were assigned based on scores achieved from a combination of reviews including a Statutory Considerations Review and Economic Benefit Review. The tiers included:

- **Tier 1** (41-50 points) – The application demonstrates the project meets **all five** considerations **thoroughly**.
- **Tier 2** (31-40 points) – The application demonstrates the project meets **most** considerations **thoroughly**.
- **Tier 3** (21-30 points) – The application demonstrates the project meets **some** considerations **thoroughly**.
- **Tier 4** (1-20 points) – The application **fails** to demonstrate the project meets **any** of the considerations **thoroughly**.

To **thoroughly** meet a consideration, projects needed to demonstrate through application responses, and through independent verification, that the project would accomplish the intent.

# BENEFITS

To determine public benefits and project performance ODOT recently conducted a survey of *ConnectOregon* I, II, and III grant recipients with complete projects. A review of the survey results indicates that the public benefits derived from *ConnectOregon* funding can be classified into the following categories.

- Reduces transportation costs for Oregon businesses
- Improves access to jobs and sources of labor
- Provides economic benefits
- Provides critical transportation linkages

Beginning with *ConnectOregon* IV ODOT developed a performance measurement system for projects. Grant applicants were required to provide specific information regarding performance measurement standards and expectations in their initial application. ODOT included in *ConnectOregon* agreements a reporting requirement for project performance measures within 18 months of project completion. As the first agreements were ready for signature in October of 2012, ODOT staff anticipates receiving the first *ConnectOregon* IV reports in mid-2015. Performance measures vary for each mode and project. ODOT will continue to develop and use performance measures to monitor the progress of future authorizations of *ConnectOregon*.

## ■ REDUCES TRANSPORTATION COSTS FOR OREGON BUSINESSES

Projects that reduce transportation costs for Oregon businesses provide an alternate or more efficient means of transporting goods and supplies such as providing for a mode shift to a more economical mode of transportation. Projects may also reduce transportation costs by allowing for more efficient operations within the transportation system.

Examples of projects that have reduced transportation costs for Oregon businesses:



### ***Tidewater Terminal Company: Umatilla Petro Terminal***

*ConnectOregon* III provided funds to the Tidewater Terminal Company for upgrades to their terminal in Umatilla. The upgrades allowed for more efficient transfers of goods, reducing truck loading times of materials from barges by 40%. In turn, this time savings translated into cost savings for Oregon businesses receiving or shipping goods through the Tidewater terminal.

## BENEFITS

### ***Union Pacific Railroad (UP): Hinkle Yard Improvements***

*ConnectOregon I* provided \$3.7 million for 7,400 feet of track siding, conversion of track to facilitate the setup of a Distribution Power Unit for bulk commodity trains, and constructed receiving yard support track. The improvements allowed for increased mainline capacity that addressed growing rail demand and volume in the area. The result of *ConnectOregon* funding was the reduction of dwell time (the time rail cars wait in a terminal) from an average of 4.2 hours in 2008 to 2.7 hours in 2011; thus, saving shippers transportation costs associated with reduced dwell times.



### ***Port of Portland: Post-Panamax Crane***

The Port of Portland was awarded \$7.5 million of *ConnectOregon I* funds to construct a Post-Panamax Container Crane at Terminal 6 of the port's marine facilities. Terminal 6 is vital to Oregon's transportation system in that it is Oregon's only international container terminal. Installation of the crane allowed for faster loading and unloading of vessels at the facility. The Port of Portland has documented improved productivity in moves per hour with the addition of the new crane, leading to savings in

shipping costs of materials transported through the facility. In addition to a reduction in transport costs through efficiencies, the addition of this crane also helped local operators attract new carriers and facilitated direct marine service to Japan.

## BENEFITS

### ■ IMPROVES ACCESS TO JOBS AND SOURCES OF LABOR

*ConnectOregon* projects have improved access to jobs and sources of labor for Oregon residents and businesses. Transit projects by their nature improve access to jobs by providing transportation to job centers.

Examples of *ConnectOregon* projects that have improved access to jobs and sources of labor:

#### ***City of Portland: Portland Streetcar Lowell Extension Project***

*ConnectOregon* monies helped fund the design and construction of rail-related facilities needed to extend streetcar service into Portland's South Waterfront District. While the recession has led to a flat line in ridership since 2009, ridership increased from the project's completion in 2007 to 2009 by 36%. Additionally, reliance on the streetcar has increased as the parking ratio provided for nearby housing has decreased from 1.5 spaces per unit in 2007 to the current level of .97 per market rate housing unit. This decline indicates an increased reliance on public transit as a means to connecting to jobs and services.



#### ***City of Sandy: City of Sandy Transit Operation Facility:***

*ConnectOregon* I funds contributed to the construction of a field operations facility, consolidating public works and transit operations, including a park-n-ride facility. The project provided the needed infrastructure to support the city's transit system, connecting people to and from rural and suburban east Clackamas County with the greater Portland area as an alternative means of transportation to access employment areas. The City of Sandy realized a

population growth of 77.7% from 2000 to 2010 stimulating an increased need for transit services for those commuting to jobs within the region and the greater Portland area. *ConnectOregon* funds helped provide an alternate method of transportation, and as a result, ridership has increased from 189,400 in 2005 to 279,000 in 2012.

## BENEFITS



### ***Community Connections of Northeast Oregon: Multimodal Transit Consolidation & Improvement***

Community Connections of Northeast Oregon utilized *ConnectOregon* I funds to construct a one-stop transit hub that serves Baker, Union, and Wallowa counties. The hub allowed the agency to combine fixed route, dial-a-ride, complimentary paratransit and taxi services in one location, as well as, provided regional connection services for bicycle, pedestrian, park-n-ride, Greyhound, and regional commuter activities. As a result of the *ConnectOregon* investment,

Community Connections of Northeast Oregon was able to preserve core services while also expand intercity bus routes; thus, providing more mobility options for area residents.

### ■ **ECONOMIC BENEFITS**

*ConnectOregon* staff (ODOT Economist and Oregon Business Development Department staff) performed an Economic Benefits Review for each *ConnectOregon* application. As part of the Economic Benefits Review staff developed and measured short-term job creation utilizing industry accepted jobs multipliers based on total project costs. For all *ConnectOregon* programs approximately 8,800 construction related jobs are attributable to *ConnectOregon* funds expended.

Projects also produce economic benefits through induced jobs, improved business opportunities and flow of commerce, and increased access to regional, national, and international markets.

### ***Teevin Brothers: Teevin Terminal Mooring Dolphin Addition***

This *ConnectOregon* I project for Teevin Brothers represents an example of a project that provided economic benefits. As a result of the investment of \$233,000 of *ConnectOregon* I funds, Teevin Brothers was able to utilize this project to attract Sauce Brothers to relocate from out of state to their terminal in Oregon. Once established, Sauce Brothers provided the first direct marine cargo service to Hawaii which expanded opportunities and transportation cost savings for Oregon industry.



## BENEFITS



### ***Rogue Valley International-Medford Airport: Multi-Modal Airport Improvement (ConnectOregon I) and Multi-Modal Express Air Cargo Expansion Projects (ConnectOregon II)***

These two *ConnectOregon* projects combined to increase efficiency and capacity of small freight handling facilities and operations at Rogue Valley International-Medford airport. The projects improved freight, logistical support, utility, security and accessory infrastructure to support small parcel freight deliveries, as well as, constructed a year-round regional transit hub to connect surface and aeronautical modes. As the region's commercial, medical and tourist hub, the airport serves the needs of multiple transportation modes. Both freight and commuters employ the airport for regional and national economic activities. Prior to these projects, the air freight facilities at the airport were disjointed geographically and not logistically optimal for landside and tarmac operations. The improvements facilitated with have expanded the region's flow of commerce by providing stronger access to outside markets and to local businesses for "just-in-time" distribution systems. Furthermore, business travelers, tourist, and residents were connected through the creation of new transit/aeronautical connections.



