

**Agenda
Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

At the MWVCOG, we are taking extra precautions to protect against the COVID-19 by implementing additional cleaning protocols and social distancing practices. At this time, we are not hosting MWACT meetings in person. **We are requesting all MWACT members, local staff, and the public to participate via Zoom**. If participating via Zoom (using a computer or by phone) is not an option, please contact our offices (at 503-588-6177) **24 hours before the meeting begins**.

For MWACT members – Please RVSP (e-mail to lomoore@mwvcog.org), so we can best prepare for the MWACT meeting.

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Mike Jaffe at 503-540-1606

Date: Thursday, February 3, 2022
Time: 3:30 p.m.
Place: Online meeting of MWACT

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

3:30 p.m. Item 1. Call MWACT Meeting To Order Chair Ken Woods, Jr.

Welcome and Introductions

Approval of January 6, 2022, Meeting Summary

Public Comment

Comments from the Legislative Delegation

OTC Comments

Commission Discussion/Area Updates

3:40 p.m. Item 2. Election of Officers; select Steering CommitteeKen Woods

MWACT's Operating Agreement includes the following: *"The Chair and Vice-Chair shall be elected by the MWACT membership annually, at the second meeting of each calendar year."*

- Action:**
1. Elect a Chair and a Vice Chair for the 2022 calendar year.
 2. Select members of the Steering Committee. The Steering Committee consists of the chair and vice chair, the immediate past chair, ODOT member, and others as selected by the membership.

3:50 p.m. Item 3. Oregon IIJA Flexible Fund Scenarios..... Cooper Brown

Cooper Brown (ODOT Director of Operations) attended the December 2021 MWACT meeting to describe the federal Infrastructure Investment and Jobs Act (**IIJA**). ODOT estimates that IIJA will provide an additional \$1.2 billion to Oregon over 5 years with about \$1 billion for highways and \$200 million for transit. Of the \$1 billion, about \$412 million is "flexible funds" where the Oregon Transportation Commission has the discretion of how to allocate the funds. In December, MWACT members provided feedback to Mr. Brown about MWACT priorities, and a letter about those priorities (**attached**) was provided as part of the OTC's public testimony in January. The SKATS MPO also submitted a letter to the OTC (**attached**).

At the January 20th OTC meeting, there was public testimony from several MWACT members and other elected officials in the MWACT area. ODOT staff presented a memo (**attached**) that included four scenarios of how the \$412 million in flexible funds could be allocated to nine categories of transportation programs. These scenarios are now out for public review and the OTC will take

additional public testimony on February 17th and March 10th, with their decision about the flexible funds scheduled for March 30th.

Action: Provide feedback to Mr. Brown about proposed scenario for funding allocation and MWACT priorities.

4:20 p.m. Item 4. Connect OregonDan Fricke

Connect Oregon is ODOT's multi-modal grant program that provides funding for aviation, marine, and rail projects. Two applications (attached) have been received in the Mid-Willamette Valley area:

- Rehab Oregon Independence Railroad
- Northwest Passage Willamette Valley Rail Trestle Improvement Project

MWACT will review and prioritize the applications and submit the recommendations to a Regional Review Committee that will meet in March to prioritize all applications received in Region 2.

Action: Review and prioritize Connect Oregon applications

4:50 p.m. Item 5. STIF/STF rulemakingMark Bernard

ODOT staff will present on rulemaking to combine the Statewide Transportation Improvement Fund (**STIF**)/Special Transportation Fund (**STF**) programs, as directed by Senate Bill 1601 (2020). A rules advisory committee met six times in 2021 to develop the new rules. The consolidated program takes effect on July 1, 2023.

Action: Information item.

5:10 p.m. Item 6. Other Business..... ODOT Staff

- **Next MWACT Meeting – March 3, 2022**
 - Update on OTC's decision process for IIJA funds
- **Upcoming OTC meetings** – See the Oregon Transportation Commission's main webpage for deadlines and instructions for submitting written testimony or signing up for oral testimony via Zoom
https://www.oregon.gov/odot/get-involved/pages/otc_main.aspx
- - February 17 – IIJA Special Meeting (12:30-2:30)
 - March 10
 - March 30 - IIJA Special Meeting (12:30-2:00)

5:30 p.m. Item 7. Adjournment Chair Ken Woods, Jr.



Mid-Willamette Valley Area Commission on Transportation



A local advisory body chartered by the Oregon Transportation Commission

Chair
Councilor Ken Woods, Jr.
City of Dallas

Vice Chair
Mayor Cathy Clark
City of Keizer

December 22, 2021

Chair Robert Van Brocklin and Commissioners
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

SUBJECT: MWACT Comments/Recommendations for Use of IIJA Flexible Funds

Chair Van Brocklin and Commissioners:

The Mid-Willamette Valley Area Commission on Transportation (MWACT) is vitally interested and supportive of the state's goals of advancing a multi-modal transportation system. Roads and transportation facilities that serve regional destinations, such as the Oregon Coast and Central Oregon pass through our three-county area, so we must deal with regional and pass-through traffic as well as addressing our local transportation needs. We were, and continue to be supportive of the themes established by the OTC for the 2024-2027 Statewide Transportation Improvement Program (STIP) which include increased funding for public and active transportation, support for Fix-it investments, and support for Enhance Highway investments.

Your Commission will be considering various options for allocating funds made available by the IIJA. You have asked for input from various stakeholders - including the state's Area Commissions on Transportation - on priorities for how these new federal transportation funds should be spent. Specifically, you have asked MWACT to address three questions, the recommendations from each will help inform the development of scenarios by ODOT and your Commission. Our input on your questions follows.

"Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?"

MWACT has, on several occasions provided the OTC with our project priorities – projects that are already included in the STIP and advance the goals of the Strategic Action Plan. These projects include:

- **I-5/Aurora-Donald Interchange Reconstruction** – the importance of this project in advancing state goals is demonstrated by its inclusion in the HB 2017 – Keep Oregon Moving legislation. This project will improve freight mobility and safety in the I-5 corridor. It is currently only partially funded and providing the additional funding to construct the final solution, a Diverging Diamond Interchange, results in reduced impacts to the community, and will be a significant benefit.

- **OR 22W/OR 51 Interchange** – this intersection in Polk County, which is also inside the boundary of the Salem-Keizer metropolitan area, is an identified in top 5% of safety issues in ODOT's Safety Priority Index System (SPIS). Much previous planning work has been completed by ODOT that establishes the need to replace this intersection with an interchange and design of an interchange is currently underway. Construction of this interchange will improve mobility and safety on this major statewide highway and freight route that connects the central Willamette Valley with the Oregon Coast. ODOT has funding currently to develop a solution at this location but there is no funding available for right-of-way acquisition or construction.
- **Newberg-Dundee Bypass** – MWACT appreciates past efforts by the legislature, OTC, and ODOT to complete Phase 1 of the Bypass and funds for partial development of Phase 2. The Bypass is an important connection that will improve freight mobility but will also be a significant benefit to Newberg and Dundee as reduced traffic will benefit economic development, traffic safety, and access in these downtown areas.
- **OR 18/Valley Junction to Fort Hill** – this project will address congestion and safety issues on this major state highway and freight route that connect the Willamette Valley to the Oregon Coast including the Confederated Tribes of Grand Ronde's Spirit Mountain Casino. Improvements in this section of highway will have the added benefit of decreasing traffic on Grand Ronde Road between OR 18 and OR 22. This road serves tribal facilities and housing for the Grand Ronde Community, including schools.
- **New Salem Bridge** – congestion on the bridges serving Salem are a local and regional problem. Both existing bridges need significant repairs and it is anticipated that the Marion Street Bridge would not withstand a significant seismic event. MWACT and the community are grateful to the OTC and ODOT for committing funding for a seismic retrofit of the Center Street Bridge however, even with that investment, the region is vulnerable. Completion of an additional Willamette River crossing, in addition to improving congestion, would provide system redundancy for local and regional traffic.

As stated above, the OTC and ODOT have shown their historic commitment to these "legacy" projects by their inclusion in the STIP. MWACT believes a commitment needs to be made to complete projects that have been identified as ongoing priorities that address multi-modal, safety, and mobility issues.

"Do the priorities expressed in 2020 – particularly strong support for public and active transportation and Fix-it – remain? Or have these priorities changed in some ways?"

MWACT has always expressed support for public transportation and Fix-it. In our area, provision of public transportation in rural areas is especially important. Services provided by Cherriots Regional and Yamhill County Transit Area provide important connections to the small cities and rural areas of our three county area. This is especially important for disadvantaged communities in our area that need access to medical, shopping, or other services.

MWACT also recognizes the critical need to support Fix-it programs that keep the system safe and in good operational condition. Pavement improvement, repairing or replacing aging bridges, landslide mitigation, etc. are all important functions that keep our multi-modal transportation system operating.

Chair Robert Van Brocklin and Commissioners
Oregon Transportation Commission
December 22, 2021
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MWACT supports needed investments to complete identified safety improvements on state highways in our area -- such as OR 99E and OR 219 -- that continue to have fatal and serious injury crashes.

"What are the specific priorities for investment of funds in public and active transportation?"

As stated above, MWACT strongly supports public transportation that provides services to our smaller communities and rural areas. We also support investments directed toward the Salem Area Mass Transit District (aka – Cherriots) which provides public transit in the Salem-Keizer metropolitan area.

MWACT is also supportive of active transportation as a way to reduce congestion and decrease greenhouse gas emissions. Programs such as Safe Routes to Schools and prioritization of projects that support active transportation and improve safety and access for children is important.

Thank you for the opportunity to provide input on this important process that will help address transportation needs statewide and in our area. We look forward to further discussions with the OTC and ODOT staff as investment scenarios for the IIJA funds are refined and provided for additional comments.

Sincerely,



Ken Woods, Jr.
MWACT Chair

cc: MWACT members
Travis Brouwer
Cooper Brown
Mac Lynde
Sonny Chickering
Anna Henson

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SALEM-KEIZER AREA TRANSPORTATION STUDY



100 High St. SE, Suite 200 Salem, OR 97301 Phone (503) 588-6177 FAX (503) 588-6094

January 6, 2022

Chair Robert Van Brocklin and Commissioners
Oregon Transportation Commission (OTC)
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Chair Van Brocklin and Commissioners:

Re: SKATS MPO Recommendations on the Use of IIJA Flexible Funds

Thank you for the opportunity to provide input regarding the roughly \$400 million of IIJA flexible funds and how they should be used to meet Oregon's transportation priorities. This additional funding is a historic opportunity to make important investments in Oregon's transportation needs and priorities, and we appreciate that the OTC is asking to hear many voices – including the MPOs in the state – on this topic.

The OTC is requesting input on the following two primary questions:

- Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?
- What are the specific priorities for investment of funds in public and active transportation?

In response to these questions, the SKATS MPO has four recommendations:

Recommendation 1 – Expand existing programs and/or develop new programs in the STIP that can direct funds towards active transportation (sidewalks, sidewalk infill, bicycle projects), public transportation and safety projects, especially in communities with a higher proportion of BIPOC persons.

Recommendation 2 – Provide capital funding for the development and construction of transit centers to make transit more efficient, convenient, comfortable, and safe for all riders.

Recommendation 3 - To assist Oregon's metropolitan areas achieve state and local emission reduction requirements, provide either additional funding or a new category of program funding in the STIP which would be available to local jurisdictions for projects that reduce GHG emissions (including projects that link active transportation and transit).

Recommendation 4 - Add funds to the Enhance category in the STIP. Allow applications for Enhance funds on both state and local facilities of regional and statewide importance that can demonstrate advancing one or more of the Oregon Transportation Plan and Strategic Action Plan goals.

This letter provides additional information about each of these recommendations and examples of specific projects within the SKATS MPO area if IIJA funds were allocated in this manner. We also describe how these recommendations and projects align with the goals and outcomes of the OTC's **Strategic Action Plan (SAP)**, the Oregon Transportation Plan (OTP), and Governor Brown's Executive Order 20-04.

