

Memorandum Date: March 24, 2008  
Order Date: April 9, 2008

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**TO:** Board of County Commissioners

**DEPARTMENT:** Public Works

**PRESENTED BY:** Celia Barry, Transportation Planning Division

**AGENDA ITEM TITLE:** PUBLIC HEARING AND ORDER/IN THE MATTER OF COMMENTING TO THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT) ON REGION 2/AREA 5 PROJECT FUNDING PROPOSALS FOR CONNECTOREGON II

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**I. MOTION**

Staff requests a Motion to approve the Order (Attachment A).

**II. AGENDA ITEM SUMMARY**

Recommendations from the Board on funding application proposals for the second year of Oregon Department of Transportation (ODOT) ConnectOregon funding (ConnectOregon II) are due to ODOT by April 11, 2008. Commissioner Stewart has indicated he will attend the All Area meeting that day to represent your action, requested after you hold a public hearing. ODOT requests that you 1) "tier" all five proposals from Area 5, and 2) irrespective of tiering, prioritize all proposals from 1 through 5.

Modal Committees have completed their tiering and priority rankings. Their tier and priority rankings are summarized and compared with staff tier ratings in Attachment B, and their individual Lane County project summary sheets, with comments, are in Attachment C.

Due to the bulk of applications, modal committee information, and other materials, a ConnectOregon binder was placed in the Board Office in the bookshelf near the reception area for your common use.

**III. BACKGROUND/IMPLICATIONS OF ACTION**

**A. Board Action and Other History**

On October 31, 2007, the Board took action adopting Order 07-10-31-9 to endorse four of the five funding proposals from Area 5, for ConnectOregon II funding (the fifth applicant, the Union Pacific Railroad, was contacted to offer an endorsement but did not request one). Staff is now returning with a recommendation from the Roads Advisory Committee to request the Board hold a public hearing and adopt tiering and a priority list for Lane

County recipients of ConnectOregon II funding. Your recommendation will be taken to the Region 2 All Area meeting by Commissioner Stewart, on April 11, to compete for prioritization on a Region 2 list that will be brought to a statewide committee where a single, consolidated list will be produced and recommended to the Oregon Transportation Commission (OTC).

Due to the ConnectOregon II time line, the Board will be asked to take action before hearing from the Metropolitan Policy Committee (MPC). MPC is expected to take action on this item on April 10, after your meeting. MPC staff, the Transportation Planning Committee (TPC), will be asked to make a recommendation on March 27. Only two of the application proposals are within the Metropolitan Planning Organization (MPO) area. As you know the MPO area includes the Eugene-Springfield Metropolitan area and Coburg. The projects within the MPO area requesting ConnectOregon II funding are the Eugene Depot and the Union Pacific Railroad proposals. These and other proposals are summarized below. Project descriptions from the proposal applications are in Attachment F, and full copies of the applications are in the ConnectOregon Binder in the Board Office reception area.

#### Roads Advisory Committee (RAC) Action

On March 19, 2008 the Roads Advisory Committee unanimously voted to recommend the following prioritization list for the five Area 5 funding proposals:

1. Creswell Hobby Field Fire Suppression System
2. Veneta/Lane Transit District (LTD) Transit Center
3. Eugene Train Depot Phase 2 - Platform and Vehicle Improvements
4. Port of Siuslaw Maple Street Landing and Dock
5. Union Pacific Railroad Eugene Yard Crossover Track

The recommendation was based upon a staff report that suggested there were a number of approaches the RAC could take to prioritization:

- Considering that the MPO area typically prevails in STIP funding priorities, due to the relatively greater level of congestion in the metro area, the RAC could give greater priority ratings to non-Metro area projects;
- Priority ranking is to be irrespective of tier ratings; however, the tiering levels could be used as a factor in priority setting;
- Consider relative impact of proposal outcome relative to request.

#### Tiering Considerations (Eligibility Requirements)

In selecting transportation projects, the Oregon Transportation Commission will consider the following:

- Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;
- Whether a proposed transportation project results in an economic benefit to this state;
- 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;
- How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund; and

- Whether a proposed transportation project is ready for construction.

The first 3 of the above considerations are considered “strategic” and are the most important considerations under the ODOT rules:

Tier 1 - proposal thoroughly meets all 5 considerations

Tier 2 - proposal thoroughly meets all 3 of the first 3 strategic considerations

Tier 3 - proposal thoroughly meets 1 or 2 of the first 3 strategic considerations

Tier 4 - proposal does not meet any of the strategic considerations

County staff, ODOT staff and Modal Committees each reviewed the application materials and developed tier ratings. Attachment B shows a comparison of tiering proposed by each of these raters. Modal Project Reports for each proposal are in Attachment C, and additional statewide modal review information is in the Board Office ConnectOregon binder. In addition to Air, Rail, Marine, and Transit Mode Committees, a Freight Committee ranked all port and rail proposals.

ODOT staff tier rating information is in Attachment D, while county staff tier rating information is in Attachment E.

#### Prioritization

The Roads Advisory Committee’s proposed prioritization is consistent with staff’s recommendation as reflected in the Board Order in Attachment A.

#### ConnectOregon 2006 - Lane County funded projects

Last year, two Lane County projects were funded at a total of \$9.5 million. These included the Eugene Air Cargo Facilities (\$4.1 million), and LTD Pioneer Parkway Bus Rapid Transit (EmX) improvements (\$5.4 million).

#### ConnectOregon Program Overview

The program is a lottery bond-based initiative to invest in air, rail, marine, and transit infrastructure. As last year, the legislature provided \$100 million for grants (with a minimum 20% cash match) or loans. Either public or private entities may apply.

Each of the five ODOT Regions will receive a minimum of \$10 million.

Additional general information is in the Board Office ConnectOregon binder. Transportation Planning has produced a website for the ConnectOregon program. An extensive mailing list of public and private entities was informed about the opportunity and the website: <http://www.lanecounty.org/TransPlanning/ConnectOregon.htm>

#### **B. Policy Issues**

Approval of the motion is consistent with the county adopted Transportation System Plan, which provides supportive policy statements for air, rail, marine, and transit facilities and services.