### ***PC Energy, LLC: PC Energy Biodiesel Blending Facility***

*ConnectOregon III* funds complimented a \$2 million investment by PC Energy, LLC to provide diesel/biodiesel fuel to Eastern Oregon businesses. PC Energy's new fuel facility, constructed on an obsolete grain elevator site in Ontario, was in need of a rehabilitated rail siding (an extension of rail track off the main line for loading, unloading, and storage). PC Energy was able to use *ConnectOregon* funds to rehabilitate over 900 feet of rail to provide access to their facility. Today fuel is delivered to Ontario via

rail, as opposed to truck from Umatilla or Portland, and blended on site. Since opening PC Energy, LLC has sold over 15 million gallons of fuel that would have otherwise been delivered by truck resulting in transportation cost savings for local businesses. Project associated job creation included 20 construction jobs and six permanent jobs.

# BENEFITS

## ■ CRITICAL TRANSPORTATION LINKAGES

Projects that provide a critical link connecting elements of Oregon’s transportation system provide measurable improvements in the use and efficiency of the transportation system.

Examples of projects and that have provided these links include:

### ***City of Prineville: Railroad/Freight Depots Economic Redevelopment Project (ConnectOregon I) and Prineville Railroad/Freight Depot (ConnectOregon II)***

The City of Prineville used *ConnectOregon* funds to provide a rail link for area businesses that enabled rail access to national and international markets with a link to Oregon’s Class I railroads. As a result of this newly created link, efficiency in operations was realized leading to direct transportation cost savings for Prineville area businesses. The Prineville Freight Depot is a multi-modal trans-load, warehouse and distribution center offering truck to rail, rail to truck, rail to rail and truck to truck services. The rail’s ability to accumulate products until a full railcar load is on site and then load out a railcar for a customer or to unload an inbound product and store it on site and deliver it just in time to a customer plant or job site has been instrumental in the success. Because of the creation of the Prineville Rail Depot and its improved transportation access, opportunities for business attraction have grown as is evident with the location of Envirotech Services, a manufacturer of road deicer and dust control chemicals, into the Depot.



### ***City of Ontario: Ontario Municipal Airport Runway Extension***

Ontario’s airport runway was of a length (under 5000’) that limited the city’s ability to accommodate business aircraft, limiting the city’s business competitiveness with nearby cities. To provide links to and access from external markets for Ontario’s business community, *ConnectOregon I* funded a runway extension and associated improvements for the airport. The extended runway, along with airport improvements funded with *ConnectOregon III* funds, have provided a valuable air transportation link to regional and global markets for Ontario where it was previously limited.

## BENEFITS



### ***Port of Astoria: Pier 2 North Face Upgrade***

The Port of Astoria is a vital link for inland and ocean going freight, research and other operations. The Port was awarded a *ConnectOregon II* grant and loan to upgrade and expand Pier 2. Pier 2 serves five seafood businesses and facilitates, berthing of ocean going barges, other shipping traffic support, small cruise ships, U.S. Coast Guard vessels, and other customers who need moorage. As the only deep water port at the Columbia River bar, Astoria serves a critical role in Oregon's economy. The improvements increased the efficiency of traffic and pedestrian flow, increased numbers of visits from smaller cruise ships, created moorage space for Navy and Coast Guard vessels, brought tourism based businesses into the area, increased options for regularly scheduled moorage at the Port of Astoria, and increased visitors to the Northwest Oregon region.

**Appendix 1**  
**Historical Funding Analysis**

## Appendix 1 Historical Funding Analysis

Following is an historical funding analysis of all projects funded with *ConnectOregon* I through IV.

**Table 1. Analysis by Mode**

Mode	<i>ConnectOregon</i> Funds Awarded	% of Total Funds Awarded	Total Matching Funds	% of Total Funds Leveraged
Aviation	\$82,093,161	25%	\$251,575,591	50%
Marine	\$52,907,765	16%	\$34,273,155	7%
Rail	\$146,215,697	44%	\$84,959,121	17%
Transit	\$38,213,172	11%	\$62,582,673	13%
Multimodal*	\$11,466,400	3%	\$9,806,800	2%
Rural Airports	\$3,898,421	1%	\$55,848,420	11%
<b>Total</b>	<b>\$334,794,616</b>	<b>100%</b>	<b>\$499,045,760</b>	<b>100%</b>

\* Multimodal projects were identified as proposing specific connections between eligible modes. The funds were utilized to construct facilities for two or more different modes of transportation.

*ConnectOregon* funding has been dispersed across four modes of transportation (air, marine, rail, and transit) with percentages remaining relatively constant throughout the four *ConnectOregon* programs. Marine and transit projects represent a smaller percentage of awarded funds as they generally represent smaller ports and transit districts with limited match funds available, limiting the available size of project requests. *ConnectOregon* funds for aviation projects are generally matched with Federal Aviation Administration funds, the high amount of leveraged funds indicated in Table 1 for both aviation and rural airports.

**Table 2. Analysis by Region**

Region	<i>ConnectOregon</i> Funds Awarded	% of Total Funds Awarded	Total Matching Funds
1	\$121,513,294	37%	\$219,392,151
2	\$71,292,823	22%	\$75,847,808
3	\$43,136,212	13%	\$37,842,672
4	\$45,301,925	13%	\$68,261,746
5	\$48,036,261	14%	\$40,102,962
Multi-Region*	\$1,615,681	1%	\$1,750,000
<b>Total</b>	<b>\$330,896,195</b>	<b>100%</b>	<b>\$443,197,340</b>

\* Multi-Region projects were considered in *ConnectOregon* I only. These projects represent projects that impacted multiple *ConnectOregon* regions.

As with modal funding, *ConnectOregon* funding across the regions has also remained relatively constant throughout the *ConnectOregon* programs. The regional *ConnectOregon* funding spread closely mirrors that of the population distribution of Oregon. As such, a majority of applications were received from regions 1 and 2, leading to a greater percentage of awards for those regions.

**Table 3. Public/Private Sector Analysis**

Type	<i>ConnectOregon</i> Funds Awarded	% of Total Funds Awarded	Total Matching Funds
Public	\$213,903,170	64%	\$389,406,848*
Private	\$98,796,294	30%	\$45,495,781
Private Non-Profit	\$18,196,731	6%	\$8,294,711
<b>Total</b>	<b>\$330,896,195</b>	<b>100%</b>	<b>\$443,197,340</b>

\* The sizable leveraged funds total indicated for the Public sector is a representation of the substantial investment made by the Federal Aviation Administration as indicated in Table 1.

*ConnectOregon* funds are eligible to both public bodies and private entities as per ORS 367.082. Funds were awarded to public, private, and non-profit entities with a majority of funds awarded to public agencies. Private entities include marine shippers, transit providers, aviation-reliant businesses, and railroads. The largest private entity group to have received funds is the railroads. The Oregon rail system consists of two Class I and 21 shortline railroads. Overall, 124 rail applications were submitted to ODOT for *ConnectOregon* I through IV funding. Of these rail applications, 48 were submitted from 12 different private rail companies. Funded *ConnectOregon* projects represent 28 applications from 11 rail companies for \$87 million.

Unlike other modes of transportation, railroads are predominately owned and operated by private sector entities. Railroads play a significant role in the state's economic vitality by providing Oregon businesses with a cost effective means of transporting goods. Railroads moved over 47 million tons of freight on approximately 2,400 miles of track into, out of, and throughout Oregon in 2010. (Oregon Freight Plan) Railroads such as Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) are national, publicly traded corporations that invest a sizeable amount of funds into their operations and infrastructure both nationally and within Oregon. These private investments along with *ConnectOregon* funds have the impact of removing trucks from Oregon roads, improving the efficiency of the highway system.