Recommendations supporting the SAP Goals of Equitable Priority

According to the 2020 Census, the BIPOC community comprises about one-third of Salem's population. The SKATS MPO and local jurisdictions have a long track record of funding projects that directly benefit BIPOC residents and communities for traveling to work, school, shopping, and other trips. The map of past and current transportation investments in Salem-Keizer in the last 20 years shows an extensive number of completed and planned projects – such as new sidewalks, sidewalk infill, new bicycle facilities, dozens of mid-block pedestrian safety crossings, and transit enhancements and amenities – throughout SKATS, but particularly, in the northeast and central neighborhoods of Salem and Keizer where there is a higher proportion of the BIPOC community and lower income households. However, there remains a sizeable backlog of needed active transportation and safety projects in these neighborhoods and the funding available to SKATS and our local jurisdictions limits us to develop only a small number of these projects in any 4-year STIP/MTIP cycle. At current funding levels, these communities can expect to wait many years before meeting their needs for a well-connected pedestrian-bicycle-transit system.

- ❖ **Recommendation 1** – Expand existing programs and/or develop new programs in the STIP that can direct funds towards active transportation (sidewalks, sidewalk infill, bicycle projects), public transportation and safety projects, especially in communities with a higher proportion of BIPOC persons.

Lower-income households are generally more reliant than other groups on public transit for their travel needs. Salem-Keizer Transit (aka Cherriots) is focused on expanding service on its Core Network that serve the most heavily used bus routes and also help reduce congestion on those routes. Cherriots is developing a new long-range plan to guide the development of a transit system that serves all residents including those that rely on transit for most of their trips. As part of this work, Cherriots is currently engaged in the planning and design of a new transit center in south Salem followed by a transit center for

east Salem (possibly next to Chemeketa College). The costs of these transit centers are likely to be around \$8 - \$10 million each, which makes them out of reach for either the MPO or Cherriots to fully afford without outside funding assistance.

- ❖ **Recommendation 2** – Provide capital funding for the development and construction of transit centers, in order to make transit more efficient, convenient, comfortable, and safe for all riders.

Recommendation supporting the SAP Goals and Strategies for Reliable Funding, Investments in Active Transportation, Reducing VMT, and Reducing Greenhouse Gases

The SAP's goal of Sufficient and Reliable Funding includes the following statement: *"We must change today's funding model to one that invests more money in alternative transportation options, including bikeways, pedestrian routes, and public transportation."* In addition, the SAP's goal #3 (Reduce our Carbon Footprint) includes the action of *"Adjust investment programs to invest in lower emission projects (e.g., bike, walk, transit)."* Following almost two years of development, the city of Salem is scheduled to adopt a new *Salem Climate Action Plan* (CAP) in 2022, with the objective of reducing local level GHGs by 50 percent by 2035 and being carbon neutral by 2050. A major strategy in the CAP is for the city and Salem-Keizer Transit to coordinate their efforts with the objective of increasing transit ridership four-fold. Land use changes (as a result of the "Our Salem" update to the city's comprehensive plan) will promote higher density housing and mixed-use developments, especially along higher frequency transit routes (Cherriots' adopted *Core Network*) with a related strategy of completing Salem's sidewalk network within ½ mile of transit routes. The Salem CAP includes 176 strategies in total, 42 of which are land use and transportation strategies and actions including many with an equity-based focus.

- ❖ **Recommendation 3** - To assist Oregon's metropolitan areas achieve state and local emission reduction requirements, provide either additional funding or a new category of program funding in the STIP which would be available to local jurisdictions for projects that reduce GHG emissions (including projects that link active transportation and transit).

This recommendation supports the goals in the OTC Strategic Action Plan, the *Oregon Statewide Transportation Strategy* (for reducing GHGs), and Governor Brown's Executive Order 20-04 "...to develop and implement programs that reduce emissions to reach the state's GHG goals."

Recommendation for Funding Local and Regionally Projects that Advance the OTP Goals of Mobility and Accessibility (Goal 1), Economic Vitality (Goal 3), and Safety and Security (Goal 5)

The Oregon Transportation Plan is based on seven goals. The table below lists the SKATS MPO's top priority Enhance projects on the state and urban transportation system. These

projects would advance mobility, economic vitality, safety, and security in the MPO and the Willamette Valley area and should be allowed to compete for IJA flexible funds with other Enhance projects in the state.

- ❖ **Recommendation 4** – Add funds to the Enhance category in the STIP. Allow applications for Enhance funds for on both state and local facilities of regional and statewide importance that can demonstrate advancing one or more of the Oregon Transportation Plan and Strategic Action Plan goals.

SKATS Area - Priority Enhance Projects	OTP Goals that would be Advanced
<p>Ensuring full funding for the seismic retrofit of OR22 (Center Street) bridge over the Willamette River in downtown Salem. This was a named project in HB2017. The twin bridges in downtown Salem have the highest daily traffic volume on any state highway outside of the Portland metro area. A major seismic event affecting these critical bridges would have a devastating effect to travel and congestion, safety, emergency response, and the local and regional economies. The OTC needs to ensure that this project has sufficient funding for the seismic retrofit.</p>	<p>Mobility and Accessibility</p> <p>Economic Vitality</p> <p>Safety and Security</p>
<p>Provide construction funds for the upgrade of McGilchrist Street, which is the city of Salem’s top priority for transportation enhancements. The project is intended to revitalize an older industrial area (the 468-acre McGilchrist Opportunity Area, next to the Salem Municipal Airport) in south central Salem. The current condition of the road inhibits investment in the area. Additionally, the roadway lacks any provisions for pedestrians or bicyclists and experiences flooding during wet weather. With an improved McGilchrist, the area has significant opportunities for infill and redevelopment which would provide new jobs close to residential areas. McGilchrist Street is currently part of Oregon’s designated Critical Urban Freight Network, making it eligible for federal freight funding. To date, the city and SKATS have invested over \$14 million combined for environmental studies, preliminary design, right of way purchases, and an initial construction phase. To complete the project, \$15 million is needed for the final two phases of construction.</p>	<p>Mobility and Accessibility</p> <p>Economic Vitality</p> <p>Safety and Security</p> <p>Reducing VMT</p>
<p>The OTC adopted the Highway 22W Facility Plan in 2010, which includes developing an interchange at Highway 22W and Highway 51 (Independence Highway) which is</p>	<p>Mobility and Accessibility</p>

a top SPIS site. Development of the interchange plan and design work has started, but funds will be needed to complete the right-of-way and initial construction phases.	Safety and Security
From Oregon's IIJA formula funds or national competitive funds, obtain the \$30 million needed to complete all phases of the Interstate-5 Interchange at Donald/Aurora.	Mobility and Accessibility Economic Vitality Safety and Security

Lastly, we believe that SKATS' recommendations described in this letter correspond very closely to prior input to the OTC from local agencies, ACTs, MPOs, other stakeholders and the public in 2020 as top priorities for the 2024-2027 STIP, namely:

- ❖ Support to increase **funding for public and active transportation to advance equity, address climate change**, and enhance accessibility and mobility for all.
- ❖ Support for **Fix-It investments** and reluctance to cut spending on **bridge and pavement preservation** to avoid accelerating system deterioration.
- ❖ Support for **Enhance Highway investments** to reduce congestion and **facility economic development**.

Thank you for your consideration of our recommendations.

Sincerely,



Cathy Clark, Chair
Salem Keizer Area Transportation Study (SKATS) MPO

cc: SKATS members
Travis Brouwer, ODOT
Cooper Brown, ODOT
Mac Lynde, ODOT
Sonny Chickering, ODOT
Anna Henson, ODOT
Ken Woods, MWACT Chair

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Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: January 10, 2022

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item K** – *Discussion of Infrastructure Investment and Jobs Act (IIJA) Flexible Highway Program Funds*

Requested Action:

Provide input on ODOT's proposed areas for investment of IIJA flexible highway program funds and direction on scenarios for allocation of these funds.

Background:

The Infrastructure Investment and Jobs Act (IIJA) will provide Oregon approximately \$1.2 billion in additional federal formula funding for road and public transportation programs over the course of the next five years. Approximately \$400 million (about one-third) of this funding comes in the form of flexible highway program funds that can be used for a variety of purposes, including Fix-It projects to preserve the system, safety, congestion relief, and public and active transportation. The Commission will need to update the 2021-2024 Statewide Transportation Improvement Program (STIP) and the 2024-2027 STIP to incorporate these funds.

Public Engagement

Over the past several months, ODOT has undertaken significant public engagement on how to invest the additional flexible resources provided by the IIJA. This has taken the form of conversations with Area Commissions on Transportation, modal advisory committees and metropolitan planning organization policy boards, as well as two webinars. Members of the public have provided significant input on how the OTC can most effectively invest the IIJA resources to meet the state's transportation goals. Attached is the summary of the input received to date and includes dozens of letters.

A number of key themes have shown up repeatedly.

- Support for investing in public and active transportation to address safety, provide more options for getting around, and address equity and climate change; this includes Safe Routes to School and other projects to improving walking and biking as well as all forms of public transportation.
- Support for investing in bridges on both state highways and local roads, including addressing seismic resilience, and for preserving and improving road conditions.
- A desire to address bottlenecks on state highways to address congestion and freight mobility.
- Interest in addressing the comprehensive needs of urban arterials—particularly safety-- so they can serve community and economic vitality and not just move traffic through quickly.

- Interest in investing in fish, wildlife, and environmental projects, including some specific projects in different parts of the state.
- Interest in expanding electric vehicle charging opportunities across the entire state.
- Support for improving safety across all modes and all programs.
- Concern about ensuring a fair regional distribution of funds.
- A desire to invest in regional priorities and local government projects.

Proposed Areas for Investment

Based on public input, analysis of needs across the system, the Strategic Action Plan, and investments already made in the Statewide Transportation Improvement Program and IIJA, ODOT recommends the Commission consider investing the flexible highway program funding in the following priority areas of the transportation system.

- **Great Streets:** Many state highways that pass through communities are focused on moving traffic through communities and do not adequately address pedestrian and bicycle safety needs nor support community and economic vitality. Many of these roads need significant improvements, but the way the federal government and ODOT break funding into siloes makes it difficult to meet the comprehensive needs of these critical routes. ODOT recommends dedicating funding to a “Great Streets” program to improve these roads, focused on safety and multimodal accessibility but also addressing declining road conditions and other needs.
- **Safe Routes to School:** ODOT’s Safe Routes to School program makes improvements that help students bike or walk safely to elementary and middle schools. Additional funding for Safe Routes education programs and construction projects such as sidewalks, crossings and bicycle facilities could meet the significant unfunded need while also providing broad community benefits for many users.
- **Fix-It:** Fix-It projects preserve existing bridges, pavement and other assets in a state of good repair. While IIJA provides a significant direct infusion of resources in bridges, additional funding is needed in particular for pavements and other assets to limit the deterioration of state highways.
- **Enhance Highway:** Enhance highway projects reduce congestion, improve safety, and create economic development opportunities by adding lanes, fixing interchanges, and making other improvements that make roads function better. Funding is needed to complete a number of Enhance Highway projects—particularly those earmarked by the Legislature in HB 2017. The 2024-2027 STIP included only \$65 million in Enhance Highway Discretionary funding, so additional funding in this area will allow ODOT to meet more of the unmet need.
- **Local Climate Planning:** Under the proposed update to the Department of Land Conservation and Development’s Transportation Planning Rule, cities, counties, and metropolitan planning organizations across Oregon will be required to update their local transportation plans to reduce greenhouse gas emissions from the transportation system. Providing cost-share funding to local governments would help advance the state’s climate goals while limiting the cost to local governments.

- **Americans with Disabilities Act Curb Ramps:** ODOT has committed to make state highways accessible for those experiencing a disability by building ADA-compliant curb ramps. The agency needs additional resources to meet the commitments in its recent legal settlement agreement.
- **Business and Workforce Development:** To meet equity goals and expand the pool of contractors and workers, ODOT recommends investing in programs that provide supportive services to businesses owned by women and people of color owned and that help expand and diversify the transportation construction workforce.
- **Match for US DOT Competitive Grants:** The IIJA provides US DOT more than \$100 billion in funding for competitive grant programs. However, due to the agency's shortfall of state resources, ODOT will be constrained in applying for these funds. ODOT recommends using the IIJA to federalize some state-funded programs to free up State Highway Fund resources to leverage significant federal resources for a variety of programs, from congestion relief funding to wildlife crossings and pedestrian and bicycle projects.
- **Operations and Maintenance:** ODOT faces a significant long-term deficit in the agency's operations and maintenance (O&M) budget, which primarily funds highway maintenance activities, including patching potholes, plowing snow, and other day-to-day work that keeps roads safe and open to traffic. The O&M budget also pays for the DMV, the Commerce and Compliance Division, project delivery staffing, and administrative functions. The IIJA will exacerbate this O&M shortfall by increasing the amount of state O&M funding ODOT needs to shift to providing match for federal funds, and by increasing staffing costs for delivering federally funded projects. Using IIJA funds to cover the cost of some O&M programs currently funded by state dollars could offset this impact and reduce future cuts to maintenance and operations programs.