#### **C. Board Goals**

While rating and promoting projects proposed in Lane County for ConnectOregon II funding does not directly generate revenue for Lane County government, ConnectOregon

II projects have potential for contributing to the county's economic development, so there is compatibility with the fourth highest Strategic Plan objective of Revenue Generation, in particular, "pursuing entrepreneurial opportunities" (page iii).

While no funds are allocated to the ConnectOregon program from the County, staff time in processing this item and future items is an allocation of resources. Staff sees this as consistent with Strategic Plan priority B.3., "Allocate Funds Strategically", Item a.4:

4. The County will also fund services where there are sound fiscal reasons to do so, and where the service contributes to the attainment of the County's broad goals. The following factors will be considered:

- Funding the service has no indirect negative impact on the General Fund.
- The service generates revenue for Lane County citizens.

*(No revenue is generated from this Board item per se, but there is potential that revenue, and jobs, will be generated -if indirectly --from one or more of the Lane County projects, if funded by ConnectOregon II).*

#### **D. Financial and/or Resource Considerations**

There are no direct financial implications for Lane County; however, there is a possibility that projects receiving funding from ConnectOregon will result in economic development and job creation in Lane County.

There is an allocation of staff resources to this effort due to Lane County encompassing all of Area 5 and therefore, staff role that is comparable to an ODOT ACT. In this capacity Transportation Planning staff distributes information to potentially interested parties and is keeping applicants informed of process dates.

#### **E. Analysis**

The ConnectOregon program emphasizes reduction in transportation costs, improved access to jobs and labor sources, connections between transportation modes and overall economic benefit *to the state*. So, projects that do not clearly show statewide economic benefits, but instead bring local and regional economic benefits may not be ranked as high in regional and statewide ConnectOregon committee work.

Still, the total value of all Lane County proposals is \$2.5 million, or approximately 25% of the \$10 million minimum that must be allocated to Region 2 under the program rules. This may increase Lane County project's ability to compete in that each Area will likely receive a portion of the \$10 million, and 25% is in line with a proportional Area 5 share. Independent of the ranking exercise, Lane County's role at the All Area meeting is to defend Area 5 projects with regard to their priority relative to other Region 2 projects, while also reasonably considering other Area projects and their potential economic benefit to the state.

Committee composition information available at publication is in the Board Office ConnectOregon Binder and is available to the public from the ODOT ConnectOregon

website. This year, the review process was clarified and Modal Committee recommendations are being sent up to ACTs/Lane County and the Portland Metro Area temporary committee.

While the Board is being asked to adopt an Order accepting Lane County tiering, for submittal to Region 2 and at the All Area Meeting, the more important Board evaluation concerns prioritization of the five projects. The Board may wish to review Lane County staff's recommended priority list (included as Exhibit A to the proposed Board Order), which is consistent with the RAC recommendation. County staff and the RAC based their judgment on a combination of factors as described under III.A., Roads Advisory Committee (RAC) Action, above. In general the strength of an application's ability to meet the tier considerations was given the most weight.

All but the Union Pacific Railroad applications are from government entities. Following are some key highlights to consider about each proposal, listed alphabetically.

#### Creswell Hobby Field Airport Fire Suppression System

- Without it, there's a moratorium on future airport expansion.
- There is increasing demand for private airplane travel and new technology is making private air travel accessible to more people.
- Hobby Field serves 2 skydiving businesses; this and other aviation-related businesses that support the airport have recently been identified as growth industries, according to the ODOT staff person who rated the applications, who has economic development expertise.
- Hobby Field is a secondary airport for small airplanes when Eugene or other nearby airports are shut down during foggy and other inclement weather. This is important to small airplane users including overnight delivery carriers.
- The airport can serve Emerald Valley Resort for incoming clients, which may increase the resort's ability to attract a broader geographic range of clientele, including from out of state.

#### City of Eugene Train Depot Platform and Vehicle Improvements

- The improvements would improve transit circulation at the depot and facilitate train debarking, encouraging rail-transit travel.
- Eugene is the official southern terminus of the Pacific Coast High Speed Rail line. Especially in the long term, if and when high speed rail comes to this coast, this project would significantly reduce barriers to non-automotive travel for workers who live in Corvallis, Albany or elsewhere outside Lane County. The reduced hassle and increased speed of commuting to Eugene by rail with an easy transit connection could significantly expand the labor pool for Eugene.
- Absent high speed rail, the improvements would still significantly improve circulation at the train depot and facilitate rail-transit commuting. An easily navigated transportation system can attract more tourists to the area.

#### Lane Transit District/Veneta

- Proposal would provide a much needed transit center and activity hub in Veneta.
- The transit center would provide shelter and a park-n-ride for transit travelers, and would likely increase bus ridership especially for workers commuting to and from Eugene.

- The project would result in reduced congestion on Hwy 126W and improve mobility for moving goods, services, and people to and from the coast.
- Improved mobility on Highway 126W could result in an expanded labor market potential for Veneta and help the City attract businesses that otherwise have a concern regarding congestion on the highway.

#### Port of Siuslaw Maple Street Landing and Dock

- This proposal replaces a deteriorated dock that is now unusable
- It provides centrally located fishing and other boat access. The Port also plans to install an ice machine that would be important to the fishing industry.
- The landing would connect boat travel with the road system to transport product.
- The project would contribute to an authentic fishing pier experience for tourists.
- The landing could facilitate development of charter boat service and other boat-based activities.
- The landing would be within walking distance of tourist facilities including an RV campground.

#### Union Pacific Railroad Crossover Track, Eugene Station

- This project adds a switching line between 2 tracks at the Eugene switching yard.
- It would improve the fluidity of the main track for both passenger and freight trains by eliminating the need for freight trains entering the Eugene yard to stop on the mainline and wait for space to enter the yard. Any necessary waiting would take place on an adjacent track.
- The project would reduce congestion and add capacity in a constrained area.
- Rail freight travel is usually chosen not to increase speed but to reduce costs, so it is unlikely that the crossover track improvement would increase use of rail for freight. However, it would improve rail efficiency for Union Pacific and possibly increase predictability of Amtrak train arrivals and departures.
- With rail freight service currently inadequate to serve demand, and this situation expected to worsen, any improvement to rail service is good. Rail providers typically invest in mainline improvements so the project may otherwise not occur.
- Union Pacific is on the Freight Modal Subcommittee, which prioritized this project at 28 of 31 rail and port proposals (See ConnectOregon Binder in the Board Office reception area). Two other Union Pacific projects were given higher priority, at 5 and 10 of 31.