**Table 4. Analysis by Public Agency Type**

Type	<i>ConnectOregon</i> Funds Awarded	% of Total Funds Awarded	Total Matching Funds
City	\$73,913,871	34%	\$105,496,927
County	\$14,092,675	7%	\$24,238,669
Port/District	\$121,640,402	57%	\$258,607,197
State	\$2,695,200	1%	\$673,800
Tribe	\$1,561,022	1%	\$390,255
<b>Total</b>	<b>\$213,903,170</b>	<b>100%</b>	<b>\$389,406,848</b>

Table 4 identifies the *ConnectOregon* award distribution among types of public bodies. The sizable percentage awarded to ports and districts represents the fact that ports (including the Port of Portland) own most of Oregon's marine terminals, many airports, and in a few cases, shortline railroads. The high percentage of leveraged funds for ports also represents matching dollars from federal funds such as FAA and TIGER grants.

**Appendix 2**  
**Funded *ConnectOregon* Projects**

Appendix 2  
ConnectOregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	ConnectOregon Award	Total Leveraged Funds	Total Project Cost
<b>CONNECT OREGON I</b>						
COI	Aviation	City of Eugene-Eugene Airport	Air Cargo Facilities Improvements	\$ 4,103,461	\$ 1,367,820	\$ 5,471,281
COI	Aviation	Coos County Airport District	Runway, Apron and Air Freight Facility	\$ 640,000	\$ 305,000	\$ 945,000
COI	Aviation	City of Redmond	Roberts Field - Redmond Municipal Airport Terminal Expansion	\$ 7,500,000	\$ 27,500,000	\$ 35,000,000
COI	Aviation	City of Klamath Falls	Jet Factory Service Center	\$ 1,000,000	\$ 250,000	\$ 1,250,000
COI	Aviation	City of Bend	Relocate/Construct Runway 16/34	\$ 350,000	\$ 5,400,000	\$ 5,750,000
COI	Aviation	City of Ontario	Ontario Municipal Airport Runway Extension	\$ 1,040,000	\$ 260,000	\$ 1,300,000
COI	Aviation	Grant County-Grant Co. Regional Airport	Runway Extensions to 9/27 and 17/35	\$ 1,875,368	\$ 468,842	\$ 2,344,210
COI	Aviation	Morrow County Public Works	Lexington Airport Fuel & Terminal	\$ 118,000	\$ 29,500	\$ 147,500
COI	Aviation	Sensis Corporation	ADS-B Ground-Based Transceivers (Auto Dependent Surveillance Broadcast)	\$ 1,615,681	\$ 1,750,000	\$ 3,365,681
COI	Aviation / Transit	Rogue Valley International - Medford Airport	Multi-modal Airport Improvement Project	\$ 4,766,400	\$ 1,191,600	\$ 5,958,000
COI	Marine	Port of Portland	Container Terminal 6 -- Post-Panamax Crane	\$ 7,500,000	\$ 4,780,000	\$ 12,280,000
COI	Marine	Teevin Bros	Teevin Terminal Mooring Dolphin Addition	\$ 223,100	\$ 100,000	\$ 323,100
COI	Marine	Port of Newport	Newport International Terminal Access Improvement	\$ 2,775,200	\$ 693,800	\$ 3,469,000
COI	Marine	Oregon International Port of Coos Bay	Southport Barge Slip-N Spit/ Redevel Project N Bay Marine Industrial Park	\$ 506,000	\$ 140,000	\$ 646,000
COI	Marine	Port of Morrow	Terminal 3 Intermodal Marine Transportation Improvements	\$ 1,549,000	\$ 387,250	\$ 1,936,250
COI	Marine	Port of Arlington	Port of Arlington/ Gilliam County Barge Intermodal Transportation Facility	\$ 1,894,000	\$ 1,513,000	\$ 3,407,000
COI	Marine / Rail	Port of St. Helens	Port Westward Industrial Intermodal Rail Project	\$ 2,000,000	\$ 3,500,000	\$ 5,500,000

Appendix 2  
Connect Oregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	Connect Oregon Award	Total Leveraged Funds	Total Project Cost
COI	Marine / Rail	Port of Umatilla	Port of Umatilla Upland Distribution Center	\$ 4,700,000	\$ 5,115,200	\$ 9,815,200
COI	Rail	Port of Portland (Grant/Loan)	Ramsey Rail Yard Improvements, Rivergate Industrial District	\$ 6,800,000	\$ 7,100,000	\$ 13,900,000
COI	Rail	Portland and Western RR	Rail Switching Yard - Tigard	\$ 2,951,171	\$ 737,793	\$ 3,688,964
COI	Rail	Portland and Western RR	Seghers Branch 286K Railroad Upgrade	\$ 2,500,000	\$ 625,000	\$ 3,125,000
COI	Rail	Willamette & Pacific Railroad	Willamina Branch 286K pound Rail Upgrade Project	\$ 2,208,492	\$ 885,000	\$ 3,093,492
COI	Rail	Willamette Valley Railroad Company	Upgrade Track between Stayton and Woodburn to Class 1 Railroad	\$ 2,342,880	\$ 585,720	\$ 2,928,600
COI	Rail	City of Lebanon / Albany & Eastern RR	Lebanon Reload Facility	\$ 1,918,558	\$ 479,640	\$ 2,398,198
COI	Rail	Central Oregon & Pacific Railroad, Inc.	Winchester Freight Rail Yard	\$ 6,404,916	\$ 1,601,229	\$ 8,006,145
COI	Rail	Oregon International Port of Coos Bay	Phase II Coos Bay Railroad Bridge Long-Term Rehab	\$ 4,000,000	\$ 8,000,000	\$ 12,000,000
COI	Rail	Klamath County	Chemult Train Station Welcome Center	\$ 125,000	\$ 412,500	\$ 537,500
COI	Rail	City of Prineville	Railroad/Freight Depots' Economic Redevelopment Project	\$ 2,000,000	\$ 1,200,000	\$ 3,200,000
COI	Rail	Gilliam County and Columbia Plateau Growers, Inc.	Shuttler Industrial Park Rail Freight Siding Project	\$ 715,760	\$ 7,178,940	\$ 7,894,700
COI	Rail	Wallowa Union Railroad Authority	Eagle Cap Excursion Passenger Equipment Replacement	\$ 533,000	\$ 6,500,000	\$ 7,033,000
COI	Rail	Union Pacific Railroad	Improvements to Hinkle Yard	\$ 3,721,013	\$ 930,253	\$ 4,651,266
COI	Transit	City of Portland	Portland Streetcar Lowell Extension Project (South Waterfront)	\$ 2,100,000	\$ 6,160,000	\$ 8,260,000
COI	Transit	City of Sandy	City of Sandy Transit Operation Facility	\$ 800,000	\$ 2,300,000	\$ 3,100,000
COI	Transit	Tillamook County Transportation Dist.	Tillamook Transit & Visitors Center	\$ 550,000	\$ 184,000	\$ 734,000
COI	Transit	Lane Transit District / City of Springfield	Pioneer Parkway Bus Rapid Transit Project (BRT)	\$ 5,400,000	\$ 32,600,000	\$ 38,000,000

Appendix 2  
ConnectOregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	ConnectOregon Award	Total Leveraged Funds	Total Project Cost
COI	Transit	City of Bend	City of Bend Public Transit Operations and Maintenance Center	\$ 4,000,000	\$ 1,650,000	\$ 5,650,000
COI	Transit	Community Connection of Northeast Oregon	Multimodal Transit Consolidation & Improvement Project	\$ 893,929	\$ 223,483	\$ 1,117,412
COI	Marine	Port of Morrow	East Beach Multimodal	\$ 4,080,000	\$ 1,020,000	\$ 5,100,000
			<b>CONNECT OREGON I TOTAL</b>	<b>\$ 98,200,929</b>	<b>\$ 135,125,570</b>	<b>\$ 233,326,499</b>

The following six projects were withdrawn by the applicants for various reasons after OTC approval of the *Connect Oregon I* funding list. The OTC subsequently approved funding for the Port of Morrow East Beach Multimodal project listed above.