Scenarios

Based on these identified investment needs, ODOT has constructed four funding options or scenarios for the Commission. All of these scenarios dedicate a total of \$198 million (nearly half of the \$412 million flexible funding) to Local Climate Planning, ADA Curb Ramps, Business and Workforce Development, competitive grant match, and Operations and Maintenance and hold the funding levels for each program constant across scenarios. In each of the scenarios, the remaining flexible funding is split between the three major categories in the STIP.

- **Scenario 1- Fix-It:** This scenario focuses on providing resources to preserve existing state highways, dedicating half of the remaining flexible funding to Fix-It programs while splitting the remaining funding between Enhance Highway and Public and Active Transportation (Great Streets and Safe Routes to School).
- **Scenario 2- Public and Active Transportation:** This scenario dedicates half of the remaining flexible funding to the Great Streets and Safe Routes to School programs while giving a quarter each to Enhance Highway and Fix-It.

- **Scenario 3- Enhance Highway:** This scenario dedicates about half of the remaining flexible funding to Enhance Highway programs; Fix-It and Public and Active Transportation each get about a quarter of funding.
- **Scenario 4- Balanced:** Each of the three categories receives about a third of the remaining funding in this scenario.

These scenarios are created for analytical purposes. These scenarios illustrate options for allocating discretionary resources across the STIP program funding categories, and how these choices advance Oregon transportation goals. Although each scenario yields unique results, the needs far outweigh funding. The scenario differences on priority outcome areas are often not substantial, particularly because the relatively limited flexible funding available under the IIJA does not allow ODOT to move the needle strongly in any given direction.

Using a tool created for the 2024-2027 STIP, ODOT's Climate Office analyzed the preliminary scenarios against priority outcome areas to highlight funding scenarios' potential outcomes and tradeoffs. The priority outcome areas included congestion relief, multi-modal access, social equity, safety, climate mitigation-greenhouse gas (GHG) reduction, climate adaptation-resilience, and state of good repair. These outcome areas were extrapolated from the Commission's Strategic Action Plan and the requirements of Executive Order 20-04 (which directs ODOT to integrate climate considerations for reducing greenhouse gas emissions in STIP decisions). The analysis includes both the 2021-2024 STIP and 2024-2027 STIP program funding allocations as the baseline for evaluating the proposed IIJA funding scenarios and outcomes.

After review of the scenarios by the OTC, ODOT will take these scenarios out for comment and input by advisory committees, stakeholders, and the public. ODOT will present an online open house to allow for broad public comment. Based on the results of this analysis and public input, the Commission can ultimately decide to select a proposed scenario, modify a scenario, or develop a new funding allocation.

ODOT seeks feedback on two basic points:

- Are these the correct areas to focus investment of IIJA flexible highway program funds, given existing investments in the STIP and IIJA and identified needs and priorities?
- Are these appropriate funding options to release for public review and comment?

Attachments:

- Attachment 1- *Infrastructure Investment and Jobs Act STIP Update Public Input Summary*
- Attachment 2 - *IIJA Flexible Highway Program Funding Investment Options*

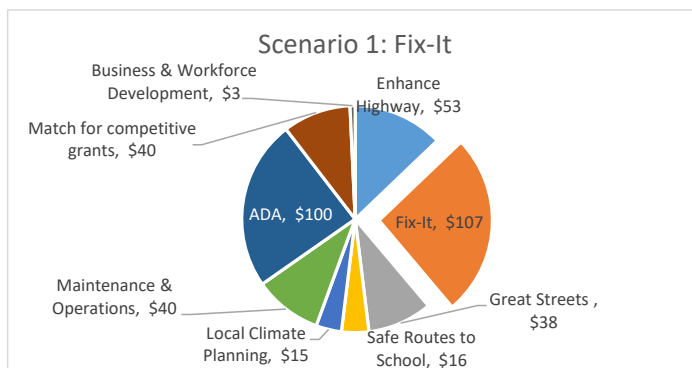
Agenda Item K, Attachment 01
To Be Added by end of day
1/18/22

Infrastructure Investment and Jobs Act Flexible Highway Program Funding Investment Options

All figures in millions of dollars over 5 years.

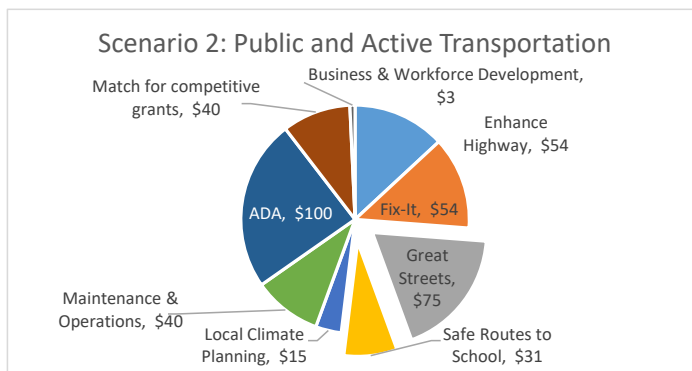
Scenario 1: Fix-It

Enhance Highway	\$	53
Fix-It	\$	107
Great Streets	\$	38
Safe Routes to School	\$	16
Local Climate Planning	\$	15
Maintenance & Operations	\$	40
ADA	\$	100
Match for competitive grants	\$	40
Business & Workforce Development	\$	3
Total	\$	412



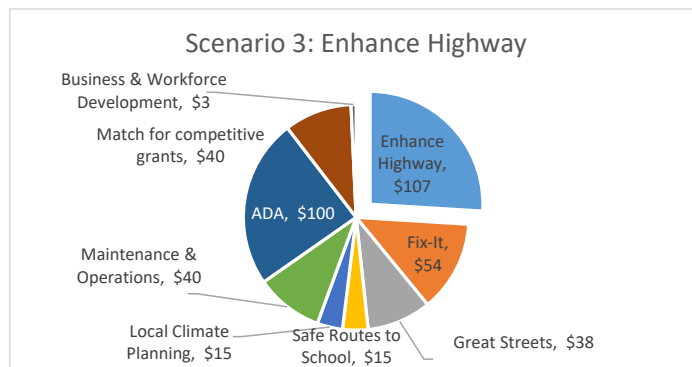
Scenario 2: Public and Active Transportation

Enhance Highway	\$	54
Fix-It	\$	54
Great Streets	\$	75
Safe Routes to School	\$	31
Local Climate Planning	\$	15
Maintenance & Operations	\$	40
ADA	\$	100
Match for competitive grants	\$	40
Business & Workforce Development	\$	3
Total	\$	412



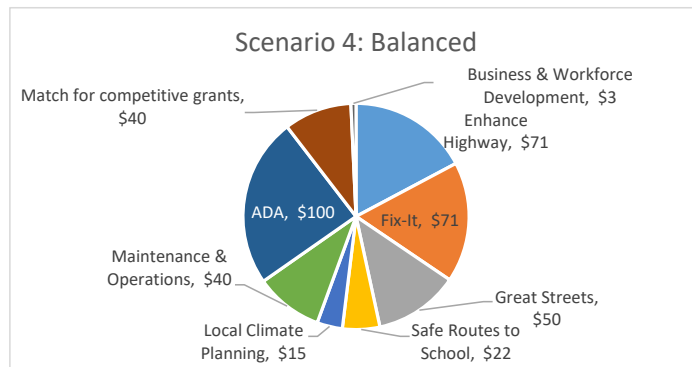
Scenario 3: Enhance Highway

Enhance Highway	\$	107
Fix-It	\$	54
Great Streets	\$	38
Safe Routes to School	\$	15
Local Climate Planning	\$	15
Maintenance & Operations	\$	40
ADA	\$	100
Match for competitive grants	\$	40
Business & Workforce Development	\$	3
Total	\$	412



Scenario 4: Balanced

Enhance Highway	\$	71
Fix-It	\$	71
Great Streets	\$	50
Safe Routes to School	\$	22
Local Climate Planning	\$	15
Maintenance & Operations	\$	40
ADA	\$	100
Match for competitive grants	\$	40
Business & Workforce Development	\$	3
Total	\$	412



MEMORANDUM

DATE: February 3, 2022

TO: Mid-Willamette Valley Area Commission on Transportation'

FROM: Dan Fricke, Senior Transportation Planner
ODOT Region 2

SUBJECT: Review of 2022 ConnectOregon Applications

The review process for project applications received for the 2022 ConnectOregon program has begun. A total of 50 applications for aviation, marine, and rail projects were received statewide – 14 in Region 2. There is \$46 million available for projects which will be allocated on a statewide basis – there will be no dedicated allocations to the Regions as has been the case in past ConnectOregon processes.

The applications have been reviewed for eligibility and feasibility, and have received a score based on how well they meet the statutory criteria contained in OAR 731-035-0060. Those criteria are:

- A. *Whether a proposed 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 the proposed project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system*
- D. *The proportion of the cost of a proposed project that is borne by the Applicant or contributed from any other source other than the ConnectOregon Fund*
- E. *Whether a proposed transportation project is ready for construction. A project will be considered ready for construction if the Applicant can demonstrate that:*
 - a. *Community engagement /outreach has occurred prior to or at the time of application submission.*
 - b. *Project completion can be achieved within 3 years of the award of the grant by submitting a project schedule that includes project stage and dates of major milestones*
 - c. *Matching funds have been secured 30 calendar days before the Commission's decision to award funds*
 - d. *Site ownership or control is secured 30 calendar days before the Commission's decision to award funds*
 - e. *Final land use actions necessary to support the proposed project have been approved by the local government 60 calendar days before the Commission's decision to award funds*
 - f. *Limited Land Use Decision rendered by the appropriate local government received within six months of execution of Agreement*
 - g. *Securing all permits needed for construction within nine months of execution of an Agreement*
- F. *Whether a proposed transportation project has a useful life expectancy that offer maximum benefit to the state*
- G. *Whether a proposed transportation project is located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (2)(d) of 215.283 (2)(b).*

The projects have been scored against these criteria and placed in “Tiers” based on how thoroughly the criteria are met. A summary of the scoring of the applications in Region 2 is provided in the attached spreadsheet.

Two project applications have been received in the Mid-Willamette Valley area:

2R0462 – Rehab Oregon Independence Railroad

Rehabilitate 2200' of track on approximately 0.4267 miles of existing track by replacing the 75-pound rail with heavier 110-pound or higher, and replace 30% of the ties. This will increase the load capacity of the line to handle 286,000-pound railcars.

2R0466 – Northwest Passage Willamette Valley Rail Trestle Improvement Project

This project includes upgrading nine Portland & Western Railroad (PNWR) wood trestles on its main line between northwest of Portland on to Albany:

One trestle rebuilding, replacing wood pilings and structure with steel to resolve an unstable base,

Three trestles upgrading, replacing bridge components with heavier materials,

Five open deck wood trestle conversions, including installation of concrete caps, steel stringers, and ties.

For each application the agenda package contains the project application, a map of the project, and a report of the statutory criteria scoring. Your task today is to prioritize the applications using the information provided plus your knowledge of the area and the needs of the area.