#### IV. Alternatives/Options

1. Approve the motion
2. Deny the motion
3. Revise the motion

Staff recommends approving the motion. You will not have the benefit of MPC action prior to requested action, due to the ConnectOregon time line. We will have a TPC (MPO staff) recommendation available at your work session. Based upon TPC staff discussions to date, a preliminary opinion is that TPC will make a recommendation that the MPC rank the City of Eugene Depot project first and the Union Pacific Railroad project second. In addition, given that LTD is an MPC participant it is likely that a letter of

support from the MPC will be provided for the LTD/Veneta project.

#### **V. TIMING/IMPLEMENTATION**

As noted above the Region 2/All Area meeting will occur April 11, two days from now, and the Lane County projects will be reviewed along with all others from Region 2 in that meeting. A public hearing is planned for May 2008 before the OTC, before a decision on project funding.

#### **VI. RECOMMENDATION**

Staff recommends approval of the motion.

#### **VII. FOLLOW-UP**

Commissioner Stewart indicated he plans to attend the All Area meeting on April 11. No other Lane County follow-up is necessary.

#### **VIII. ATTACHMENTS**

- A. Board Order and Exhibit A
- B. Project Summary Spreadsheet including Tiering Rating and Modal Committee Priority Rating information
- C. Modal Summary Sheets for Lane County Projects
- D. ODOT Tier Justifications
- E. Lane County Tier justifications
- F. Project Description Sheet Abstracts from Application Submittals

#### **Board Office ConnectOregon Binder Contents**

Board Order 07-10-31-9 and associated Board materials from October 31, 2007

Roads Advisory Committee Packet Materials

General ConnectOregon Program Information and Statewide Application Information

Modal Committee Statewide Review Spreadsheets

Application Materials for Five Lane County Funding Proposals





EXHIBIT A

Lane County Board of Commissioners, on April 9, 2008, took action to adopt the following list of priorities and tier ratings for the five ConnectOregon II funding application proposals in Lane County:

| <b>Applicant/Proposal</b>                                      | <b>Priority</b> | <b>Tier</b> |
|--|-----------------|-------------|
| Creswell Hobby Field Fire Suppression System                   | 1               | 1           |
| Veneta/Lane Transit District (LTD) Transit Center              | 2               | 1           |
| Eugene Train Depot Phase 2 – Platform and Vehicle Improvements | 3               | 3           |
| Port of Siuslaw Maple Street Landing and Dock                  | 4               | 2           |
| Union Pacific Railroad Eugene Yard Crossover Track             | 5               | 3           |

DRAFT

Connect Oregon II Project Summary, Tier Comparisons, Modal Committee Priority Rankings

Review by Celia Barry for Lane County Roads Advisory Committee and Board of Commissioners  
 County Tier Ratings Based upon Discussions with David Helton, ODOT Region 2 Area 5 Planner, and  
 Susan Payne, Metropolitan Planning Organization (MPO) Area Sr. Planner for MPO area projects  
 March 19, 2008

| STRATEGIC CONSIDERATIONS  |   | OTHER CONSIDERATIONS  |  |
|---|---|---|--|
| a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor | b) Project results in an economic benefit to this state | c) Project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system | d) Ability of applicant to fund the project from any source other than the Multimodal Transportation Fund<br>e) Construction readiness |

| Application Number                   | Application Name       | Project Name/Description          | Mode    | Total Connect Oregon Funds Requested | Match Proposed | Match % of Request | Total Project Cost | County Staff has placed an "X" for each consideration that is "thoroughly" met by the project |   |   |   |   | County Staff Tier | ODOT Straw Staff Tier | Modal Committee Tier | Modal Committee Priority | Freight Committee Ranking |          |
|--------------------------------------|------------------------|-----------------------------------|---------|--------------------------------------|----------------|--------------------|--------------------|---|---|---|---|---|-------------------|-----------------------|----------------------|--------------------------|---------------------------|----------|
| A20054                               | City of Creswell       | Creswell Airport Fire Suppression | Air     | \$743,440                            | \$427,960      | 37%                | \$1,171,400        | X   | X | X | X | X | 1                 | 1                     | 1                    | 10 of 21                 | n/a                       |          |
| X20064                               | City of Eugene         | Eugene Depot Transit Access       | Transit | \$408,000                            | \$886,000      | 68%                | \$1,294,000        | X   |   | X | X | X | 3                 | 3                     | 3                    | 10 of 13                 | n/a                       |          |
| T20024                               | Lane Transit District  | Veneta Transit Center             | Transit | \$656,000                            | \$164,000      | 20%                | \$820,000          | X   | X | X | X | X | 1                 | 3                     | 2                    | 4 of 13                  | n/a                       |          |
| M20065                               | Port of Siuslaw        | Maple Street Landing & Dock       | Marine  | \$378,000                            | \$1,389,000    | 79%                | \$1,767,000        | X   | X | X | X |   | 2                 | 2                     | 2                    | 3 of 5                   | 24 of 31                  |          |
| R20071                               | Union Pacific Railroad | Eugene Yard Crossing              | Rail    | \$384,477                            | \$96,119       | 20%                | \$480,596          | X   | X |   |   | X | X                 | 3                     | 4                    | 3                        | 3 of 6                    | 28 of 31 |
| <b>Region 2/Area 5 Total Request</b> |                        |                                   |         | <b>\$2,569,917</b>                   |                |                    |                    |   |   |   |   |   |                   |                       |                      |                          |                           |          |

Tiering Instructions

a, b, and c are "strategic" considerations, and therefore, more important

- Tier 1 Meets all considerations "thoroughly"
- Tier 2 Meets all 3 strategic considerations
- Tier 3 Meets 1 or 2 of the strategic considerations
- Tier 4 Does not meet any of the strategic considerations