COI	Aviation	Sky Highway Inc.	Air Charter Service in La Grande, Union County	\$ 85,000		\$ 180,000
COI	Marine	Port of Portland	Terminal 4 Grain Facility Modernization - Barge Facility	\$ 2,400,000		\$ 3,000,000
COI	Rail	City of Baker City	Elkhorn View Industrial Park Rail Spur	\$ 200,000		\$ 250,000
COI	Rail	Wyoming Colorado RR, Inc. dba Oregon Eastern RR	T.V.R.R. Mainline Siding - Treasure Valley Renewable Resource Plant	\$ 260,000		\$ 325,000
COI	Rail	Treasure Valley Renewable Resources, LLC	Construct Bushel Grain Storage and Loading/Unloading Rail and Truck Facility	\$ 1,500,000		\$ 1,875,000
COI	Rail	Watco Companies, Inc. - App 2	Rehab Milton-Freewater Railway Line	\$ 372,316		\$ 465,395

Appendix 2  
ConnectOregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	ConnectOregon Award	Total Leveraged Funds	Total Project Cost
<b>CONNECT OREGON II</b>						
COII	Aviation	Port of Portland	PDX North Runway Extension	\$ 6,000,000	\$ 55,000,000	\$ 61,000,000
COII	Aviation	City of Salem - McNary Field	Passenger Terminal Expansion	\$ 1,200,000	\$ 300,000	\$ 1,500,000
COII	Aviation	Grant County	Airport Terminal Building	\$ 4,064,167	\$ 1,016,042	\$ 5,080,209
COII	Aviation	City of Madras	Heavy Aircraft and Engine Maintenance Facility	\$ 2,157,749	\$ 539,437	\$ 2,697,186
COII	Aviation	Coos County Airport District	Air Traffic Control Tower- Southwest Oregon Regional Airport (North Bend)	\$ 624,000	\$ 3,456,000	\$ 4,080,000
COII	Aviation	City of Newport	Coastal Oregon Air Service	\$ 3,600,000	\$ 900,000	\$ 4,500,000
COII	Aviation	City of Salem	Runway / Safety Area Extension - McNary Field	\$ 2,600,000	\$ 650,000	\$ 3,250,000
COII	Aviation	Redmond Airport - City of Redmond	North Side Cargo Ramp & Development	\$ 1,500,000	\$ 1,141,540	\$ 2,641,540
COII	Aviation	City of Vale	Miller Memorial Airport	\$ 400,000	\$ 100,000	\$ 500,000
COII	Aviation	Rogue Valley International-Medford	Medford-Multi-Modal Express Air Cargo Expansion	\$ 4,760,000	\$ 1,190,000	\$ 5,950,000
COII	Marine	Port of Portland	Terminal 4 Pipeline Infrastructure	\$ 3,712,000	\$ 928,000	\$ 4,640,000
COII	Marine	Port of Astoria (Grant/Loan)	Pier 2 North Face Upgrade	\$ 973,920	\$ 168,480	\$ 1,142,400
COII	Rail	Union Pacific Railroad Company	St. Johns Lead Improvements	\$ 6,995,221	\$ 1,748,805	\$ 8,744,026
COII	Rail	Portland & Western Railroad	Columbia River Rail Corridor Improvement	\$ 6,300,000	\$ 4,142,008	\$ 10,442,008
COII	Rail	Union County Economic Development Corp.	Alicel Intermodal Transportation Project	\$ 2,723,688	\$ 715,312	\$ 3,439,000
COII	Rail	City of Prineville	Prineville Railroad / Freight Depot	\$ 3,520,000	\$ 880,000	\$ 4,400,000
COII	Rail	Port of Morrow	Morrow Multimodal Rail Logistics Center	\$ 7,926,626	\$ 2,981,657	\$ 10,908,283

Appendix 2  
ConnectOregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	ConnectOregon Award	Total Leveraged Funds	Total Project Cost
COII	Rail	BNSF	Astoria Wye	\$ 2,040,158	\$ 510,040	\$ 2,550,198
COII	Rail	Port of St. Helens	Port Westward Railroad System Wye	\$ 840,000	\$ 210,000	\$ 1,050,000
COII	Rail	Mt. Hood Railroad	Repair Flood Damaged Track	\$ 700,000	\$ 500,765	\$ 1,200,765
COII	Rail	Lake County	Lakeview Branch Improvement	\$ 648,000	\$ 162,000	\$ 810,000
COII	Rail	Albany and Eastern RR	Mill City Branch Bridge Rehab and 286k Rail Upgrade	\$ 4,054,400	\$ 1,013,600	\$ 5,068,000
COII	Rail	Port of Portland (Grant/Loan)	South Rivergate Yard Expansion	\$ 8,942,200	\$ 378,800	\$ 9,321,000
COII	Rail	BNSF	East St. Johns Siding Extension	\$ 5,221,405	\$ 1,305,351	\$ 6,526,756
COII	Rail	Portland & Western Railroad, Inc.	Albany Rail Corridor Improvement Project	\$ 6,990,516	\$ 1,747,629	\$ 8,738,145
COII	Transit	Central Oregon Intergovernmental Council	Central Oregon Intermodal Transit Center	\$ 2,800,000	\$ 700,000	\$ 3,500,000
COII	Transit	Tri-County Metropolitan Transportation District	188th St. Light Rail Stn Reconstruction	\$ 3,000,000	\$ 1,900,000	\$ 4,900,000
COII	Transit	Lane Transit District	Veneta Transit Center - Eugene	\$ 656,000	\$ 164,000	\$ 820,000
COII	Transit	Columbia County	Public Transit Facility	\$ 1,600,000	\$ 400,000	\$ 2,000,000
COII	Transit	Salem-Keizer Transit District	Keizer Transit Center	\$ 2,516,000	\$ 704,000	\$ 3,220,000
			<b>CONNECT OREGON II TOTAL</b>	<b>\$ 99,066,050</b>	<b>\$ 85,553,466</b>	<b>\$ 184,619,516</b>

Appendix 2  
ConnectOregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	ConnectOregon Award	Total Leveraged Funds	Total Project Cost
<b>CONNECT OREGON III</b>						
COIII	Aviation	Port of Portland	PDX Deicing System	\$ 4,250,000	\$ 72,275,841	\$ 76,525,841
COIII	Aviation	Port of Portland	Hillsboro Parallel Runway	\$ 4,000,000	\$ 8,911,000	\$ 12,911,000
COIII	Aviation	Dept of Aviation	Aurora ATC Tower	\$ 2,695,200	\$ 673,800	\$ 3,369,000
COIII	Aviation	City of Roseburg	Roseburg Runway Extension	\$ 1,200,512	\$ 4,684,239	\$ 5,884,751
COIII	Aviation	Mercy Flights	Mercy Flights Hangar & Rehabilitation	\$ 3,723,763	\$ 930,941	\$ 4,654,704
COIII	Aviation	City of The Dalles	The Dalles Runway Rehabilitation	\$ 3,503,184	\$ 2,472,000	\$ 5,975,184
COIII	Aviation	City of Madras	Madras NAVAIDS	\$ 1,704,624	\$ 426,156	\$ 2,130,780
COIII	Aviation	Malin	Malin Runway and Taxiway Paving	\$ 400,000	\$ 100,000	\$ 500,000
COIII	Aviation	City of Ontario	Ontation Runway and Taxiway Rehabilitation	\$ 3,566,377	\$ 891,594	\$ 4,457,971
COIII	Aviation	Baker City	Baker City Taxiway and Hangar	\$ 1,149,195	\$ 287,299	\$ 1,436,494
COIII	Marine	Port of Portland	Portland Dredge Upgrades	\$ 5,000,000	\$ 10,018,000	\$ 15,018,000
COIII	Marine	Port of Portland	Portland T-6 Crane	\$ 2,907,408	\$ 726,852	\$ 3,634,260
COIII	Marine	Port of Siuslaw	Suislaw Wharf Repair	\$ 1,500,000	\$ 685,440	\$ 2,185,440
COIII	Marine	Columbia River Bar Pilots	Columbia River Bar Safety Technology	\$ 451,670	\$ 112,918	\$ 564,588
COIII	Marine	City of Astoria	Astoria 17TH Street Dock Repair	\$ 3,804,800	\$ 1,012,200	\$ 4,817,000
COIII	Marine	The Dalles	Terminal Rehabilitation	\$ 2,055,300	\$ 1,485,000	\$ 3,540,300
COIII	Marine	Port of Morrow	Morrow T-3 Improvements	\$ 1,367,072	\$ 341,768	\$ 1,708,840