Final Review Committee Prioritized Funding Recommendation

County	APP. #	APPLICANT	PROJECT NAME	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	TIER	Equity Consideration	Climate Consideration	Region Priority
		ODOT	Project Selection, Administration, and Debt Service						
Lane	2R0455	Pacific Recycling	Pacific Recycling Spur Track Expansion	\$ 737,000.00	100	1	LP	SP	
Lane	2A0443	City of Eugene	Eugene Airport - Widening Taxiways Juliet & Lima to Air Cargo Apron	\$ 1,400,000.00	98	1	SP	SP	
Clatsop	2M0438	HYAK TONGUE POINT, LLC	Hyak Tongue Point 1500 Metric Ton Mobile Lift Project	\$ 13,900,000.00	94	1	SP	SP	
Benton	2A0445	City of Corvallis	Corvallis Airport Runway 17-35 Rehabilitation and Lighting	\$ 375,308.00	93	2	NP	NP	
Lane	2A0465	City of Creswell	Creswell Airport Runway 16-34 Reconstruction and Lighting Replacement	\$ 250,000.00	92	2	SP	SP	
Columbia	2R0434	Teevin Bros Land & Timber CO, LLC	Teevin Westport Multimodal Terminal Siding	\$ 1,100,000.00	92	2	LP	SP	
Lane	2A0474	City of Florence	Florence Municipal Airport Fueling Island Reconstruction	\$ 100,000.00	88	2	SP	NP	
Clatsop	2M0473	Pacific Seafood - Warrenton, LLC	Warrenton Fuel and Ice Dock Rehabilitation	\$ 756,000.00	86	2	NP	NP	
Lincoln	2M0476	Pacific Seafood - Newport, LLC	Pacific Seafood Pilings Replacement	\$ 861,500.85	86	2	LP	LP	
Clatsop	2M0461	Port of Astoria	East Mooring Basin Causeway Rebuild	\$ 7,094,228.00	84	2	LP	LP	

Final Review Committee Prioritized Funding Recommendation

County	APP. #	APPLICANT	PROJECT NAME	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	TIER	Equity Consideration	Climate Consideration	Region Priority
Tillamook	2A0441	Oregon Department of Aviation	Pacific City State Airport - Public Access and Apron Rehabilitation	\$ 204,000.00	79	3	SP	NP	
Polk	2R0462	Oregon Independence Railroad	Rehab Oregon Independence Railroad	\$ 422,861.67	65	3	NP	NP	
Linn	2R0466	Portland & Western Railroad	Northwest Passage Willamette Valley Rail Trestle Improvement Project	\$ 2,862,000.00	63	3	NP	NP	
Tillamook	2R0435	Oregon Coast Scenic Railroad and Port of Tillamook Bay	Nehalem River Bridge Pile Replacement	\$ 469,560.00	55	4	NP	NP	

ODOT

Connect Oregon 2021 Project Grant Application

[View full entry at CognitoForms.com.](#)

Entry Details

APPLICATION ID	Region 2 Rail, Short Line
ENTITY/ORGANIZATION/COMPANY NAME	Oregon Independence Railroad, LLC
ADDRESS	2007 State Street, Salem, Oregon 97301
WEBSITE ADDRESS	http://oregonindependencerailroad.com
CONTACT PERSON NAME	David Anzur
CONTACT PERSON TITLE	Executive Vice President
EMAIL	david@anzurlogistics.com
PHONE	(503) 585-4264
AUTHORIZED REPRESENTATIVE NAME, IF DIFFERENT FROM THE APPLICANT CONTACT	
ENTITY TYPE	Private
BUSINESS REGISTRY NUMBER	1697371-95

PROJECT NAME**Rehab Oregon Independence Railroad****CHECK THIS BOX IF THE PROJECT ADDRESS IS THE SAME AS THE ADDRESS LISTED ABOVE.**

No

PROJECT ADDRESS, (OR NEAREST STREET INTERSECTION OR LANDMARK)

510 Hoffman Rd, Independence, Oregon 97351

LATITUDE (DEGREES AND DECIMAL)

44.86477690568301

LONGITUDE (DEGREES AND DECIMAL)

-123.18697797735013

4. MODE

Rail, Short Line

5. CONNECT OREGON REGION

Region 2

6. BRIEF SUMMARY OF PROJECT

Oregon Independence Railroad (OIRR) is seeking grant funds to rehabilitate 2200' of track on approximately 0.4267 miles of existing track by replacing the 75-pound rail with heavier 110-pound or higher, and replace 30% of the ties. This will increase the load capacity of the line to handle 286,000-pound railcars.

7. PROJECT PURPOSE AND DESCRIPTION

Oregon Independence Railroad LLC (OIRR), is a short line railroad in City of Independence that is between Portland & Western Railroad and neighboring industrial users. The tracks were part of the historic Valley & Siletz Railroad, a logging railroad that was later owned by Boise Cascade. When Boise Cascade shuttered its plant, the property was sold off but part of the rail line was preserved.

OIRR is seeking funds to rehabilitate 2,200 feet of track on approximately 0.4267 miles of existing track. The newly rehabilitated track will

serve Western Interlock, a family owned Oregon business, which makes hardscape stone. Western Interlock is located at Rickreall and does not have rail service. Rather than building an expensive new loading/unloading track on their property, Western Interlock will use the OIRR tracks.

Project will restore common carrier operations to help local and neighboring businesses by providing a rail option to move products throughout Oregon and to the ports of Seattle and Tacoma for export.

Transporting product by rail instead of by truck can save businesses money in transportation costs and provide a safer alternative to trucks. Rail is more efficient than trucks and can reduce carbon emissions and fuel consumption. The overall benefits of this project will be removing traffic from congested highways, reducing safety concerns, and decreasing wear and tear on other parts of the road.

By placing a rail yard in Polk County, more businesses that rely on or are interested in rail may relocate nearby, bringing new economic opportunities to the area. For example, the neighboring property is certify shovel ready industrial site and is zoned industrial. Having this rail spur will enhance the value of the property and attract new private investment.

8. USEFUL LIFE (YEARS)

50 years.

(<https://www.ucsusa.org/sites/default/files/attach/gw-smart-infrastructure-table-life-expectancy.pdf>)

9. Project schedule

HAS THE MILESTONE BEEN MET?

Yes

PROJECTED START DATE OF
MILESTONE WORK

PROJECTED MILESTONE COMPLETION 10/1/2021
DATE

HAS THE MILESTONE BEEN MET? Yes

PROJECTED START DATE OF
MILESTONE WORK

PROJECTED MILESTONE COMPLETION 9/21/2020
DATE

HAS THE MILESTONE BEEN MET? Yes

PROJECTED START DATE OF
MILESTONE WORK

PROJECTED MILESTONE COMPLETION 10/21/2021
DATE

HAS THE MILESTONE BEEN MET? No

PROJECTED START DATE OF 5/2/2022
MILESTONE WORK

PROJECTED MILESTONE COMPLETION 10/24/2022
DATE

HAS THE MILESTONE BEEN MET? No

PROJECTED START DATE OF 9/1/2022
MILESTONE WORK

PROJECTED MILESTONE COMPLETION 10/3/2022
DATE

HAS THE MILESTONE BEEN MET? No

PROJECTED START DATE OF MILESTONE WORK 10/3/2022

PROJECTED MILESTONE COMPLETION DATE 10/1/2024

10. WILL THE PROJECT'S CONSTRUCTION SCHEDULE BE CONSTRAINED BY ENVIRONMENTAL CONSIDERATIONS (BIRD-NESTING, FISH-SPAWNING SEASONS, TEMPERATURE OR WEATHER)? No

11. WHO WAS RESPONSIBLE FOR DETERMINING THE PROJECT SCHEDULE AND WHAT IS THEIR LEVEL OF EXPERTISE? (I.E. CITY OR CONSULTING ENGINEER, CONSTRUCTION PROJECT MANAGER, CITY STAFF, ETC.) David Anzur, Executive VP OIRR, who has over 20 years in short line railroad development experience.

12. Project property control

IDENTIFY THE METHOD OF CONTROL FOR PROJECT PROPERTY Wholly or partially owned by applicant

13. DESCRIBE ANY PROJECT RISKS OR BARRIERS TO BEING READY FOR CONSTRUCTION AND YOUR PLAN TO ADDRESS THE RISKS/BARRIERS Low risk - Replacing existing infrastructure with newer more modern track.

14. DESCRIBE YOUR PUBLIC AND STAKEHOLDER ENGAGEMENT PROCESS EFFORTS After purchasing and reactivating the OIRR in October 2020 we reached out to the city of Independence economic director about local business contacts and have initiated conversation to gauge the level of interest in using rail. We have been in talks with businesses immediately adjacent to the rail yard and they are aware of our plans to develop it into a transload/rail yard. Western Interlock located in Rickreall and High Caliber Transload & Storage, Inc. have expressed interested in the site. OIRR has been working closely with the PNWR on ensuring connections to Class I railroads.

15. Public body approvals and permits

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE

Any additional specific permits or approvals needed

16. Planning and land use

STATUS	Completed
--------	-----------

EXPECTED COMPLETION DATE	12/3/2009
--------------------------	-----------

STATUS	Not applicable
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EXPECTED COMPLETION DATE	
--------------------------	--

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE	
--------------------------	--

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE	
--------------------------	--

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE	
--------------------------	--

STATUS	Not applicable
--------	----------------

EXPECTED COMPLETION DATE	
--------------------------	--

Any additional planning or land use efforts not specified above
Item 1

PLANING/LAND USE EFFORT	Oregon State Rail Plan
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STATUS	Completed
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EXPECTED COMPLETION DATE	8/13/2020
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Item 2

PLANING/LAND USE EFFORT	Oregon Freight Plan
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STATUS	Completed
--------	-----------

EXPECTED COMPLETION DATE	6/15/2011
--------------------------	-----------

17. PLANNING/LAND USE NARRATIVE	Polk County TSP, December 2009 - states preserving rail lines in the county to prevent abandonment, and Goal 4 support the use of freight rail network.
--	---

https://www.co.polk.or.us/sites/default/files/fileattachments/planning_division/page/2814/tsp09_main_text.pdf

Oregon Rail Plan states to maximize user of the rail network and to concentrate use to an industrial location.

Oregon State Rail Plan - ODOT - Sept. 18, 2014, revised August 13, 2020 - Page 91 (spurs), page 124 Section 4 (Goal 2a, 2b, 2c.), page 128 (3c), 131-132 (7.1, 7a-c.)

Oregon Freight Plan states funding and planning for more industrial spurs and has a policy goal of economic development.

Oregon Freight Plan - ODOT - June 15, 2011- pg8, 86,87
Congestion; 2.6.1 - shipper spurs; 7.2.1 economic development

18A. BUDGETED AMOUNT: LAND ACQUISITION	\$0.00
--	--------

18B. BUDGETED AMOUNT: PERMITS, OTHER PUBLIC BODY APPROVALS (APPLICATION PREPARATION/ FEES)	
---	--

18C. BUDGETED AMOUNT: DESIGN/ENGINEERING	
---	--

18D. \$27,856.50
BUDGETED
AMOUNT:
DESIGN/ENGINEERING
CONTRACT
ADMINISTRATION

18E. \$557,130.00
BUDGETED
AMOUNT:
CONSTRUCTION

18F.
BUDGETED
AMOUNT:
CONSTRUCTION CONTRACT
ADMINISTRATION

18G.
BUDGETED
AMOUNT:
MISCELLANEOUS

SUBTOTAL \$584,986.50

CONTINGENCY \$27,856.50

TOTAL PROJECT COST \$612,843.00

19. WHO WAS RESPONSIBLE FOR DETERMINING THE PROJECT BUDGET AND WHAT IS THEIR LEVEL OF EXPERTISE? David Anzur, Executive VP OIRR, who has over 20 years in short line railroad development experience.

TOTAL PROJECT COST	\$612,843.00
--------------------	--------------

GRANT REQUEST	\$422,861.67
---------------	--------------

APPLICANT MATCH (DOLLARS)	\$189,981.33
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APPLICANT MATCH (PERCENT)	31.00%
---------------------------	--------

21. Please identify each source of matching funds you will use for the project

Item 1

SOURCE	Transload study/plans
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AMOUNT	\$9,607.00
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Item 2

SOURCE	OIRR Match Funds Private
--------	--------------------------

AMOUNT	\$189,981.33
--------	--------------

Economic Benefits

22. HOW DOES THE PROJECT REDUCE TRANSPORTATION COSTS FOR OREGON BUSINESSES OR IMPROVE ACCESS TO JOBS AND SOURCES OF LABOR?

Shipping products by rail instead of trucking allows business to reduce their transportation costs because they do not have to invest in the purchase of trucks and the costs associated with owning and maintaining a fleet of trucks. It also saves on fuel because rail is more fuel efficient. Western Interlock has express interest in shipping 50,000 tons (or 450-500 railcars) of product to the site. Using rail will save Western

Interlock about \$200-\$400k in annual shipping costs. Other customers will see similar savings.

23. WHAT ARE THE SPECIFIC ECONOMIC BENEFITS TO THIS STATE THAT WILL RESULT FROM THIS PROJECT?

Western Interlock is planning to add 29 new FTE at their plant and rail access is key to their expansion. Currently Western Interlock doesn't have access to rail and this site is the closest. Having an active rail yard will provide incentives for businesses to locate near the rail yard in Polk County, bringing with them more jobs and opportunities.