See Attachment E, Lane County Tier Ratings Justifications

## MODAL PROJECT REPORT

| <b>MODE</b>   |               | <b>Aviation</b>           |           |
|---|---------------|---------------------------|-----------|
| Applicant: City of<br>Creswell Hobby Field<br>Airport   | Tier<br>(1-4) | Rank<br>(High/Medium/Low) | Priority  |
| Project: A20054   | <b>1</b>      | <b>High</b>               | <b>10</b> |
| Requested Funds:<br>\$734,440   |               |                           |           |
| Region: 2   |               |                           |           |
| Report Date:<br>February 28, 2008   |               |                           |           |
| <p><b>Project Description:</b> The construction of a water line connecting the airport to the municipal water line for the purpose of providing improved fire protection services to the airport and related airport operations including airplanes, hangers and other facilities, creating a significantly better method of fighting all sizes of possible fires and ending the moratorium on airport development.</p> |               |                           |           |
| <p><b>Review Comments:</b><br/>Construction of this project will remove a barrier to present and future demand for further development at the airport.</p>  |               |                           |           |

**MODAL PROJECT REPORT**

| <b>MODE</b>  |             | <b>Transit</b>    |                 |
|--|-------------|-------------------|-----------------|
| <b>Applicant:</b>  | <b>Tier</b> | <b>Rank</b>       | <b>Priority</b> |
| <b>City of Eugene</b>  | (1-4)       | (High/Medium/Low) |                 |
| <b>Project: X20064</b>   | <b>3</b>    | <b>H</b>          | <b>10 of 13</b> |
| <b>Requested Funds:</b>  |             |                   |                 |
| <b>\$408,000</b>   |             |                   |                 |
| <b>Region: 2</b>   |             |                   |                 |
| <b>Report Date:</b>  |             |                   |                 |
| <b>March 5, 2008</b>   |             |                   |                 |
| <b>Project Description:</b> This project will improve transit circulation and passenger facilities to enhance the Depot site's role as a multi-modal transportation facility. This is the 2nd phase in the implementation of the master plan for the multi-modal Depot development site. |             |                   |                 |
| <b>Review Comments:</b>  |             |                   |                 |
| <p><b>Committee agreed this is high rank for transit and pedestrian access.</b></p> <p><b>NOTE: The PTAC did not review the passenger rail improvements of this project. Review was based on bus access.</b></p>   |             |                   |                 |

## MODAL PROJECT REPORT

| <b>MODE</b>   |                  | <b>Transit</b>      |                            |  |
|---|------------------|---------------------|----------------------------|--|
| <b>Applicant:</b><br>Lane Transit District<br>and City of Veneta  | <b>Tier</b><br>2 | <b>Rank</b><br>High | <b>Priority</b><br>4 of 13 |  |
| <b>Project:</b> T20024  | <b>2</b>         | <b>H</b>            | <b>4</b>                   |  |
| <b>Requested Funds:</b><br>\$656,000  |                  |                     |                            |  |
| <b>Region:</b> 2  |                  |                     |                            |  |
| <b>Report Date:</b><br>February 11, 2008  |                  |                     |                            |  |
| <p><b>Project Description:</b> The Veneta Transit District is a partnership project between Lane Transit District and the City of Veneta that will serve to stimulate more economic activity in the City of Veneta and reduce congestion along Highway 126 through increased bus ridership. The project call for an enhanced Park and Ride facility near the central area of the City growing downtown, identified in the City of Veneta's Downtown Master Plan. The project is ideally timed with LTD's plan to meet increasing ridership demand by increasing service frequency and improving the service currently provided by Route 96 Eugene-Veneta.</p> |                  |                     |                            |  |
| <p><b>Review Comments:</b><br/>Committee ranked this project high. Ready to go and good value to Eugene and Veneta communities and meets ConnectOregon program goals.</p>   |                  |                     |                            |  |

**MODAL PROJECT REPORT**

| <b>MODE</b>   |                      | <b>Marine</b>                    |                 |
|---|----------------------|----------------------------------|-----------------|
| <b>Applicant:</b><br>Port of Stuslaw  | <b>Tier</b><br>(1-4) | <b>Rank</b><br>(High/Medium/Low) | <b>Priority</b> |
| <b>Project: M20065</b>  | <b>2</b>             | <b>M</b>                         | <b>3</b>        |
| <b>Requested Funds:</b><br>\$378,000  |                      |                                  |                 |
| <b>Region: 2</b>  |                      |                                  |                 |
| <b>Report Date:</b><br>March 3, 2008  |                      |                                  |                 |
| <b>Project Description: Replace deficient public docks and landing to restore transportation connections to a federal waterway.</b>   |                      |                                  |                 |
| <b>Review Comments:</b> <ul style="list-style-type: none"> <li>- great project, leverages dollars from many sources.</li> <li>- important project for central coast.</li> </ul> |                      |                                  |                 |

## MODAL PROJECT REPORT

| <b>MODE</b>   |            |                        |          |
|---|------------|------------------------|----------|
| <b>Rail</b>   |            |                        |          |
| Applicant: Union Pacific Railroad   | Tier (1-4) | Rank (High/Medium/Low) | Priority |
| Project: R20071   | <b>3</b>   | <b>M</b>               | <b>3</b> |
| Requested Funds:<br>\$384,476.80  |            |                        |          |
| Region: 2   |            |                        |          |
| Report Date: 03/05/08   |            |                        |          |
| <b>Project Description:</b> Install crossover in Eugene Yard between yard track nos. 305 and 311.   |            |                        |          |
| <b>Review Comments:</b><br>From the presentation:<br>Jerry Wilmoth presenting. <ul style="list-style-type: none"> <li>• What does dark line on the drawing signify? Not sure; presenter will have to find out.</li> <li>• Staff noted that Line 311 was the Tank Farm Runaround, and that one never could get to the main line from it. Staff also noted the project will help both north and south bound trains.</li> <li>• Isn't there a less expensive fix? Uncertain - UP would have to look at that.</li> <li>• Is this a step towards allowing passenger train layover there in Eugene? Jerry stated he would have to look at the CO I application and see if this CO II application addresses that issue.</li> <li>• How would UP prioritize its four projects? From an operations perspective, Jerry stated he thought UP would rank them: St. Johns, Hinkle, K Falls, then Eugene, but he will need to confirm that.</li> </ul> From the tiering/ranking/prioritizing: <ul style="list-style-type: none"> <li>• No change to the staff's initial ranking.</li> <li>• Helps Amtrak only in the broadest sense, not clear it has a direct benefit.</li> <li>• Will benefit the Central Oregon and Pacific Railroad, and Portland &amp; Western Railroad as they both operate in and around the Eugene yard.</li> </ul> |            |                        |          |



**Oregon**  
Theodore R. Kulungoski, Governor

**Oregon Department of Transportation**  
73000

Area 5 Planning Office  
644 "A" Street  
Springfield, OR 97477

February 12, 2008

TO: Sonny Chickering

FROM: David Helton

Telephone 541.747.1354

File Code:

**SUBJECT: Notes on review of Connect Oregon II applications from Area 5**

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This memo contains notes from my review of Connect Oregon II applications. I reviewed each application to determine whether the proposed project would thoroughly meet each of the project selection considerations identified in HB 2278:

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

To thoroughly meet a consideration, a applicant must demonstrate through their application responses and any requested independent verification that the project will accomplish the project consideration.