Appendix 2  
ConnectOregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	ConnectOregon Award	Total Leveraged Funds	Total Project Cost
COIII	Marine	Tidewater Terminal Co.	Umatilla Petro Terminal	\$ 1,305,800	\$ 326,450	\$ 1,632,250
COIII	Rail	Union Pacific RR	UP Barnes Yard Bypass	\$ 5,070,186	\$ 1,690,062	\$ 6,760,248
COIII	Rail	Port of Portland	Portland T-4 Rail Upgrade	\$ 1,047,083	\$ 261,771	\$ 1,308,854
COIII	Rail	Portland & Western RR	PWR Columbia River	\$ 4,769,592	\$ 1,589,864	\$ 6,359,456
COIII	Rail	Teevin Bros. Land & Timber Co. LLC	Teevin Rail to Barge	\$ 3,680,533	\$ 1,059,996	\$ 4,740,529
COIII	Rail	Portland & Western RR	PWR Banks Connection	\$ 2,381,785	\$ 700,000	\$ 3,081,785
COIII	Rail	Albany & Eastern RR	AER Lebanon Main Line	\$ 2,593,947	\$ 648,487	\$ 3,242,434
COIII	Rail	Albany & Eastern RR	AER Sweet Home Rehabilitation	\$ 2,675,489	\$ 668,872	\$ 3,344,361
COIII	Rail	Willamette Valley RR	WVR Pudding River	\$ 640,000	\$ 160,000	\$ 800,000
COIII	Rail	Union Pacific RR	UP Albany Control	\$ 5,190,024	\$ 1,297,506	\$ 6,487,530
COIII	Rail	Port of Coos Bay	Coos Bay RR Rehabilitation	\$ 7,799,976	\$ 1,949,994	\$ 9,749,970
COIII	Rail	Cross Creek Trucking	CCT Rail Hub	\$ 361,512	\$ 320,000	\$ 681,512
COIII	Rail	Prineville Railway	Prineville Depot	\$ 2,124,808	\$ 1,092,682	\$ 3,217,490
COIII	Rail	Gilliam County	Shuttler Rail Siding	\$ 624,800	\$ 156,200	\$ 781,000
COIII	Rail	Wyoming Colorado RR	Malheur JCT Wye Upgrade	\$ 27,100	\$ 6,775	\$ 33,875
COIII	Rail	Wallowa Union Rail Authority	WURA Multimodal Hub	\$ 1,000,000	\$ 250,000	\$ 1,250,000
COIII	Rail	pc Energy LLC	PC ENERGY Rail Siding	\$ 434,700	\$ 2,047,875	\$ 2,482,575
COIII	Transit	Portland Redevelopment Commission	Portland Street Car	\$ 1,958,651	\$ 2,042,663	\$ 4,001,314

Appendix 2  
Connect Oregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	Connect Oregon Award	Total Leveraged Funds	Total Project Cost
COIII	Transit	Wilsonville Transit SMART	Wilsonville Operations Center	\$ 2,000,000	\$ 7,411,750	\$ 9,411,750
COIII	Transit	Salem Transit District	Rickreall Park & Ride	\$ 243,200	\$ 60,800	\$ 304,000
COIII	Transit	Rogue Valley Transit District	RVTD CNG Fueling	\$ 726,870	\$ 774,942	\$ 1,501,812
COIII	Transit	Central Oregon Intergov. Council & Redmond	COIC Operations Facility	\$ 2,596,700	\$ 922,720	\$ 3,519,420
COIII	Transit	Confederated Tribes of the Umatilla	Umatilla Transit Center	\$ 1,561,022	\$ 390,255	\$ 1,951,277
			<b>CONNECT OREGON III TOTAL</b>	<b>\$ 94,092,883</b>	<b>\$ 131,864,712</b>	<b>\$ 225,957,595</b>
<p>The following project was withdrawn by the Applicant after OTC approval of the <i>Connect Oregon III</i> funding list.</p>						
COIII	Transit	Sunset Empire Transportation District	SETD South County	\$ -	\$ -	\$ 3,807,500

Appendix 2  
ConnectOregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	ConnectOregon Award	Total Leveraged Funds	Total Project Cost
<b>CONNECT OREGON IV</b>						
COIV	Aviation	Port of Portland	Air Trans Center Taxilane-Ph 3	\$ 3,500,000.00	\$ 14,800,000.00	\$ 18,300,000.00
COIV	Aviation	Port of Tillamook Bay	Runway 13-31 Rehabilitation	\$ 163,296.00	\$ 3,102,618.00	\$ 3,265,914.00
COIV	Aviation	Union County	Runway 12-30 Overlay	\$ 299,200.00	\$ 5,692,900.00	\$ 5,992,100.00
COIV	Aviation	Jackson County/Rogue Valley Intl-Medford	Main Runway 14-32 Rehabilitation	\$ 521,052.00	\$ 9,900,000.00	\$ 10,421,052.00
COIV	Aviation	City of Bend/Bend Aviation	Taxiway A	\$ 192,220.00	\$ 3,425,000.00	\$ 3,617,220.00
COIV	Aviation	City of Newport	Runway 16/34 Rehabilitation	\$ 448,500.00	\$ 8,521,500.00	\$ 8,970,000.00
COIV	Aviation	City of Redmond	GA Ramp/Taxiway A Recon/Taxiway C Extension	\$ 350,000.00	\$ 8,150,000.00	\$ 8,500,000.00
COIV	Aviation	City of Eugene/Eugene Airport	South Ramp Reconstruction	\$ 451,111.20	\$ 300,740.80	\$ 751,852.00
COIV	Aviation	City of Creswell Airport	Super AWOS Improvements	\$ 160,000.00	\$ 188,744.00	\$ 348,744.00
COIV	Aviation	City of Baker City	Baker City Airport Taxiway A	\$ 45,000.00	\$ 838,105.00	\$ 883,105.00
COIV	Aviation	Grant County	Runway 9/27 Rehabilitation	\$ 800,000.00	\$ 1,200,000.00	\$ 2,000,000.00
COIV	Aviation	Lake County	Commercial Infrastructure Development	\$ 526,980.00	\$ 131,745.00	\$ 658,725.00
COIV	Aviation	Coos County Airport District	Hangar Demo/Hangar Construction "SW OR Critical Links to Air Transportation"	\$ 2,392,811.00	\$ 1,664,259.00	\$ 4,057,070.00
COIV	Aviation	City of Malin	Malin Municipal Airport Fueling Project	\$ 192,000.00	\$ 48,000.00	\$ 240,000.00
COIV	Aviation	City of Prineville	Prineville Airport AWOS	\$ 110,000.00	\$ 185,000.00	\$ 295,000.00
COIV	Aviation	Sisters Runway Inc	Sisters Eagle Airport Improvement Project	\$ 599,710.00	\$ 149,928.00	\$ 749,638.00
COIV	Marine	Teevin Bros Land & Timber Co., LLC	T-Pier	\$ 2,818,155.20	\$ 704,538.80	\$ 3,522,694.00