Maintenance Costs - Project will reduce the number of miles truck have to travel on roadways/highways.

Value of Travel Time Savings - Transportation costs will reduce as truck miles decrease.

Freight Mobility and Reliability - Reduced long-distance truck freight operations results in fuel cost savings, energy independence, and lower truck vehicle maintenance costs both nationally and regionally. Increase usage of rail yard will result in increase tax revenue for Polk county and result in valuable new asset

Emission Costs - Project will reduce truck vehicle emissions

Accident Costs - Project will reduce miles of travel and result in fewer accidents and related costs.

24. DESCRIBE HOW THE PROJECT PROVIDES A CRITICAL LINK CONNECTING ELEMENTS OF OREGON'S TRANSPORTATION SYSTEM, AND HOW IT WILL MEASURABLY IMPROVE UTILIZATION AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.

Using rail will take about 4,000 one way truck trips off Oregon's highways that traverse through Salem and Portland. Furthermore this will reduce GHG by about 500 tons of CO2 by using rail over truck.

**25. HOW DOES THE PROJECT
IMPROVE OREGON'S
TRANSPORTATION SYSTEM
EFFICIENCY AND/OR UTILIZATION?**

Increases system capacity
Completes one or more gaps in Oregon's
transportation system
Removes an existing barrier
Relieves a bottleneck or congestion point

EXPLAIN:

Using rail will take about 4,000 one way truck trips off Oregon's highways that traverse through Salem and Portland. Furthermore this will reduce GHG by about 500 tons of CO2 by using rail over truck.

EXPLAIN:

Using rail will take about 4,000 one way truck trips off Oregon's highways that traverse through Salem and Portland. Furthermore this will reduce GHG by about 500 tons of CO2 by using rail over truck.

EXPLAIN:

Oregon State Rail Plan - ODOT - Sept. 18, 2014, revised August 13, 2020 - Page 91 (spurs), Page 95 "Service Needs and Connectivity Gaps" states "...support rail activity is to provide funds to build industrial spurs to critical locations that lack current access to the rail network." and page 124 Section 4 (Goal 2a, 2b, 2c.), page 128 (3c), 131-132 (7.1, 7a-c.)

EXPLAIN:

Western Interlock doesn't have access to a rail spur now and having this track will provide can access.

Untitled

**26. A) HOW
IS SUCCESS
MEASURED
FOR THIS
PROJECT
(INCLUDE
METHODOLOGY FOR**

Having a viable transloading site. Western Interlock is expects to review up to 100 railcar per year by 2024 and increasing to 500 by 2030.

CALCULATION)?

B) WHAT IS THE EXISTING MEASUREMENT TODAY? Not a viable site, and 0 carloads today

C) WHAT IS THE ANTICIPATED MEASUREMENT WHEN THE PROJECT IS FULLY OPERATIONAL? Having a viable transload site, and having 100 carloads by 2024

27. DOES THE PROJECT IMPROVE AN EXISTING TRANSPORTATION CONNECTION OR ADD A NEW CONNECTION TO AN INDUSTRIAL EMPLOYMENT CENTER? Yes

IF YES, CHECK ALL THAT APPLY. The project improves an existing connection

28. THIS PROJECT IMPROVES OR CREATES ACCESS TO: This project provides access to a site certified as 'Project Ready' by the Oregon Business Development Department.

NAME OF
THE
CERTIFIED
"PROJECT
READY"
SITE

510 Hoffman

29. DOES
THE
PROJECT
IMPROVE
SAFETY?

No

EXPLAIN.
PLEASE
NOTE THE
NUMBER
AND TYPE
OF
INCIDENTS
(FATAL
ACCIDENT,
INJURY
ACCIDENT,
PROPERTY-
DAMAGE
ACCIDENT,
CRIME,
OR OTHER)
WITHIN A
SPECIFIED
TIMEFRAME.

Removes up to 4,000 one-way truck trips through Portland and Salem. The city of Independence experienced the following crash summary (https://www.oregon.gov/odot/Data/Documents/Crashes_City.pdf):

30. DOES
THE
PROJECT
SERVE ONE
OR MORE
OF
OREGON'S
STATEWIDE
BUSINESS
CLUSTERS?
CHECK ALL
THAT
APPLY.

Forestry and Wood Products
Manufacturing
Energy Efficiency
Agriculture

PROVIDE
DETAIL ON
THE
BUSINESS

Western Interlock manufactures hardscape products for landscaping and High Caliber Transload & Storage is agriculture. Polk County is made up of mostly forests, agriculture, and farm land.

**CLUSTERS
SERVED.**

As of 2017 Polk county had 1,243 farms
(https://www.nass.usda.gov/Publications/AgCensus/2017/Online_Resources/County_Profiles/Oregon/cp41053.pdf) and 30 companies registered with
the Oregon Forest Industry (<https://www.orforestdirectory.com/company>).

31. DOES
THIS
PROJECT B
ENEFIT THE
OREGON
ECONOMY
BY
GENERATIN
G A NET
INCREASE
IN OR
RETENTION
OF LONG-
TERM JOBS
(BEYOND
SHORT-
TERM
CONSTRUCT
ION JOBS)
AND/OR
INCREASING
PRIVATE
INVESTMEN
T IN
OREGON?

Yes

Untitled

A) NUMBER OF LONG-TERM (NON-
CONSTRUCTION) JOBS CREATED OR
RETAINED AS A DIRECT RESULT OF
THE PROJECT: 29

B. AVERAGE ANNUAL WAGE OF
LONG-TERM (NON-CONSTRUCTION)
JOBS CREATED OR RETAINED: 45000

**c. List up to 5 businesses that will verify job
creation/retention or new private investment:**
Item 1

BUSINESS NAME Western Interlock

NAME OF CONTACT PERSON Landon Pegg

CONTACT PERSON PHONE (503) 999-1339

D. WHAT IS THE INCREASE BY THESE BUSINESSES IN OREGON AS A RESULT OF THIS PROJECT? 29 more full time employees

COMMITMENT LETTER ACKNOWLEDGEMENT Required for a yes answer. Commitment letters must be uploaded in section 35 and submitted with application. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retined over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity wouldmake in Oregon over a specified period of time as a direct result of thid project.

E) EXPLAIN Western Interlock confirmed they would remain in Oregon and the OIRR rail yard/transload facility will allow them to ship 50,000 tons of materials by rail and increase full time employees from 96 to 125.

32. IS THE PROJECT LOCATED WITHIN 10 MILES OF A SITE FOR MINING OR PROCESSING AGGREGATE THAT IS ALLOWED UNDER ORS 215.213 (2)(D) OR 215.283 (2)(B) ON LAND THAT IS ZONED EXCLUSIVE FARM USE? THIS IS NOT COMMON. Yes

PLEASE EXPLAIN The Illahee Hill uranium-vanadium prospect is located about 8.1 miles away in Salem, Oregon.

33. Additional Considerations

A) HOW DOES THIS PROJECT IMPACT EQUITY CONSIDERATIONS? OIRR is located in an economically challenged area. Running an active railyard can increase

and attract businesses to relocate in Polk county. OIRR will look into training programs for local minorities available at local colleges such as Western Oregon and Chemeketa Community College. Shipping products via rail is safer, efficient, and more environmentally friendly than trucking.

B) HOW DOES THE PROJECT IMPACT CLIMATE MITIGATION, ADAPTATION AND SUSTAINABILITY CONSIDERATIONS?*

Using rail will take about 4,000 one way truck trips off Oregon's highways that traverse through Salem and Portland. Furthermore this will reduce GHG by about 500 tons of CO2 by using rail over truck.

34. Maintenance and Operations

WHAT IS THE SOURCE/ARE THE SOURCES OF FUNDS FOR THE CONTINUED MAINTENANCE AND OPERATION OF THE PROJECT FOR THE USEFUL LIFE OF THE PROJECT?

Revenue collected from businesses using the OIRR railyard.

WHAT IS THE STATUS OF THESE FUNDS?

Budgeted (committed for future)

DESCRIBE THE STEPS REMAINING TO COMMIT MAINTENANCE AND OPERATIONS FUNDING FOR THE USEFUL LIFE OF THE PROJECT?

OIRR will cover maintenance cost derived from revenues. Maintenance is expected to low. Operations will be covered by customers who use the track and PNWR will spotting the cars.

HAVE YOU HAD PREVIOUS CONNECT OREGON GRANT AWARDS?

No

35. Documentation

DEPARTMENT OF REVENUE TAX CERTIFICATION

OIRR WH-192.pdf

LETTERS OF SUPPORT

OIRR Letter of Support - Jeremy Zuidema.pdf
PNWR OIRR Letter 2021.pdf

**PROPERTY OWNERSHIP, LAND
LEASE/CONTROL**

VS to OIRR QD - 9-18-2020 w recording
stamp.pdf
Polk County Assessor's Summary Report.pdf
Polk County Ledger report.pdf

SECRETARY OF STATE BUSINESS ID

OIRR SOS Business Registration.pdf

SITE PLANS, IF AVAILABLE

Transload Ph1.pdf
Transload Ph2.pdf

PLANNING/PERMITTING DOCUMENTS

COMMITMENT LETTERS

OIRR Letter of Support - Western Interlock.pdf

MISCELLANEOUS

OIRR Site Plan.pdf

36. Authorizations and Signatures

**PLEASE READ AND CHECK ALL
BOXES**

By checking this box, I certify that above-mentioned Applicant Organization supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Connect Oregon funds. I further certify that matching funds are available or will be available for the proposed project no later than 60 days prior to the Oregon Transportation Commission's final action on grant awards, anticipated to be in May or July 2022. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

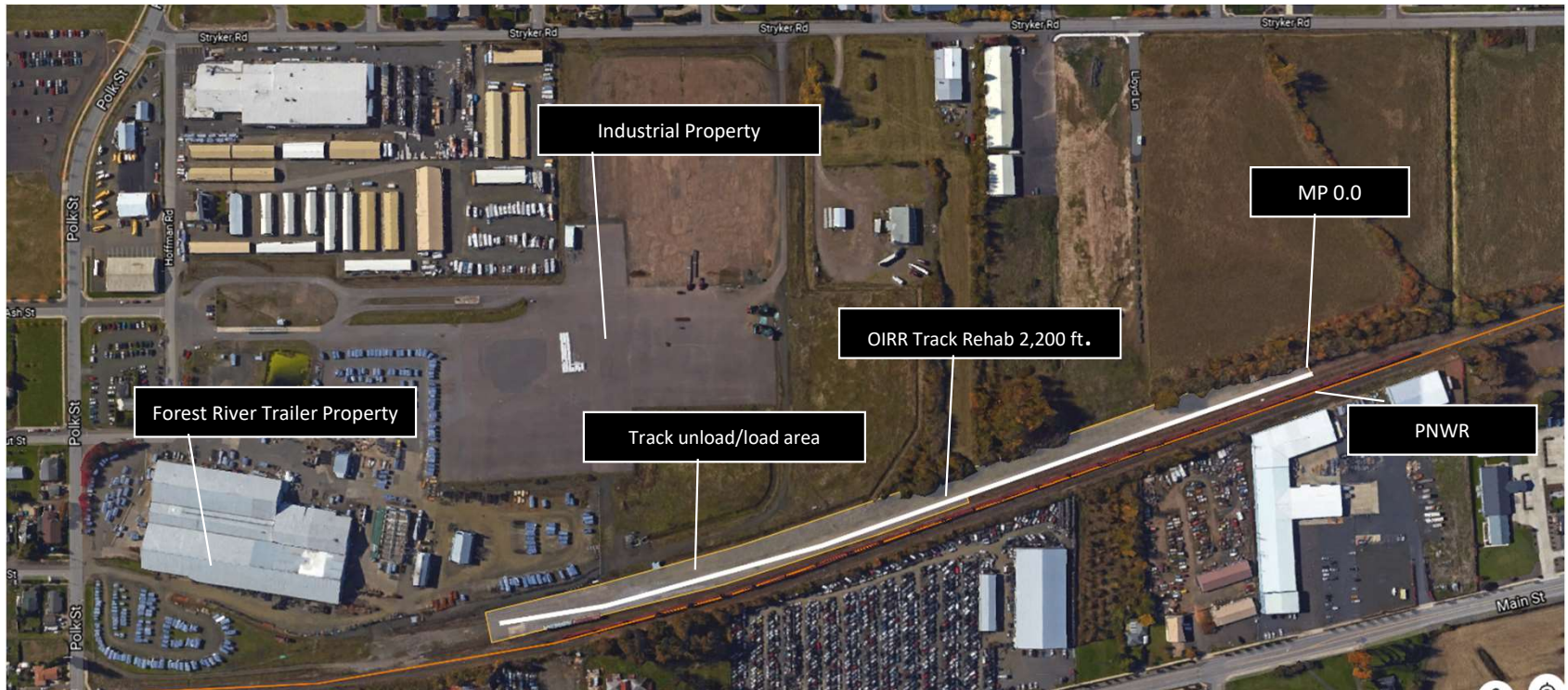
By checking this box, I certify that all of the content of this application is true to the best of my knowledge and that I have read the Sample Draft Agreement and will sign the Agreement if selected. I understand that non-compliance with the agreement and program may result in a cancelled project and return of grant funds.