The proposed projects will be sorted into "Tiers" that indicate how many of the project selection considerations identified in HB 2278 are thoroughly met by the project. I have identified the number of project considerations thoroughly met by each proposed project in Area 5, and sorted these project into Tiers based on the results of my determination.

## **A2254**

### **Creswell Airport Fire Suppression**

#### ***Reduced transportation costs or improved access to jobs/labor***

Businesses that may experience reduced transportation costs from this project include local businesses that use Hobby Field for business travel, Emerald Valley Golf Course for attracting clients to their resort, businesses that offer aviation services, and businesses that use Hobby Field as an alternative to other airports in the region.

Expansion of commercial activity in the vicinity of Hobby Field will help increase access of area workers to jobs.

### ***Economic benefit to Oregon***

See above. Plus, lack of fire suppression has limited development and commercial activity at Hobby Field. There has been significant growth in aviation-related industries and activities in Oregon. There is potential for Hobby Field to attract or generate business activity that might not otherwise occur or that would occur elsewhere, possibly outside of Oregon.

### ***Critical link in transportation system; improve utilization and efficiency***

Hobby Field is a "critical" link in the transportation system by providing an alternative to other airports in the region which may not be accessible due to congestion, weather, or cost. The availability of alternative facilities with services is crucial for the efficient functioning of the aviation system.

### ***Ability to fund from other sources***

City has FAA grant and local funds to add to Connect Oregon II grant.

### ***Construction readiness***

Project appears ready-to-go.

## **M20065**

### **Port of Siuslaw Maple Street Landing & Dock**

#### ***Reduced transportation costs or improved access to jobs/labor***

Project can reduce transportation costs for boats needing dock facilities for support or to unload a catch. Project can also reduce transportation costs for workers in the Florence area employed in maritime industries and provide access to maritime jobs for Florence area residents.

#### ***Economic benefit to Oregon***

Yes. Project will support fishing and tourism industries in Florence. While there are only so many fish that can be caught and tourists to haul, having a dock facility in Florence will support ancillary businesses and make Florence more attractive as a tourist destination by providing an authentic waterfront experience. Project should result in a net benefit to Oregon by dispersing economic activity which creates opportunities for businesses that would otherwise not exist or that could not compete with businesses in larger markets.

***Critical link in transportation system; improve utilization and efficiency***

Yep. Project links Siuslaw River and Pacific Ocean with local streets and highways in the Florence area. Having a dock facility in Florence will improve utilization and efficiency of waterborne transportation by providing more conveniently located facilities and an alternative to docks in other locations.

***Ability to fund from other sources***

Port has assembled \$1.3 million from a variety of sources to fund a larger multiphase project of which this grant is only a portion. Total project cost is \$1.8 million.

***Construction readiness***

Application indicates that EIS is still needed. Unforeseen environmental impacts could delay or derail project.

**R20071  
UPRR Eugene Yard Crossing*****Reduced transportation costs or improved access to jobs/labor***

Not clear if project will result in reduced shipping rates, but it may reduce transit times for businesses shipping by rail. No improved access to jobs/labor. Reduced transit time for freight shipments is only a slight benefit as most shippers on rail are not highly time sensitive or they would not be shipping on rail in the first place. Slight benefit of improved freight transit times not enough to “thoroughly” meet this criteria.

***Economic benefit to Oregon***

Dubious. Will jobs and incomes in Oregon increase due to more efficient operations in the Eugene yard? No letters of support from area businesses to document economic benefit from project. UPRR periodically announces intention to close Eugene yard; are they now committed to operating this facility for the 25+ year useful life of this project? Not enough to “thoroughly” meet this criteria.

***Critical link in transportation system; improve utilization and efficiency***

Slight improvement in efficiency of freight and passenger rail system. Not clear if this will improve utilization of rail—no letters of support to indicate that increased utilization will result. Project does not create a link in the transportation system that does not already exist. Not enough to “thoroughly” meet this criteria.

***Ability to fund from other sources***

UPRR has substantial financial resources from which they could fund this project. It is not clear why UPRR needs Connect Oregon II grant. If this project improves efficiency of their system, then it should make sense for UPRR to construct this project themselves—they can capture the benefits of the project as

reduced operating costs or increased shipping rates. If the project does not make economic sense as a private investment because the costs are greater than the benefits, then why should the public make this investment?

Applicants that have required matching funds meet this criteria. Applicants fail this criteria if they are at the extreme end of a funding continuum—either a) they have no local funds to contribute without a good reason why or b) they have sufficient funds themselves without a good reason why a public investment is needed. Project fails to thoroughly meet this criteria.

### ***Construction readiness***

Good. Railroads are generally free from requirements to get permits for construction activities or to conduct environmental analysis. UPRR owns the land.

## **T20024**

### **LTD Veneta Transit Center**

#### ***Reduced transportation costs or improved access to jobs/labor***

Project can reduce transportation costs for workers in Veneta area who commute to jobs in the Eugene/Springfield area. Project may also increase the workforce available to Veneta-area employers by providing improved service for potential workers in the Eugene-Springfield area.

#### ***Economic benefit to Oregon***

Project may help attract new businesses to Veneta due to increased accessibility to a larger workforce. Benefits to individuals and businesses are unlikely to be substantial enough to generate measurable changes in employment or income in Oregon.