Appendix 2  
ConnectOregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	ConnectOregon Award	Total Leveraged Funds	Total Project Cost
COIV	Marine	Port of Garibaldi	Commercial Avenue Wharf Reconstruction	\$ 1,608,300.00	\$ 2,515,547.00	\$ 4,123,847.00
COIV	Marine	Port of Portland	Terminal 6 Wharf Optimization	\$ 1,200,000.00	\$ 300,000.00	\$ 1,500,000.00
COIV	Marine	Port of Astoria	Pier 2 Upgrade	\$ 1,000,000.00	\$ 250,000.00	\$ 1,250,000.00
COIV	Marine	Port of Portland	T6 Berth 601 Auto Import Expansion	\$ 2,240,000.00	\$ 560,000.00	\$ 2,800,000.00
COIV	Marine	Port of Newport	Terminal Renovation	\$ 483,600.00	\$ 120,900.00	\$ 604,500.00
COIV	Marine	Port of Umatilla	Multi-Modal Marine Freight Transfer Facility	\$ 1,627,440.00	\$ 4,777,810.00	\$ 6,405,250.00
COIV	Marine	Tidewater Terminal Company	Umatilla Terminal Expansion	\$ 325,000.00	\$ 605,201.30	\$ 930,201.30
COIV	Rail	Central Oregon & Pacific Railroad	Rail Infrastructure Improvement	\$ 4,560,000.00	\$ 1,140,000.00	\$ 5,700,000.00
COIV	Rail	Tarr Acquisition LLC	Tarr Intermodal Liquid Bulk Facility	\$ 1,040,000.00	\$ 1,272,498.00	\$ 2,312,498.00
COIV	Rail	LRY LLC (dba Lake Railway)	L.C. RR Rail Relay Phase I	\$ 742,070.00	\$ 185,518.00	\$ 927,588.00
COIV	Rail	Union Pacific Railroad Company	Bridge Replacement (MP 662.00)	\$ 4,000,000.00	\$ 12,400,000.00	\$ 16,400,000.00
COIV	Rail	Mt Hood Railroad	Mt Hood RR Bridges Fortification	\$ 247,313.62	\$ 61,828.40	\$ 309,142.02
COIV	Rail	Wilco Winfield LLC	Wheat Loading Siding Extension	\$ 131,858.39	\$ 44,046.61	\$ 175,905.00
COIV	Rail	Port of Morrow	Port of Morrow Track Development	\$ 850,000.00	\$ 2,686,000.00	\$ 3,536,000.00
COIV	Rail	City of Madras	Madras-BNSF Rail Improvement Project	\$ 619,020.00	\$ 616,880.00	\$ 1,235,900.00
COIV	Rail	Portland & Western Railroad, Inc.	Portland & Western Rainier Siding Extension	\$ 427,332.00	\$ 106,833.00	\$ 534,165.00
COIV	Rail	Oregon Eastern Railroad	Malheur Jct. Wye Project #2	\$ 53,564.00	\$ 13,391.00	\$ 66,955.00
COIV	Transit	Ride Connection	Resource & Operations Center	\$ 2,750,000.00	\$ 2,572,092.00	\$ 5,322,092.00

Appendix 2  
ConnectOregon Approved Projects

CO Program	Mode	Project Applicant	Project Name	ConnectOregon Award	Total Leveraged Funds	Total Project Cost
COIV	Transit	Rogue Valley Transportation District	Radio System Replacement & Upgrade	\$ 148,400.00	\$ 594,468.00	\$ 742,868.00
COIV	Transit	Yamhill County	Yamhill County Intermodal Transit Center	\$ 1,162,400.00	\$ 640,000.00	\$ 1,802,400.00
COIV	Transit	Mid-Columbia Council of Governments	The Dalles Transit Center	\$ 750,000.00	\$ 187,500.00	\$ 937,500.00
			<b>CONNECT OREGON IV TOTAL</b>	<b>\$ 39,536,333.41</b>	<b>\$ 90,653,591.91</b>	<b>\$ 130,189,925.32</b>
<b>GRAND TOTAL</b>				<b>\$ 330,896,195.24</b>	<b>\$ 443,197,339.62</b>	<b>\$ 774,093,534.86</b>

**Appendix 3**  
**Completed *ConnectOregon* Project Survey Summary**

Appendix 3  
Completed Connect Oregon Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
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**Completed Surveys**

City of Baker City	Airport Taxiway and T-Hangar Access Improvements	CO III	20	0	N/A	Increase in fuel sales	5% increase in jet traffic	Private investment has not yet occurred.	Recession negatively impacted post project development.
City of Bend Municipal Airport	Bend Municipal Airport Improvements	CO I	0	0	None	Business attraction	Improved safety zones	Weather delays, construction obstacles, funding delays	
City of Eugene - Airport	Air Cargo Facilities Improvements	CO I	0	20	N/A	Passenger air service retained and air cargo has increased slightly.	1.9% increase in air cargo from July 2009 through 2012.	None	
City of Madras	Heavy Aircraft and Engine Maintenance Facility	CO II	30	30	Butler reduced transportation costs via reduced travel distance.	Increase in Butler operations to Madras.	60 additional heavy aircraft operations at the airport.	Project cost increased due to addition of fire suppression system. This also added to project timeline.	30 jobs retained/created is a redundant to both Madras airport projects.
City of Madras	Airport NAVAIDS	CO III	12	30	Butler reduced transportation costs via reduced travel distance.	Increase Butler and Airlink access through improved safety.	Allows aircraft to utilize airport at night and in low visibility conditions. 25 additional operations per month as a result of this project.	None	30 jobs retained/created is a redundant to both Madras airport projects.
City of Redmond	Roberts Field Terminal Expansion	CO I	N/R	N/R	None	Increase in concessions including rental cars and gift shop. Also, energy cost savings realized as a result of installation of solar panels.	Improved commercial airline space and baggage handling and screening system.	Warranty items slow to be repaired.	
City of Vale	Miller Memorial Airport	CO II	0	N/R	Local businesses no longer need to fly to Ontario to access Vale.	Local businesses have improved and increased use of airport: crop dusters, Jamieson Produce, Producers Livestock, Paulsen Environmental, Beef Northwest, etc.	Improved safety for aircraft operations and maintenance ability for airport sponsor.	Runway closure time necessary for construction.	
Coos County Airport District	Air Traffic Control Tower-Southwest Oregon Regional	CO II	4	4	N/A	Increased air traffic and tourism dollars.	Increased aircraft operations and reduced safety incidents.	Unknown	
Grant County	Runway upgrades	CO I	0	0	N/A	1 new business to relocate to airport	Increase in landing to over 500 annually	FAA timelines	
Grant County	Airport Terminal Building	CO II	9	8	N/A	1 new business to relocate to airport	None	Construction complications.	
Mercy Flights, Inc.	Construct Hangar and Operations Building	CO III	67	75	30% in helicopter volume lead to decrease costs to businesses for services.	Retention of work force with specialized skills.	Emergency flights increased 30%.	Maintaining service throughout construction.	
Port of Portland	PDX North Runway Extension	CO II	see note	see note	Reduced taxi distance for Delta airlines; thus, reducing costs. Local shippers also benefit from the ability of having direct-connection cargo service to multiple markets.	Having two runways that support wide-body, long-haul freighter aircraft allows international cargo airlines to confidentially plan future operations without fear of runway closures. Meaning, local shippers have ability to reduce transit time and costs with consistent connections to their markets.	Reduced ongoing maintenance costs; reduced taxiing times; flexibility for FAA air traffic and ground controllers to stage and sequence arrivals and departures from/to either runway; limited closures due to pavement maintenance activities.	Design team overlooked drainage and electrical features in first design; Paving materials and airfield escort services underestimated.	Jobs were not listed or calculated after project completion. Total project focused on overall loss to economy if international service was not retained.