By checking this box, I certify that per Oregon Administrative Rule (OAR) 731-035-0050(2)(b), as a condition of Connect Oregon program eligibility, applicants must be current on all state and local taxes, fees and assessments where applicable. Inasmuch, as an authorized representative, I declare, that MY ORGANIZATION, is to the best of the undersigned(s) knowledge, current on all Oregon state and local taxes, fees and assessments. As a continuing requirement to remain eligible, I understand that MY ORGANIZATION will remain current on all Oregon state and local taxes, fees and assessments and failure to comply with this rule may result in corrective action up to and including a determination of ineligibility for Connect Oregon funding. I further understand that Connect Oregon funds may be withdrawn should it be determined that this certification was signed falsely or in error, or that MY ORGANIZATION has become delinquent in its state and local tax, fee or assessment obligation.

SIGNATURE OF AUTHORIZED
REPRESENTATIVE

Captured

Oregon Independence Railroad (OIRR)



Connect Oregon 2021 – Statutory Considerations Review

Project Number: 2R0462

Project Name: Rehab Oregon Independence Railroad

Project Reviewer: R. Drake

On the following pages, tables are provided indicating which application questions relate to the identified consideration. A given question may relate to more than one consideration, and will appear under each relevant consideration.

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

Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
27-28	Industrial or employments connections	5	1
26a-c	Measurement of Success (Improved use and efficiency)	10	3
29	Safety	5	0
30	Serving Business Clusters	5	1
TOTAL AVAILABLE POINTS – Consideration “a”		25	5
Point System for 27-28, 29, 30: 0 – No positive benefit; 1-2 – Potential positive benefit; 3-4 – Likely positive benefit; and 5 – Significant positive benefit.		Point System for 26a-c 0 – No positive benefit; 1-3 – Potential positive benefit; 4-7 – Likely positive benefit; and 8-10 – Significant positive benefit.	
COMMENTS			
No data that supports their 100 rail car loads per day 2024?			
No data to support their estimate of 29 jobs being created.			
No data on the potential for additional customers.			

Consideration (c) - Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.

Item No.	Brief Description of Question (from Application	Points	Appraiser's Score
24	Explanation of benefits	8	3
25	Improvement of efficiency checkboxes	6	3
26a-c	Measurement of Success (Improved use and efficiency)	8	3
TOTAL AVAILABLE POINTS – Consideration “c”		20	9
Point System for 25: 0 – No positive benefit; 1-2 – Potential positive benefit; 3-4 – Likely positive benefit; and 5-6 – Significant positive benefit.		Point System for 24 and 26 0 – No positive benefit; 1-2 – Unlikely to make positive impact 3-4 – Potential positive benefits; 5-6 – Likely positive benefits; and 7-8 – Significant positive benefits.	
COMMENTS			
No data to support their estimate of eliminating 4,000 truck trips annually.			

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

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

20	Applicant will provide > 50% match	10	
TOTAL AVAILABLE POINTS – Consideration “d”		10	7
COMMENTS			

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

Item No.	Brief Description of Question (from Application	Points	Appraiser's Score
For this consideration, assume OTC decision in <u>May/July</u> grant execution date of <u>September 2022</u>			
14	Community engagement/outreach	2	1
9-11	Completion within 3 years of award	6	2
21	Matching funds (30 days prior to OTC decision)	2	2
12	Site ownership or control (30 days prior to OTC decision)	4	2
16-17	Land Use to allow for use at location (within 2 months of grant execution)	4	4
16-17	Limited Land Use decision; site plan review (within 6 months of grant execution)		
15	Securing all permits needed for construction (within 9 months of grant execution)	2	1
TOTAL AVAILABLE POINTS – Consideration “e”		20	12

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

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

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

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

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

31	Expected useful life is between 6 and 10 years	4	
31	Expected useful life is between 11 and 15 years	6	
31	Expected useful life is between 16 and 20 years)	8	
31	Expected useful life is > 20 years	10	10
TOTAL AVAILABLE POINTS – Consideration “f”		10	
COMMENTS			
No data to support their 50 year useful life estimate.			

Consideration “f” Maximum Benefit Calculation Table

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

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

(To be completed by ODOT Freight Planning Staff)

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

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

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

Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
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ODOT

Connect Oregon 2021 Project Grant Application

[View full entry at CognitoForms.com.](#)

Entry Details

APPLICATION ID	Region 2 Rail, Short Line
ENTITY/ORGANIZATION/COMPANY NAME	Portland & Western Railroad, Inc.
ADDRESS	1200 Howard Drive SE, Albany, Oregon 97321
WEBSITE ADDRESS	https://www.gwrr.com/pnwr/
CONTACT PERSON NAME	Don Smith
CONTACT PERSON TITLE	Director of Public Projects Western Region
EMAIL	don.smith@gwrr.com
PHONE	(832) 454-2181
AUTHORIZED REPRESENTATIVE NAME, IF DIFFERENT FROM THE APPLICANT CONTACT	Brad Ovitt
AUTHORIZED REPRESENTATIVE TITLE	President, Portland & Western Railroad, Inc.
PHONE	(503) 480-7779

EMAIL	brad.ovitt@gwrr.com
ENTITY TYPE	Private
BUSINESS REGISTRY NUMBER	47097480
PROJECT NAME	Northwest Passage Willamette Valley Rail Trestle Improvement Project
CHECK THIS BOX IF THE PROJECT ADDRESS IS THE SAME AS THE ADDRESS LISTED ABOVE.	No
PROJECT ADDRESS, (OR NEAREST STREET INTERSECTION OR LANDMARK)	Project covers a corridor and a single address is not appropriate.
LATITUDE (DEGREES AND DECIMAL)	45.5957898
LONGITUDE (DEGREES AND DECIMAL)	122.91932
4. MODE	Rail, Short Line
5. CONNECT OREGON REGION	Region 2
6. BRIEF SUMMARY OF PROJECT	<p>This project includes upgrading nine Portland & Western Railroad (PNWR) wood trestles on its main line between northwest of Portland on to Albany:</p> <p>One trestle rebuilding, replacing wood pilings and structure with steel to resolve an unstable base,</p> <p>Three trestles upgrading, replacing bridge components with heavier materials,</p> <p>Five open deck wood trestle conversions,</p>

including installation of concrete caps, steel stringers, and ties.

See attached project map and detailed SOW.

7. PROJECT PURPOSE AND DESCRIPTION

Overall focus of project is to reinforce and improve resiliency of nine trestles, to better withstand 286,000 lb. rail cars, on a significant rail corridor between Portland and Eugene. Results will be better rail freight services to 59 Oregon companies, less truck traffic on regional roads and improved air quality.

The bridge identified as OREL 71.8 is a 58 span, 806' long timber trestle located just south of downtown Salem. This project will replace all 58 timber spans with 28 steel spans improving strength, seismic capacity and useful life while minimizing fire risk. This bridge has caught fire twice in recent years.

Additionally, this project includes upgrading five other trestles with concrete caps, steel stringers, and ties; all located on the PNWR United Railway district.

Bridge strengthening stringer replacements will also be carried out on two (2) United Railway district bridges and one (1) OE district bridge OREL 99.5. Execution of the identified scope work will improve asset strength, seismic capacity and useful life.

Summary of benefits:

- This project provides a major transportation infrastructure improvement for freight movement, addressing nine critical rail bridge structures for the movement of freight through a major corridor in Oregon. Project will assure the corridor can handle 286,000 lb. rail freight cars.
- The resiliency of the scoped nine bridge structures will be significantly improved. Critical

bridge components will be upgraded from wood to concrete and steel.

- Directly support 59 Oregon companies using this rail corridor, and the thousands of well-paying jobs associated with these companies, will be economically supported. This corridor will continue to be an efficient, safe and environmentally-sound means for these companies to ship their products and raw materials.

Please also see attached project white paper.

8. USEFUL LIFE (YEARS)

The expected useful life of this project exceeds 20 years. There are four main considerations for useful life analysis in this project. All four considerations come from American Railway Engineering and Maintenance of Way Association (AREMA) guidance as well as previously documented inspections and projects on PNWR. (1) Timber Ties – expected useful life of a timber tie deck is 20 years. With basic maintenance activities, we typically see 25-30 years in practice. (2) Concrete Caps – expected useful life of a concrete cap is 30 years. With basic maintenance activities, we expect to see 35-40 years in practice. (3) Timber stringers – expected useful life of a timber stringer is 20 years. With basic maintenance activities, we typically see 25-30 years in practice. (4) Steel pilings and structural components – AREMA recommends a design life of 50 years. With basic maintenance activities, we typically see 70-80 years in practice.

9. Project schedule

HAS THE MILESTONE BEEN MET?

Yes

PROJECTED START DATE OF
MILESTONE WORK

**PROJECTED MILESTONE
COMPLETION DATE**

HAS THE MILESTONE BEEN MET? Yes

**PROJECTED START DATE OF
MILESTONE WORK**

**PROJECTED MILESTONE
COMPLETION DATE**

HAS THE MILESTONE BEEN MET? No

**PROJECTED START DATE OF
MILESTONE WORK** 7/1/2022

**PROJECTED MILESTONE
COMPLETION DATE** 7/31/2022

HAS THE MILESTONE BEEN MET? No

**PROJECTED START DATE OF
MILESTONE WORK** 7/31/2022

**PROJECTED MILESTONE
COMPLETION DATE** 9/30/2022

HAS THE MILESTONE BEEN MET? No

**PROJECTED START DATE OF
MILESTONE WORK** 10/10/2022

**PROJECTED MILESTONE
COMPLETION DATE** 11/7/2022

HAS THE MILESTONE BEEN MET? No

**PROJECTED START DATE OF
MILESTONE WORK** 11/28/2022

PROJECTED MILESTONE
COMPLETION DATE

5/31/2024

10. WILL THE PROJECT'S
CONSTRUCTION SCHEDULE BE
CONSTRAINED BY ENVIRONMENTAL
CONSIDERATIONS (BIRD-NESTING,
FISH-SPAWNING SEASONS,
TEMPERATURE OR WEATHER)?

No

11. WHO WAS RESPONSIBLE FOR
DETERMINING THE PROJECT
SCHEDULE AND WHAT IS THEIR
LEVEL OF EXPERTISE? (I.E. CITY OR
CONSULTING ENGINEER,
CONSTRUCTION PROJECT
MANAGER, CITY STAFF, ETC.)

Genesee & Wyoming (G&W, parent company of Portland & Western Railroad) Western Region engineering team is responsible for the preliminary project schedule and estimate. The team includes three railroad Maintenance of Way professionals well-versed in this type of proposed project, one of whom is a licensed professional engineer in the state of Oregon. This team will oversee professional third party engineering firms that will be used as necessary in the successful completion of project.

12. Project property control

IDENTIFY THE METHOD OF CONTROL
FOR PROJECT PROPERTY

Wholly or partially owned by applicant

13. DESCRIBE ANY PROJECT RISKS
OR BARRIERS TO BEING READY FOR
CONSTRUCTION AND YOUR PLAN TO
ADDRESS THE RISKS/BARRIERS

The G&W Western Region engineering team has reviewed the site and work scope to determine there are very few, if any, barriers to construction readiness. In fact, the only obstacles identified are those considered unforeseeable by the the team. For example, unexpected environmental requirements resulting from environmental Categorical Exclusion analysis or other unknown study results related to recent development of other projects in the area.

14. DESCRIBE YOUR PUBLIC AND
STAKEHOLDER ENGAGEMENT
PROCESS EFFORTS

PNWR already engaged business partners within the proposed project footprint. All local

community jurisdictions including the locations of the nine bridge structures have been engaged and will be engaged in close coordination as the project is approved and proceeds into construction. Support and commitment letters from state officials and customers are attached. Other stakeholders will be included in project communications as they are identified.