#### ***Critical link in transportation system; improve utilization and efficiency***

LTD currently offers bus service to/from Veneta. Transit Center can provide a critical link, however, by providing park-and-ride facility for residents in the Fern Ridge area where none currently exists. Improved transit service should measurably improve utilization of transit, particularly in the context of existing and future levels of congestion on Highway 126 and the lack of alternative routes to Eugene-Springfield.

#### ***Ability to fund from other sources***

LTD has sufficient match funds but not enough to fully fund the project themselves.

### ***Construction readiness***

Project appears ready to construct. Property negotiations with ODOT underway and will likely be successful. No major planning, permitting, or environmental obstacles to construction.

**X20064****Eugene Depot Transit Access*****Reduced transportation costs or improved access to jobs/labor***

No. Eugene Depot serves intercity travelers who are very unlikely to be commuting to work. Project will not reduce costs to Oregon businesses or provide improved access to jobs/labor. Project does not meet this criteria.

***Economic benefit to Oregon***

Project may provide some benefit in the form of increased tourism. This benefit, however, is unlikely to result in measurable changes in employment or income in Oregon. Project does not meet this criteria.

***Critical link in transportation system; improve utilization and efficiency***

Yes. Connections between intercity passenger service and local transit are critical links in the transportation system that are often missing. Project can improve utilization of passenger rail by facilitating mobility once passengers reach Eugene.

***Ability to fund from other sources***

City has provided match in excess of 20% requirement but it is unlikely to have sufficient funds to fully construct the project themselves.

***Construction readiness***

No apparent obstacles. Only local permits are needed, and City is likely to approve its own permits.

**Connect Oregon II Review Matrix**  
 Review by David Helton, Area 5 Region Planner, 2/28/08

| Application Number | Applicant Name         | Project Name / Description       | Total Connect Oregon Funds Requested | Strategic Considerations   |  |  | Other Considerations   |                           |   | Tier |
|--------------------|------------------------|----------------------------------|--------------------------------------|--|--|--|--|---------------------------|---|------|
|                    |                        |                                  |                                      | (a) Project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor | (b) Project results in an economic benefit to this state | (c) Project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system | (d) Ability of applicant to fund the project from any source other than the Multimodal Transportation Fund | (e) Construction rediness |   |      |
|                    |                        |                                  |                                      | Staff has placed an "X" for each consideration that is "thoroughly" met by the project                         |  |  |  |                           |   |      |
| A2254              | City of Creswell       | Creswell Airport Fire Supression | \$540,000                            | X  | X  | X  | X  | X                         |   | 1    |
| M20065             | Port of Siuslaw        | Maple Street Landing & Dock      | \$378,000                            | X  | X  | X  | X  |                           |   | 2    |
| R20071             | Union Pacific Railroad | Eugene Yard Crossing             | \$384,477                            |  |  |  |  |                           | X | 4    |
| T20024             | Lane Transit District  | Veneta Transit Center            | \$656,000                            | X  |  | X  | X  | X                         |   | 3    |
| X20064             | City of Eugene         | Eugene Depot Transit Access      | \$408,000                            |  |  | X  | X  | X                         |   | 3    |

## Lane County Staff ConnectOregon II - Tier Ratings Justifications

### Creswell

#### **Reduced transportation costs or improved access to jobs/labor:**

Emerald Valley Golf Course can attract customers/clients using the airport as a draw; Other niche businesses looking to locate in a small town can benefit from the airport; currently it cannot expand due to moratorium and some businesses may choose not to use the airport as a result of having no fire suppression system.

#### **Economic benefit to Oregon**

Fire suppression system will allow airport to expand. There is a growth in niche industries like crop dusting, aviation related manufacturing, sky diving, flight instruction, charter flights. Businesses are increasingly using private airplanes due to hassles of public air travel.

#### **Link in Transportation System**

Provides an alternative to Eugene airport when congestion, weather, or other factors close the airport. In particular this is critical for overnight express services.

#### **Funds from Other Sources**

City has FAA grant and local funds.

#### **Construction Readiness**

Project appears ready to go.

### City of Eugene

#### **Reduced transportation costs or improved access to jobs/labor:**

Project could broaden rail use by making commute to a job in Eugene from Corvallis, Albany, Harrisburg more attractive, especially if light rail is implemented. This would broaden labor market for Eugene.

#### **Economic benefit to Oregon**

May be an economic benefit to Eugene, but not necessarily the state.

#### **Link in Transportation System**

Makes travel by train to Eugene more attractive by making it easier to take the bus once you get here.

#### **Funds from Other Sources**

City has provided a match in excess of 20% and is also finding other funds for multiple other phases.

#### **Construction Readiness**

No apparent obstacles. Only permits from the City's permit office are needed.

## **Lane Transit District/Veneta**

### **Reduced transportation costs or improved access to jobs/labor:**

Can reduce travel costs for Veneta commuters working in Eugene, and provide better access for physically disabled workers. Increased bus service and covered shelter will improve transit use for commuters.

### **Economic benefit to Oregon**

Project may attract new business to Veneta if congestion is reduced on Highway 126West to Eugene, making it easier to attract a larger work force. Could attract businesses from out of state.

### **Link in Transportation System**

Transit is currently provided but demand is under-supplied, so increased bus service would improve a critical transportation link and increase ridership.

### **Funds from Other Sources**

LTD has sufficient match but not enough to fund the project themselves.

### **Construction Readiness**

Project appears ready to construct. No major planning, permitting, or environmental obstacles.

## **Port of Siuslaw**

### **Reduced transportation costs or improved access to jobs/labor:**

Project can reduce transportation costs for boats needing docks so they don't have to travel to another coastal port. Can also reduce travel costs for maritime workers employed locally instead of elsewhere; provides access to marine jobs locally.

### **Economic benefit to Oregon**

Project supports fishing and tourism in Florence and ancillary businesses, enhancing Oregon's central coast attractions with an authentic waterfront experience. Availability of ice enhances the dock facility for fishermen.

### **Link in Transportation System**

Dock to road connection, closer inland connection for metropolitan Lane County.

### **Funds from Other Sources**

Port has assembled \$1.3 million from variety of sources and has funded other phases of multi-phased effort.

### **Construction Readiness**

Applicant indicates an EIS and environmental permits are needed. May delay project.