N/A = Not Applicable; N/R = Not Recorded

Appendix 3  
Completed Connect Oregon Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
Rogue Valley International-Medford Airport	Multi-modal Airport Improvement	CO I	180	326	Increases in landing fees less than the rate of inflation. Terminal fees decreased.	Increase of 94% for cab companies serving airport.	Ground transportation providers can now be monitored for licensing and insurance.	None	
Rogue Valley International-Medford Airport	Medford-Multi-Modal Express Air Cargo Expansion	CO II	0	85	Relocation of aircraft for loading and unloading has been eliminated.	A secured courier has relocated into the new freight terminal.	Freight location reduces conflict with cargo, passenger, and general aviation activities.	Original co-applicant not able to provide match. Airport supplanted co-applicant funding.	
Coos County Airport District	Runway, Apron & Air Freight Facilities	CO I	19	19	Reduced vehicle miles by allowing seafood distributors transportation alternative to trucks.	Airport realized increased air cargo tonnage as well as new air passenger service.	Airline passengers have increased.	Timeline delay due to cost issues and 1200c permit.	
City of The Dalles	Marine Terminal Rehabilitation	CO III	75	45	Cruise lines found savings in busing as ships can now dock closer to town.	Cruise ships have purchased services from the city. Discovery center has increased visitation.	Cruise trips have reduced bus travel time by over 1 hour.	Army Corps of Engineers permit delay.	
Port of Morrow	East Beach Multi-Modal Freight Transload Facility	CO I	N/R	6	N/A	Cascade Specialties now leases 140,000 sq. ft. of transload space from the port.	Cascade Specialties now stores 9.5 million pounds of dehydrated onions at the facility.	None	
Port of Morrow	Terminal 3 Transportation Improvements	CO I	N/R	N/R	N/A	Increased usability of terminal facility and allows Tidewater Terminal Company to increase shipping capacity.	Increased capacity of Port's marine container terminal.	Coordinating in-water work with Army Corps of Engineers.	
Port of Portland	Container Terminal Post-Panamax Crane	CO I	50	100	Project saved costs associated with additional labor required without addition of new crane as well as costs associated with additional moves necessary for older cranes to perform all necessary functions.	Additional service is offered by shipping companies in addition to new service to Japan.	In 2007 gross crane production was 25.8 moves per hour and net crane production was 27.5 moves per hour. After the additional crane from the project was put in service in 2008 production increased to 26.6 moves per hour and net crane production of 28.5 moves per hour.	Warranty work was performed to meet Oregon specifications.	Project was under budget by \$398,958 and funds were returned to the state.
Port of Portland	Terminal 4 Pipeline Infrastructure	CO II	118	118	International Raw Material (IRM) will ultimately be the primary beneficiary of the project; however, they are still in permitting process of pipe installation.	None listed	Until IRM pipe in complete, utilization and efficiencies will not be realized.	None	Jobs associated with proposed Renewable Energy Center were not realized. The Center did not materialize due to poor economy and changes in bio-fuel energy credits.
Port of St. Helens	Port Westward Industrial Intermodal Rail	CO I	122	124	Columbia Pacific Bio-Refinery requires rail to exist.	Columbia Pacific Bio-Refinery requires rail to exist. Additional rail has also encouraged additional inquires for the site. Lease option is in place for Kinder Morgan to locate at the site and utilize rail.	Addition or replacement of track, switches, and crossings has allowed the site to handle unit train capacity.	Delay due to requirements from Army Corps of Engineers for additional levee work.	

N/A = Not Applicable; N/R = Not Recorded

Appendix 3  
Completed Connect Oregon Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
Port of Umatilla	Upland Distribution Center	CO I	N/R	17	Barge costs to Portland is \$400 as compared to trucking cost of \$994.50.	None listed	Old crane performed 20 moves per hour and speed was often decreased by high winds. New crane that was installed as part of an overall project now performs 30 moves an hour with no wind slowdown up to 50 mph.	none	
Teevin Bros Land & Timber Co, LLC	Terminal Mooring Dolphin Addition	CO I	5	18	Reduced transportation costs to Oregon businesses by providing closer marine shipping options.	Provided access to Hawaii market for Oregon lumber and steel mills as a result of Suase Brother moving to Oregon due to this project.	Prior to project - no tonnage shipped from Oregon to Hawaii. After project - 119,000 tons annually.	In-water time restrictions.	
Tidewater Terminal Company	Umatilla Petroleum Terminal	CO III	0	0	Petroleum and fertilizer truck loading times improved leading to reduced costs due to time savings.	Truck loading time decreased by 40%	Storage tank has allowed faster turn time for barge transfers creating added efficiency for terminal and barge operations. Truck loading time decreased by 40%	Keeping terminal operational during construction.	
Central Oregon & Pacific Railroad	Winchester Freight Rail Yard	CO I	1958	0	Increasing yard capacity has allowed local businesses to take advantage of forward staging of cars to ship products quickly.	Additional track allows storage of whole train vs. cut cars at various tacks saving money in transport costs for local businesses.	Dwell time has decreased. Cars now are required to travel less distance and are more available for intermodal exchange. Also, Roseburg Police report a 60% reduction in response time due to reduction in train wait time blocking intersections.	Concerns by Oregon with Coos Bay Rail line closure delayed project and caused scope to be reduced.	Economic recession created loss of annual rail carloads and thus lead to the need to reduce staff at CORP.
City of Lebanon	Lebanon Reload Facility	CO I	0	0	Albany and Eastern using as staging area for construction project.	None	Facility allows for more efficient use of rail operations for Albany and Eastern Railroad.	Discovery of wetlands during construction resulting in additional costs.	
City of Prineville	Freight Depot Economic Redevelopment	CO I	62	245	Malheur Lumber in John Day uses depot for shipping to eastern locations. Markets that would not be obtainable but for rail access.	Connect I and II projects attracted and permitted the location of Envirotech Services to the Freight Depot.	Prineville railway handled 158 annual carloads in 2011 accounting for 17.5 of the city's freight volume.	none	
City of Prineville	Prineville Railroad / Freight Depot	CO II	145	245	See Prineville Freight Depot Economic Development.	See Prineville Freight Depot Economic Development.	See Prineville Freight Depot Economic Development.	See Prineville Freight Depot Economic Development.	
Cross Creek Trucking, Inc.	CCT Rail Hub	CO III	2	4	Product shipped directly to Medford by rail as opposed to the previous method of utilizing trucks at a greater cost.	Project has allowed Cross Creek Trucking to diversify product offered.	Project has provided additional rail access to local benefits where once none existed.	Minor timeline extension due to weather issues.	