A white paper on the project was developed explaining the project and used in initial stakeholder outreaches. It is attached.

15. Public body approvals and permits

STATUS	Permit required/materials not submitted
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EXPECTED COMPLETION DATE	7/31/2022
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STATUS	Not applicable
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EXPECTED COMPLETION DATE	
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STATUS	Not applicable
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EXPECTED COMPLETION DATE	
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STATUS	Not applicable
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EXPECTED COMPLETION DATE	
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STATUS	Not applicable
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EXPECTED COMPLETION DATE	
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STATUS	Not applicable
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EXPECTED COMPLETION DATE

STATUS

Not applicable

EXPECTED COMPLETION DATE

Any additional specific permits or approvals needed Item 1

SPECIFIC PERMIT OR APPROVAL
NEEDED

Not applicable

STATUS

EXPECTED COMPLETION DATE

16. Planning and land use

STATUS

Not applicable

EXPECTED COMPLETION DATE

STATUS

Not applicable

EXPECTED COMPLETION DATE

STATUS

Not applicable

EXPECTED COMPLETION DATE

STATUS

Not applicable

EXPECTED COMPLETION DATE

STATUS

Not applicable

EXPECTED COMPLETION DATE

STATUS

Not applicable

EXPECTED COMPLETION DATE

Any additional planning or land use efforts not specified above

Item 1

PLANING/LAND USE EFFORT

Not applicable

STATUS

EXPECTED COMPLETION DATE

17. PLANNING/LAND USE NARRATIVE

All project work will be contained within PNWR right-of-way property, either owned or long term leased by the railroad. All work involves existing trestle structures, and fully is within a definition of "maintenance" of existing structures. No planning or land use permitting is expected to be required for this work.

For this project, this is not applicable.

18A. BUDGETED AMOUNT: LAND ACQUISITION

\$0.00

18B. BUDGETED AMOUNT: PERMITS, OTHER PUBLIC BODY APPROVALS (APPLICATION PREPARATION/FEEs)

\$0.00

18C. BUDGETED AMOUNT: DESIGN/ENGINEERING

\$177,700.00

18D. BUDGETED AMOUNT: DESIGN/ENGINEERING CONTRACT ADMINISTRATION

\$0.00

18E. BUDGETED AMOUNT: CONSTRUCTION	\$3,539,645.00
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18F. BUDGETED AMOUNT: CONSTRUCTION CONTRACT ADMINISTRATION	\$0.00
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18G. BUDGETED AMOUNT: MISCELLANEOUS	\$0.00
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SUBTOTAL	\$3,717,345.00
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CONTINGENCY	\$371,655.00
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TOTAL PROJECT COST	\$4,089,000.00
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19. WHO WAS RESPONSIBLE FOR DETERMINING THE PROJECT BUDGET AND WHAT IS THEIR LEVEL OF EXPERTISE?	The Western Region leadership team, providing support and oversight of the PNWR, was responsible for the preliminary project estimate and budget. The team includes three railroad Maintenance of Way professionals one of whom is a licensed professional engineer in the state of Oregon. Corporate Vice President of Purchasing reviewed and approved the project budget.
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TOTAL PROJECT COST	\$4,089,000.00
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GRANT REQUEST	\$2,862,000.00
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APPLICANT MATCH (DOLLARS)	\$1,227,000.00
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APPLICANT MATCH (PERCENT	30.01%
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21. Please identify each source of matching funds you will use for the project

Item 1

SOURCE

PNWR

AMOUNT

\$1,227,000.00

Economic Benefits

22. HOW DOES THE PROJECT REDUCE TRANSPORTATION COSTS FOR OREGON BUSINESSES OR IMPROVE ACCESS TO JOBS AND SOURCES OF LABOR?

Project will reduce transportation costs by significantly strengthening a key freight corridor through the Willamette Valley by upgrading nine bridge structures to ensure long term ability to handle modern, fully-loaded 286,000 pound freight cars. This will give 59 Oregon company locations currently shipping freight over this line continued seamless connectivity to the national rail network, facilitating their inbound flows of raw materials and outbound flows of their finished products.

Maintaining a 286,000 lb. freight car weight limit allows for on average approx. 17 percent more lading (cargo) per freight car. On a per ton basis it is more cost effective to ship in a fully loaded 286,000 lb. freight car than something with a lighter loading. Another aspect of customer value of this project is to ensure that current and future customers enjoy highly competitive rail freight rates versus the truck highway rates. See attachment of companies.

23. WHAT ARE THE SPECIFIC ECONOMIC BENEFITS TO THIS STATE THAT WILL RESULT FROM THIS PROJECT?

By assuring ability to use modern, fully-loaded rail cars and reliable connectivity to the national rail network, the Northwest Passage Willamette Valley Rail Trestle Improvement Project will directly assist all 59 Oregon customer locations served over the corridor to better compete in their domestic and international markets, supporting their longevity and vitality at their Oregon locations. There are an estimated 6,533 industrial, manufacturing and agricultural jobs associated with these 59 sites according to the

customers.

These jobs are directly supported by a viable means to connect their places of employment to the national rail freight network through freight services over the Portland & Western United Railways and OE districts. The reported average hourly salary for a manufacturing sector job (per Oregon Manufacturing Extension Partnership, <https://www.omep.org/who-weve-helped/oregon-manufacturing-industry-facts/>), is \$25.98. Based on a 50 week, 40 hour per week annual period, this results in an estimated annual base payroll supported by this project of almost \$340 million. Note, this does not include the value of benefits most often provide by these jobs.

24. DESCRIBE HOW THE PROJECT PROVIDES A CRITICAL LINK CONNECTING ELEMENTS OF OREGON'S TRANSPORTATION SYSTEM, AND HOW IT WILL MEASURABLY IMPROVE UTILIZATION AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.

1 Keeps approx. 108,300 truck trips off of regional roadways, esp. I-5 (fully Willamette Valley) and I-84 (Portland Metro).

2 Removes freight passing through City of Portland that is neither originating nor terminating there.

3 Improves resiliency of a key rail corridor serving approx. 2/3 of Oregon's entire population.

4 Increases capacity on rail line by ensuring heavier freight cars can be used, resulting in fewer cars needed to move the same amount of freight.

25. HOW DOES THE PROJECT IMPROVE OREGON'S TRANSPORTATION SYSTEM EFFICIENCY AND/OR UTILIZATION?

Relieves a bottleneck or congestion point
Reduces traffic or use conflicts
Increases system capacity
Other (Please explain below)

EXPLAIN:

The Portland & Western Railroad corridor improved by the proposed ConnectOregon project funnels freight shipments away from downtown Portland, around its northwest perimeter then down the Willamette Valley to Salem, Albany and Eugene. This project can provide relief for freight on western Oregon highways, widely recognized as suffering from a serious traffic congestion problem. Per a 2016 Oregon Region Traffic Performance Report: "Data for the region's six freeways show increasing congestion, decreasing travel speeds, greater delays and unreliable trip times," the report found. "Traffic congestion in the Portland region can now occur at any hour of the day, including holidays and weekends; it is no longer only a weekday peak hour problem." And finally "Freight haulers can no longer rely on using the mid-day hours to move goods and services freely. As mid-day becomes more unreliable, freight has more problems meeting delivery schedules, forcing up the cost of shipping".

EXPLAIN:

Project will provide:

1. Help keep trucks off of regional highways, reducing demands on those roads by providing an efficient, economical and safe option to move the freight on the private and underutilized rail network.
2. Increase the efficiency of train movement over the Portland & Western Railroad main line just north of the St. Johns neighborhood in Portland known as Burlington, then proceeding to Beaverton, Banks, Hillsboro and Wilsonville, then passing south to Salem, Albany and Eugene. Modern freight cars can transport more freight per car, and will require less track / rail line capacity than older cars limited to carrying less freight weight.

EXPLAIN:

Not only will this project improve the future ability of the PNWR main line between Portland and Eugene to safely and efficiently handle modern fully-loaded freight cars, it will help reduce the demands of truck traffic on regional highways, most significantly I-5 through the the most populated area of Oregon. Currently this rail line handles the equivalent of over 108,000 truck trips per year, or almost 300 per day, keeping them off of I-5 and other roadways. With growth in the region, movement of freight over the rail line will increase and it will facilitate additional highway to rail diversion. This is turn will reduce pressures on ODOT to further expand capacity of I-5.

This project will help improve air quality throughout the Willamette Valley. According to study results compiled by the Association of American Railroads, compared to trucks rail freight emits 75 percent less greenhouse gases and is three to four times more fuel efficient (see attachment)

EXPLAIN:

By supporting efforts to keep 108,000 truck trips a year off of Willamette Valley highways, quality of life for Oregonians in the Willamette Valley will certainly improve, through better air quality and less highway congestion. Furthermore, this project keeps both rail and highway freight shipments out of the center corridor through Portland. Often these freight corridors through the city are surrounded by distressed and disadvantaged neighborhoods. By shifting the freight on the PNWR line that loops around the northwestern side of Portland, congestion (both roadway and rail) is reduced, air quality is improved, and quality of life in distressed and disadvantaged neighborhoods is helped.

Untitled

26. A) HOW IS SUCCESS MEASURED FOR THIS PROJECT (INCLUDE METHODOLOGY FOR CALCULATION)?

Success will be measured in two manners:
1. Upgrade success: Full completion of the scope of work, resulting in nine bridge structures improved and ready to routinely handle 286,000 lb. rail cars for 20 years with routine maintenance. Verified statements by project engineering and supervising PE bridge engineer on completion.

2. Maintain 286,000 lb. rail car bridge rating for at least 20 years after project completion.

B) WHAT IS THE EXISTING MEASUREMENT TODAY?

286,000 lb.

C) WHAT IS THE ANTICIPATED MEASUREMENT WHEN THE PROJECT IS FULLY OPERATIONAL?

286,000 lb. bridge rating maintained for at least 20 years after completion of project.

27. DOES THE PROJECT IMPROVE AN EXISTING TRANSPORTATION CONNECTION OR ADD A NEW CONNECTION TO AN INDUSTRIAL OREMPLOYMENT CENTER?

Yes

IF YES, CHECK ALL THAT APPLY.

The project improves an existing connection

28. THIS PROJECT IMPROVES OR CREATES ACCESS TO:

Industrial center

NAME OF THE INDUSTRIAL CENTER

Portland Metro and Willamette Valley

29. DOES THE PROJECT IMPROVE SAFETY?

Yes

EXPLAIN. PLEASE NOTE THE NUMBER AND TYPE OF INCIDENTS (FATAL ACCIDENT, INJURY ACCIDENT, PROPERTY-DAMAGE ACCIDENT, CRIME, OROTHER) WITHIN A SPECIFIED TIMEFRAME.

By keeping freight off of regional highways, opportunities for highway crashes and fatalities are reduced. For 2019, Oregon DOT Crash Analysis and Reporting Division in its 2021 report stated state-wide there were 2,384 roadway accidents involving trucks, with 51

associated fatalities. Of the total accidents, 1,470 occurred on "primary state highways (urban and rural), or 62 percent of total.

30. DOES THE PROJECT SERVE ONE OR MORE OF OREGON'S STATEWIDE BUSINESS CLUSTERS? CHECK ALL THAT APPLY.

Forestry and Wood Products
Agriculture
Food Processing
Manufacturing

PROVIDE DETAIL ON THE BUSINESS CLUSTERS SERVED.

See Attachment "Customers Served Directly by Northwest Passage Willamette Valley Rail Trestle Improvement Project" for complete breakdown. Business groups served includes Agriculture, Forest Products, Aggregates, Building Products, Cement, Chemicals, Food Products, Transloading, Petroleum, Plastics, Steel and Warehousing.

31. DOES THIS PROJECT BENEFIT THE OREGON ECONOMY BY GENERATING A NET INCREASE IN OR RETENTION OF LONG-TERM JOBS (BEYOND SHORT-TERM CONSTRUCTION JOBS) AND/OR INCREASING PRIVATE INVESTMENT IN OREGON?