## **Union Pacific Railroad**

### **Reduced transportation costs or improved access to jobs/labor:**

Rail freight is chosen for reduced costs, and not speed. May result in reductions to freight waiting times as trains can move more easily within the switching yard, however.

### **Economic benefit to Oregon**

Rails primarily make improvements to mainlines, and these improvements are often not made because they have lower overall value. Without the funding, project may not get done. Rail statewide not meeting demand for freight. Any improvement is good.

### **Link in Transportation System**

Unclear. Rail is primarily chosen for reduced costs, so increased use of rail seems unlikely.

### **Funds from Other Sources**

UPRR is proposing a 20% match.

### **Construction Readiness**

Railroads are highly unregulated and it is unlikely they could not go forward.

*Creswell***ART B: Project Description**

## 1. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

**SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE**

Background: Creswell is located in Oregon's Willamette Valley, approximately 130 miles south of Portland and 12 miles south of Eugene. Creswell Municipal Airport/Hobby Field is a general aviation airport located on 98.7 acres, 1 mile northeast of downtown Creswell. The airport was privately developed and operated through a lease agreement with the City of Creswell before it became publicly owned in 2000. US Interstate 5 (I-5) is along the west edge of the airport. A major reconstruction project completed in the mid-1980's included construction of a new runway and parallel taxiway. The airport accommodates day and night operations in visual flight rules conditions with runway lighting and visual guidance indicators on one runway end. Day-to-day operation is managed by one full-time staff position (Airport Manager), under the direction of the City Manager. An appointed airport commission oversees the operation of the airport along with staff, and reports to the City Council.

There are a total of 23 buildings the airport for aircraft storage hangars and business. There are 9 T-hangars buildings with a total of 97 storage units; 12 conventional hangars to include the FBO maintenance hangar (office space, classrooms, pilot waiting area, restrooms), the Experimental Aircraft Association hangar, buildings for commercial business and aircraft storage; and one aircraft hangar located off airport property with taxiway access. There are 123 aircraft based at Hobby Field, with a current hangar space waiting list of 27.

The airport water supply is provided by an on-site well. In 2001, the State Fire Marshal ruled that the airport, due to continued expansion of services and facilities, did not comply with water flow requirements in order to provide adequate fire protection for structures located at the airport (attachment). An interim plan, that the Fire Marshall described as a 'band-aid', requires the placement of two water tanks at the airport. This is the current system of water for fire fighting. Pending construction of 3 hangars was allowed to move forward; however, a moratorium was placed on further airport development/construction until a permanent fire suppression system, outlined by the fire marshal, was in place. Further, the use of the interim plan would expire in 2006.

Also in 2001, the City of Creswell, by Council Resolution (attachment), directed staff to immediately develop a plan for a long-term solution that would bring the airport into safety compliance and support continued growth of services and facilities at the airport. To this end, an updated Airport Master Plan is nearing completion. Its primary objective is to identify current and future facility needs and the improvements necessary to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable. The Plan examines previous recommendations and develops alternatives as appropriate to meet current and projected airport facility needs; outlines current and future activity and facility requirements; updates the airport layout plan, airspace plan, and land use plan for the airport and its surrounding areas; and provides a schedule of improvement priorities and estimates of development costs for a twenty-year planning period. In conjunction with the Master Plan, City staff has also sought and gained match funding to comply with fire suppression requirements now and into the future, specifically to support the design and construction of a water line that will extend the municipal water system to provide a fire suppression system meeting fire code requirements to the airport.

Due to budgetary constraints, Resolution No 2001-11's timeline could not be met; therefore, by mutual agreement with South Lane County Fire and Rescue and the City of Creswell, by Council Resolution No. 2006-01(attachment), agreed to a five year timeline extension for the installation of the extended public water service to the airport.

The completed project will be capable of providing a minimum of 1,500 GMP for a flow duration of two hours. The water line extension will originate with a connection to the existing municipal system in the vicinity of Hoagland Lane and Melton Road. Continued on Addenda, page 20.

*Eugene*

**PART B: Project Description**

**1. Project purpose and description**

**Project maps must be included with this application. Maximum map size: 11 by 17 inches.**

**SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE**

**This project is the second phase in the implementation of the master plan to develop an integrated, multi-modal transportation facility with the historic Eugene Depot as the hub. The purchase of the core elements of the site and restoration of the Depot was completed in Phase 1 in 2005. This phase is focused on improvements to transit vehicle circulation and on rail and transit passenger loading and debarkation areas. Project elements include covered passenger waiting facilities, specialized paving for passenger and vehicle circulation, and lighting, security and communication infrastructure to enhance safety and ease of use. (See Other Supporting Materials - Eugene Depot Proposed Passenger Improvements Site diagram.)**

**The goal of this phase of the project is to improve passenger connectivity between rail and regional transit modes, and improve the safety of both passenger and transit movement within the current Depot site, so that the master plan goals can be accommodated in future projects. ( See Other Supporting Materials - Master Plan Site Diagram.)**

**A series of photos of the project area highlight specific areas for enhancement and the benefits of safety and circulation improvements. (See Other Supporting Materials - Views of Project Site.)**

*Lane Transit/  
Veneta*

**PART B: Project Description****1. Project purpose and description**

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

**SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE**

The purpose of the Veneta Transit Center project is to enable Lane Transit District (LTD) and the City of Veneta to work together to address the growing demand for improved transit service and facilities in Veneta. The proposed Park and Ride is expected to stimulate economic growth in the City of Veneta and ease congestion along Highway 126 in conjunction with LTD's existing plans to increase service frequency and improve routing. The requested \$820,000 would provide capital funds for two enhanced bus bays with shelters, sidewalks, a crosswalk, and lighting for 36 parking spaces in a Park and Ride lot at the intersection of Territorial Road (State Highway) and Luther Lane.

Veneta, incorporated in 1962, is located at the crossroads of Highway 126 and Territorial Highway. The area is bound to the north and east by the Fern Ridge Reservoir. The coastal range lies to the west and the agricultural land sprouting with wineries and organic farms lies to the south. Veneta and the surrounding Fern Ridge communities of Noti, Walton, Crow, and Elmira were once very active timber-dependent communities. Several large mills still operate in the outlying communities, but the last mill in Veneta closed its operation in the early 80's; and Veneta saw limited growth during the 70's, 80's, and 90's. Lifting of a building moratorium, along with the construction of an expanded wastewater facility, opened the gates for new development in 2003.