N/A = Not Applicable; N/R = Not Recorded

Appendix 3  
Completed Connect Oregon Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
Gilliam County	Shutler Rail Siding	CO III	8	0	Site has provided staging and storage of rail cars for Oregon Waste Systems.	Expanded spur has allowed Morgan Industrial to continue to utilize site.	Reduction in switching time and storage of rail cars by Waste Management are gains.	Change in staff hindered marketing of industrial park. ODOT permitted wind energy components to be shipped to construction sites via Port of Pasco on trucks over I-82 and I-84.	Wind industry tax credit uncertainty prevented job creation. Additionally, poor economic conditions have slowed development in the wind turbine industry.
Lake County	Lakeview Branch Improvement	CO II	N/R	200 retained	N/A	Local businesses were able to retain and expand business due to cost savings.	Rail safety and reliability retained an important local business.	Rail lease to original applicant was terminated shortly after grant application submission. Lake County completed project as rail owner.	
Mt. Hood Railroad Company	Repair Flood Damaged Track	CO II	N/R	N/R	Restored service to users.	Continued service has injected \$600,000 in direct payroll into the region from freight and tourism service.	N/a - retained service.	None	
PC Energy LLC	Recondition Rail Siding for Access to Biodiesel Facility	CO III	5	6	Eastern Oregon petroleum jobbers no longer need to travel to Portland for fuel.	PC Energy has improved profits as well as been able to supply lower cost fuel to Eastern Oregon consumers. Additionally, the siding has been used for onion shipping that was not anticipated.	15 million gallons of fuel was sold through terminal that would have been delivered to the site via truck if not for the CO project.	None	
Port of Morrow	Morrow Multimodal Rail Logistics Center	CO II	320	174	N/A	One new business opened as a result of this project	4,550 container moves were added in the first year. Also allows for increased efficiency of UP mainline by allowing for rail siding.	Construction delays. Difficulty coordinating activities with UP/	
Port of Portland	Ramsey Rail Yard Improvements	CO I	650	650	Reduced cost of unit trains from Columbia Grain (CGI) to Portland Bulk Terminals (PBT) were realized.	Adjacent rail users all have faster rail service. Archer Daniels Midland also relocated its sweetener facility near the rail yard.	Both UP Railroad and BNSF are able to service customers along this corridor with additional capacity and better service times. Project also provides congestion relief in other nearby rail yards.	Communication with adjacent users, railroads and other stakeholders was a significant challenge.	economy has not permitted for additional jobs.
Port of Portland	South Rivergate Yard Expansion	CO II	85	85	Reduced costs of unit trains to Columbia Grain was realized.	Adjacent rail users all have faster rail service. Archer Daniels Midland also relocated its sweetener facility near the rail yard.	Both UP Railroad and BNSF are able to service customers along this corridor with additional capacity and better service times. Project also provides congestion relief in other nearby rail yards.	Communication with adjacent users, railroads and other stakeholders was a significant challenge.	economy has not permitted for additional jobs.
Port of Portland	T-4 Rail Upgrade	CO III	181	181	Kinder Morgan, the primary user, benefits from high speeds and weight capabilities, in turn reducing freight delivery costs.	Improved track speed and weight bearing capacity.	Improved track speed and weight bearing capacity.	Cost increased and schedule extended due to modification to ballast recycling plan.	

N/A = Not Applicable; N/R = Not Recorded

Appendix 3  
Completed Connect Oregon Project Survey Summary

Recipient Name	Project Name	Program	Jobs Reported in Application	Jobs Retained/ Created Upon Completion	Cost Reductions	Economic Benefits	Efficiency/Utilization	Challenges	Notes
Port of St. Helens	Port Westward Railroad System Wye	CO II	197	N/R	Columbia Pacific Bio-Refinery requires rail to exist.	Columbia Pacific Bio-Refinery requires rail to exist. Additional rail has also encouraged additional inquires for the site. Lease option is in place for Kinder Morgan to locate at the site and utilize rail.	Addition or replacement of track, switches, and crossings has allowed the site to handle unit train capacity..	Additional costs and two month delay due to weather, additional on-site utility relocation, water main and drainage issues. The rail user paid the additional costs.	This is a compliment project to project # 23502. 122 estimated jobs are redundant.
Portland and Western Railroad, Inc.	Columbia River Rail Corridor Improvement	CO II	2400	0	Project allowed customers to divert truck traffic to rail.	Reduced transit time and heavier load capacity has allowed for growth and diversification of commodities moved by the customers on the rail corridor.	Track speeds have increased from 10 mph to 25 mph and weight capacity has increased to 286,000 lb.	none	The recession and closing of a local ethanol plant have created a situation where verifiable job creation is impossible to determine.
Teevin Bros Land & Timber Co, LLC	Rail-to-Barge Facility	CO III	10	45	N/A	The many businesses doing businesses with Teevin either grew or did not contract because of the upgrades. Also, additional outside markets were made available to these businesses.	Increases in quantity and TEUs shipped.	None	
Union Pacific Railroad	Improvements to Hinkle Yard	CO I	0	0	N/A	Customer satisfaction scores have improved.	Time to process trains thru Hinkle has decreased from 4.2 hours in 2007 to 2.7 hours in 2011.	None	
Willamette Valley Railroad Company	Upgrade Track - Stayton & Woodburn to Class 1	CO I	1	1	N/A	Rail service is still provided.	Improved travel time from Woodburn to Stayton.	Contractor issues	
City of Portland	Portland Street Car Lowell Extension	CO I	5	5	Ridership increased 36% between 2007 and 2009.	Parking ratios in new residential district have declined from 1.5 spaces per unit to .97 spaces per unit.	Parking ratios and ridership increases.	None	
City of Sandy	Transit Operation Facility	CO I	6	28	Increased ridership has reduced single occupant vehicle travel on US26 and OR 211.	Savings realized from reduced on-site vehicle movement and vehicle cleaning. Cooperative housing of adjacent Mountain Express has provided efficiencies in services. Local business transit tax has increased 13% since project award.	Ridership has increased 47% from 2005 to 2012.	Cost increase as a result of economic climate at the time of construction.	
Community Connection of Northeast Oregon	Multimodal Transit Consolidation & Improvement	CO I	N/R	6.75	Reduced operation expenses for local Greyhound franchise. Project supported the development of the La Grande Arrow, an intercity route serving workforce demands of local employers.	Project has spurred the development of multiple intercity routes that provide access to employers within the entire region.	Expansion into intercity services and preservation of core services.	None	
Salem Area Mass Transit District	Rickreall Park & Ride	CO III	4	N/A	Ridership increased by 24%	Polk County Fairgrounds benefited from additional ridership.	Ridership increased by 24%	ODOT contracting issues and communication issues with Polk County.	
Tillamook County Transportation District	Tillamook Transit & Visitors Center	CO I	0	0	N/A	Farmers' Market attendance has increased 52%.	Transit ridership has increased 25% over the past 4 years.	None	Project implemented during recession.

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**No Response**

City of Malin	Airport - Pave Runway and Taxiway	CO III	no reply						
City of Ontario	Ontario Municipal Airport Runway Extension	CO I	no reply						
City of Ontario	Airport Runway/Taxiway Rehabilitation	CO III	no reply						
City of Redmond	North Side Cargo Ramp & Development	CO II	no reply						
City of Salem	Passenger Terminal Expansion	CO II	no reply						
Klamath Falls Airport	Jet Factory Service Center	CO I	no reply						
Morrow County	Lexington Airport Fueling & Terminal Improvements	CO I	no reply						
Oregon International Port of Coos Bay	Southport Barge Slip-N Spit - Redevelopment	CO I	no reply						
Port of Astoria	Pier 2 North Face Upgrade	CO II	no reply						
Albany and Eastern Railroad Co.	Mill City Branch Bridge Rehab and 286k Rail Upgrade	CO II	limited reply						
Albany and Eastern Railroad Co.	Lebanon M-Line Rehabilitation	CO III	limited reply						
BNSF Railway	East St. Johns Siding Extension	CO II	no reply						
BNSF Railway	Astoria Wye	CO II	no reply						
Gilliam County and Columbia Plateau	Shutter Station Industrial Park Rail Siding	CO I	no reply						
Klamath County	Chemult Train Station Welcome Center	CO I	no reply						
Portland and Western Railroad, Inc.	Rail Switching Yard-Tigard	CO I	no reply						
Portland and Western Railroad, Inc.	Seghers Branch 286K Railroad Upgrade	CO I	no reply						
Portland and Western Railroad, Inc.	Willamina Branch 286K pound Rail Upgrade	CO I	no reply						
Union County Economic Development Corp.	Alicel Intermodal Transportation Project	CO II	no reply						
Wyoming Colorado Railroad, Inc.	Malheur Jct Wye Upgrade	CO III	no reply						
Central Oregon Intergovernmental Council	Central Oregon Intermodal Transit Center	CO II	no reply						
Central Oregon Intergovernmental Council	Transportation Maintenance and Operations Facility	CO III	no reply						
City of Bend	Public Transit Operation & Maintenance Center	CO I	no reply						

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Columbia County	Public Transit Facility	CO II	no reply						
Lane Transit District	Pioneer Parkway Bus Rapid Transit	CO I	no reply						
Lane Transit District	Veneta Transit Center - Eugene	CO II	no reply						
TriMet	188th St. Light Rail Stn Reconstruction	CO II	no reply						