Yes

Untitled

A) NUMBER OF LONG-TERM (NON-CONSTRUCTION) JOBS CREATED OR RETAINED AS A DIRECT RESULT OF THE PROJECT:

6533

B. AVERAGE ANNUAL WAGE OF LONG-TERM (NON-CONSTRUCTION) JOBS CREATED OR RETAINED:

51960

c. List up to 5 businesses that will verify job creation/retention or new private investment:
Item 1

BUSINESS NAME	Cascade Pacific Pulp
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NAME OF CONTACT PERSON	Casey Giles
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CONTACT PERSON PHONE	(541) 369-1119
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Item 2

BUSINESS NAME	White's Hauling & Farm
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NAME OF CONTACT PERSON	Stephanie Harrison
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CONTACT PERSON PHONE	(503) 838-3505
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D. WHAT IS THE INCREASE BY THESE BUSINESSES IN OREGON AS A RESULT OF THIS PROJECT?	To be determined.
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COMMITMENT LETTER ACKNOWLEDGEMENT	Required for a yes answer. Commitment letters must be uploaded in section 35 and submitted with application. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retined over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity wouldmake in Oregon over a specified period of time as a direct result of thid project.
--	--

E) EXPLAIN	PNWR customers served on this project line clearly support this grant request. While none can formally commit to future employment levels, several on short notice provided email statements demonstrating the importance of the ability to handle 286,000 lb. modern fully-loaded freight cars for the future success of their
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enterprises and their employment. The emails are attached as requested.

32. IS THE PROJECT LOCATED WITHIN 10 MILES OF A SITE FOR MINING OR PROCESSING AGGREGATE THAT IS ALLOWED UNDER ORS 215.213 (2)(D) OR 215.283 (2)(B) ON LAND THAT IS ZONED EXCLUSIVE FARM USE? THIS IS NOT COMMON.

No

33. Additional Considerations

A) HOW DOES THIS PROJECT IMPACT EQUITY CONSIDERATIONS?

Historically marginalized populations are more likely to experience disparate impacts from the consequences of climate change. Programs targeting greenhouse gas (GHG) emissions and co-pollutants are one way to address both climate change and environmental justice. This project will facilitate rail growth and diversion of trucks off highways. Truck trip reduction directly improves air quality and reduces GHG. Freight moved by rail versus trucks results in significant reduction in GHG emissions.

B) HOW DOES THE PROJECT IMPACT CLIMATE MITIGATION, ADAPTATION AND SUSTAINABILITY CONSIDERATIONS?*

Initially, at least 108,000 truck trips will not be on Oregon highways. The project will facilitate rail growth and diversion of future trucks off of highways. Truck trip reduction directly improves air quality and reduces greenhouse gases. Railroads are three to four times more fuel efficient than trucks. Freight moved by rail versus trucks results in a 75 percent reduction in greenhouse gas emissions. Rail is the most environmentally sensitive means to move freight in Oregon.

34. Maintenance and Operations

WHAT IS THE SOURCE/ARE THE SOURCES OF FUNDS FOR THE CONTINUED MAINTENANCE AND

The source of funding for the continued maintenance and operation of the assets

OPERATION OF THE PROJECT FOR THE USEFUL LIFE OF THE PROJECT?	associated with this project will be from the on-going cash flows of the Portland and Western Railroad.
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WHAT IS THE STATUS OF THESE FUNDS?	Secured (available now) Budgeted (committed for future)
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DESCRIBE THE STEPS REMAINING TO COMMIT MAINTENANCE AND OPERATIONS FUNDING FOR THE USEFUL LIFE OF THE PROJECT?	The Portland and Western Railroad rigorously inspects and maintains all of its bridge structures, with routine scheduled inspections, repairs and maintenance as required. The railroad commits inspection and maintenance funding for the assets improved in this project through its annual budgeting process.
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HAVE YOU HAD PREVIOUS CONNECT OREGON GRANT AWARDS?	Yes
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WHICH CYCLE(S)?	Connect Oregon I Connect Oregon III Connect Oregon V Connect Oregon II Connect Oregon IV
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WHAT WAS THE TOTAL AWARD?	\$31,525,152.00
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35. Documentation

DEPARTMENT OF REVENUE TAX CERTIFICATION	PNWR-Portland & Western Railroad Inc. Tax W9.pdf
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LETTERS OF SUPPORT	PNWR ConnectOregon Support Letter - Foster Farms.pdf PNWR ConnectOregon Support Letter - Hampton Lumber.pdf PNWR ConnectOregon Support Letter - Rep Brian Clem.pdf PNWR ConnectOregon Support Letter - Rep Janeen Sollman.pdf
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PNWR ConnectOregon Support Letter - Sen Betsy Johnson.pdf
 PNWR ConnectOregon Support Letter - Sen Gelser Blouin.pdf
 PNWR ConnectOregon Support Letter - Teevin Bros..pdf
 PNWR ConnectOregon Support Letter - Sen Chuck Riley.pdf
 PNWR ConnectOregon Support Letter - Commisioner Sherrie Sprenger.pdf

PROPERTY OWNERSHIP, LAND LEASE/CONTROL

Connect Oregon - PNWR BNSF grant letter - Land Control.pdf

SECRETARY OF STATE BUSINESS ID

Oregon SOS - Corporation - Business Entity Filing Records - PNWR.PDF

SITE PLANS, IF AVAILABLE

PLANNING/PERMITTING DOCUMENTS

COMMITMENT LETTERS

PNWR ConnectOregon - Cascade Pacific Pulp email.pdf
 PNWR ConnectOregon - White's Hauling and Farm email.pdf

MISCELLANEOUS

PNWR Connect Oregon - AAR Freight Rail & Preserving the Environment Fact Sheet.pdf
 PNWR ConnectOregon - Customers Served by Project Info.pdf
 PNWR ConnectOregon - Project Statement of Work.pdf
 PNWR ConnectOregon - Project White Paper.pdf

36. Authorizations and Signatures

PLEASE READ AND CHECK ALL BOXES

By checking this box, I certify that above-mentioned Applicant Organization supports the

proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Connect Oregon funds. I further certify that matching funds are available or will be available for the proposed project no later than 60 days prior to the Oregon Transportation Commission's final action on grant awards, anticipated to be in May or July 2022. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

By checking this box, I certify that all of the content of this application is true to the best of my knowledge and that I have read the Sample Draft Agreement and will sign the Agreement if selected. I understand that non-compliance with the agreement and program may result in a cancelled project and return of grant funds.

By checking this box, I certify that per Oregon Administrative Rule (OAR) 731-035-0050(2)(b), as a condition of Connect Oregon program eligibility, applicants must be current on all state and local taxes, fees and assessments where applicable. Inasmuch, as an authorized representative, I declare, that MY ORGANIZATION, is to the best of the undersigned(s) knowledge, current on all Oregon state and local taxes, fees and assessments. As a continuing requirement to remain eligible, I understand that MY ORGANIZATION will remain current on all Oregon state and local taxes, fees and assessments and failure to comply with this rule may result in corrective action up to and including a determination of ineligibility for Connect Oregon funding. I further understand that Connect Oregon funds may be withdrawn should it be determined that this certification was signed falsely or in error, or that MY ORGANIZATION has become delinquent in its state and local tax, fee or assessment obligation.

**SIGNATURE OF AUTHORIZED
REPRESENTATIVE**

Captured

ConnectOregon Grant Request
Northwest Passage Willamette Valley Rail Trestle Improvement Project
Scope of Work
Rebuilding and/or Upgrading Nine Railroad Trestles

1. Bridge UNRL-11.9 (Portland): In span No. 18 replace bridge structure stringers and replace all bridge timbers (crossties) on this section. Span is 21.5 feet long and crosses over McNamee Road.
2. Bridge UNRL-16.7 (Hillsboro): In span No. 45 replace bridge structure stringers. Span is 21.5 feet long, crossing Dick Road.
3. Bridge UNRL-17.8 (Hillsboro): Replace all caps, stringers and bridge timbers (crossties) with concrete caps, steel stringers and hardwood treated crossties. Bridge is 141 feet long and crosses a drainage ditch.
4. UNRL-19.9 (North Plaines): Replace all caps, stringers and bridge timbers (crossties) with concrete caps, steel stringers and hardwood treated crossties. Bridge is 141 feet long and crosses a drainage ditch.
5. UNRL-24.0 (Cornelius): Replace all caps, stringers and bridge timbers (crossties) with concrete caps, steel stringers and hardwood treated crossties. Bridge is 55' long and crosses a small cattle pass/drainage ditch.
6. UNRL-24.2 (Cornelius): Replace all caps, stringers and bridge timbers (crossties) with concrete caps, steel stringers and hardwood treated crossties. Bridge is 15 feet long and crosses a small drainage ditch.
7. UNRL-24.7 (Cornelius): Replace all caps, stringers and bridge timbers (crossties) with concrete caps, steel stringers and hardwood treated crossties. Bridge is 70 feet long and crosses Bledsoe Creek.
8. OREL-71.3 (Salem): Replace 58 existing timber bents with 27 new driven steel bents, to be driven to resistance through unstable subsoil. Piling to be driven using a dampening system to minimize noise. New fabricated and erected 26 spans to replace existing shorter spans. Bridge crosses a flood plain adjacent to the slough of the Willamette River. Will correct subsidence of current soil pressing on current pilings, risking trestle to move out of alignment. New steel pilings will be driven to resistance, beyond problematic soil structure.
9. OREL-99.5 (Albany): Replace all stringers, ballast pan timbers, ballast retainers, ballast, and track ties with new material. Bridge total length is approximately 84 feet, and crosses an apparently private dirt road labeled "SW 13th Ave".



Connect Oregon 2021 – Statutory Considerations Review

Project Number: 2R0466

Project Name: Northwest Passage Willamette Valley Rail Trestle Improvement Project

Project Reviewer: R. Drake

On the following pages, tables are provided indicating which application questions relate to the identified consideration. A given question may relate to more than one consideration, and will appear under each relevant consideration.

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

Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
27-28	Industrial or employments connections	5	4
26a-c	Measurement of Success (Improved use and efficiency)	10	7
29	Safety	5	4
30	Serving Business Clusters	5	4
TOTAL AVAILABLE POINTS – Consideration “a”		25	19
Point System for 27-28, 29, 30: 0 – No positive benefit; 1-2 – Potential positive benefit; 3-4 – Likely positive benefit; and 5 – Significant positive benefit.		Point System for 26a-c 0 – No positive benefit; 1-3 – Potential positive benefit; 4-7 – Likely positive benefit; and 8-10 – Significant positive benefit.	
COMMENTS			
A maintenance item that should be part of an operating budget. Would have received a higher score if the project added capacity to the existing structures.			

Consideration (c) - Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.

Item No.	Brief Description of Question (from Application	Points	Appraiser's Score
24	Explanation of benefits	8	6
25	Improvement of efficiency checkboxes	6	5
26a-c	Measurement of Success (Improved use and efficiency)	8	6
TOTAL AVAILABLE POINTS – Consideration “c”		20	17
Point System for 25: 0 – No positive benefit; 1-2 – Potential positive benefit; 3-4 – Likely positive benefit; and 5-6 – Significant positive benefit.		Point System for 24 and 26 0 – No positive benefit; 1-2 – Unlikely to make positive impact 3-4 – Potential positive benefits; 5-6 – Likely positive benefits; and 7-8 – Significant positive benefits.	
COMMENTS			

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

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

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

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

Item No.	Brief Description of Question (from Application	Points	Appraiser's Score
For this consideration, assume OTC decision in <u>May/July</u> grant execution date of <u>September 2022</u>			
14	Community engagement/outreach	2	1
9-11	Completion within 3 years of award	6	5
21	Matching funds (30 days prior to OTC decision)	2	2
12	Site ownership or control (30 days prior to OTC decision)	4	4
16-17	Land Use to allow for use at location (within 2 months of grant execution)	4	4
16-17	Limited Land Use decision; site plan review (within 6 months of grant execution)		
15	Securing all permits needed for construction (within 9 months of grant execution)	2	1
TOTAL AVAILABLE POINTS – Consideration “e”		20	17

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

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

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

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

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

31	Expected useful life is between 6 and 10 years	4	
31	Expected useful life is between 11 and 15 years	6	
31	Expected useful life is between 16 and 20 years)	8	
31	Expected useful life is > 20 years	10	10
TOTAL AVAILABLE POINTS – Consideration “f”		10	
COMMENTS			

Consideration “f” Maximum Benefit Calculation Table

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

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

(To be completed by ODOT Freight Planning Staff)

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

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

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

Item No.	Brief Description of Question (from Application)	Points	Appraiser's Score
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