The community is economically linked to the Eugene-Springfield metro area with upwards of 70% of the area's workforce commuting daily out of Veneta. As shown by Table 1 (Historic Daily Traffic Volumes) of the attached excerpt of the Federal Highway Grant Application (Integrated Resource & Transportation Planning in the Fern Ridge Corridor), traffic along Highway 126 between the City of Veneta and the City of Eugene has grown increasingly worse over the past years and is becoming more and more congested. Strategically located, the proposed location for the Park and Ride will be convenient for City of Veneta residents and other potential transit users visiting, shopping, or working in the City of Veneta.

Currently, LTD's Route 93 Eugene-Veneta has an average of 30 people per trip, or (at six trips per weekday) weekday ridership of 180 passengers. According to LTD's latest survey data available (2004), the majority of Route 93 riders either own a car or live in households of two or more licensed drivers. Demographics of ridership indicate that 52 percent of riders have two or more vehicles, 24 percent have one vehicle, and 24 percent do not own a vehicle. Of the riders surveyed, 65 percent indicated that there are two or more licensed drivers per household. LTD recently completed a new survey (2007), and the data will be used to identify new routing, and to add three additional weekday trips and expanded service on Saturdays to better meet the rider needs for Route 93 Eugene-Veneta.

The anticipated reduction in congestion along Highway 126 would be one of the project's primary benefits to the overall transportation network for Lane County. Enhanced connections will enable more people to commute by bus instead of drive. Additionally, the community would benefit from affordable transportation and improved access to jobs and school. Given the high percentage of low-income residents, this project provides an important affordable transportation option.

The attached map of the proposed bus bays, shelters, pedestrian amenities, and Park and Ride facility illustrates how simple changes in land uses and access could have large impacts for the community. The proposed project would contribute to the City of Veneta's goal of creating a pedestrian-friendly revitalized downtown. This will enhance the livability of the community, increase accessibility by alternative modes, and contribute to the recruitment of new businesses.

**PART B: Project Description****1. Project purpose and description**

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

**SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE**

The Maple Street Landing & Transient Dock project is a multiphase marine project which connects a federal navigation waterway to the national highway system. This project is designed to boost the local economy by upgrading a deteriorated public wharf and transient float system and restoring waterfront access in Old Town Florence (see attached Location Map). These facilities, owned by the Port of Siuslaw, are the only location on the Siuslaw River where seafood can be transferred from commercial fishing boats to delivery trucks.

Additionally, the docks support charter and tour boat operations, emergency moorage for disabled vessels, and transient moorage for boating tourists. This project will restore marine transportation infrastructure critical to the safe and efficient movement of commercial fish products between the federal waterway and highway systems, as well as restoring infrastructure essential to recreational boating and fishing.

Overall, this project (see attached Proposed Site Plan and photos) will remove 84 decaying wood piles, 400sf of old wood pier, and 695' of dilapidated log floats. The old wood floats will be disassembled and transported by barge to an upland salvage site. The wood piling will be removed by pulling or cutting below the mudline. To restore this marine infrastructure we will install 28 environmentally safe steel piles to support 780sf of concrete floats. The piles will be driven by vibratory impact hammer. The concrete float system components will be constructed offsite and transported to the project site for final assembly. The old wood pier will be replaced with a new aluminum walkway and gangway. Phase 1 of the project replaces 495' of floating dock, rehabilitates the adjoining wharf with structural modifications necessary for the new hoist, and replaces an old weight-and-reach-restricted fixed boom hoist with a modern hydraulic knuckle boom hoist which has increased load capacity. Phase 2 of the project replaces 200' of wood transient tie-up floats with 270' of broadside concrete floats, installs a new vessel waste pumpout and dump station, makes ADA restroom upgrades, and constructs a 60' aluminum walkway and an 80' aluminum gangway to restore public access to the waterfront. The new float system will improve safety and ease of use, as well as provide compliance with ADA Accessibility Guidelines for marina operations. Electric shore power and domestic water services to the docks will also be upgraded to meet current safety standards and market demands.

The existing Maple Street landing and docks were constructed in 1966; these facilities are beyond their useful service life. Due to its condition, the old wood gangway was removed in 2005; the transient docks are now closed to the public and those moorage spaces are not rentable because of their deterioration.

The purpose of this project is to improve the diversity and efficiency of Oregon's transportation system by replacing worn out infrastructure that is essential to the continuation of commercial fishing and recreational boating activities. Further, this project will improve connections between marine, highway and public transit modes of transportation by restoring access to the Siuslaw River and the adjoining Pacific Ocean. The restoration of the wharf, hoist and transient docks will allow commercial fishermen to transport their product from marine vessel to market. The installation of the walkway/gangway will enable boaters to link to city streets and the adjoining (0.2 miles distant) Interstate Highway 101; public transportation; private motor vehicle transportation; and the nearby (1.3 miles) municipal airport. This project will improve the flow of commerce by enabling quick access for fishermen to deliver product to market and for boating tourists to reach the stores, restaurants and lodging in Florence. These increased sales will result in an economic benefit to the state of Oregon. Removing the old docks will also address a safety issue for boaters, fishermen and the public. In addition to benefits for commercial fishing, this project is expected to provide a destination port of call for recreational vessels (including out of state and international vessels) cruising the Oregon coast. With additional moorage space available the new docks will also enhance critical harbor of refuge services and accommodate government vessels for emergency response and disaster recovery operations.

*Union Pacific  
Railroad*

**PART B: Project Description**

1. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

**SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE**

This project consist of the installation of a crossover in UP's Eugene yard between track Nos. 305 and 311 allowing UP to utilize track no. 311 as a Receiving and Departure Track thereby increasing yard capacity.

This project will provide UP with access to additional yard capacity for receiving and departing trains that is currently being impacted by the rail realignment project being funded by ODOT as a part of the rail infrastructure improvement project needed to support the operation of the Cascadian passenger trains and Amtrak intercity service. This in-progress ODOT funded project will reduce the amount of main line track time required for all trains access/departing Eugene Yard, which will increase mainline capacity and fluidity, improve passenger train reliability and reduce grade crossing blockages.