Lane Area Commission on Transportation
859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 *(office)*

Wednesday, August 10, 2016
5:30 – 7:30 p.m.

McLane Room, Oregon Department of Transportation, Area 5
644 A Street, Springfield (directions on last page)

Conference Call: 541 682-4087
Contact: Denise Walters, 541 682-4341
dwalters@lcog.org

Purpose: The Lane ACT is an advisory body established to provide a forum for stakeholders to collaborate on transportation issues affecting Lane County (Region 2, Area 5) and to strengthen state and local partnerships in transportation.

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

A G E N D A

1. CALL TO ORDER (Welcome and Introductions) *Quorum=19* **5:30 p.m.**

2. REVIEW AGENDA – ADDITIONS or DELETIONS **5:35 p.m.**

3. CONSENT CALENDAR **5:40 p.m.**

The following items are considered routine by the LaneACT and will be enacted in one action by consensus. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Calendar and will be considered separately.

a. Approve Minutes *(June 8, 2016)* ***(Quorum Required)***

4. COMMENTS FROM THE AUDIENCE **5:45 p.m.**

Anyone wishing to provide a general comment about the LaneACT must sign up on the Public Comment sheet provided at the meeting.

5. STIP ENHANCEMENT SCOPING RESULTS UPDATE **5:50 p.m.**

Action Requested: None-information only.
Objective: Status Update.
Presenter: Bill Johnston, ODOT

Location is wheelchair accessible (WCA).
American Sign Language (ASL) interpretation is available with 48 hours notice.

6. OReGO UPDATE **6:20 p.m.**

Action Requested: None-information only.
Objective: Status Update.
Presenter: George Grier

7. *Connect*Oregon UPDATE **6:25 p.m.**

Action Requested: None-information only.
Objective: Status Update.
Presenter: Bill Johnston, ODOT

8. DEBRIEF ON JOINT LEGISLATIVE COMMITTEE ON TRANSPORTATION PRESERVATION AND MODERNIZATION LUNCH & PUBLIC HEARING **6:35 p.m.**

Action Requested: Decide whether or not to submit letter of testimony and if submitting, what content should include.
Objective: Status update and determine next steps (if any).
Presenter: Sid Leiken, Chair

9. LANEACT MEMBER PRESENTATION CONCEPT **7:00 p.m.**

Action Requested: Vet concept and agree on method for order of presentations.
Objective: Establish more detailed regional understanding of jurisdictional transportation issues and opportunities.
Presenter: Bill Johnston, ODOT/Denise Walters, LCOG

10. ANNOUNCEMENTS AND INFO SHARING *(please be brief)* **7:15 p.m.**

a. ODOT Update
b. Metropolitan Policy Committee Update (minutes attached)

OTHER INFO-ONLY ATTACHMENTS

- 2016-2017 LaneACT Calendar
- Monthly Attendance Report ('15-'16 and '16-'17)
- Membership List *(July 2016)*

NEXT MEETINGS

PLEASE NOTE: You may join any of the following meetings by conference call at 541-682-4087.

- Steering Committee – August 18, 2016, 11:00 a.m. to 12:00 p.m., ODOT Conference Room
- **LaneACT – September 14, 2016, 5:30 to 7:30 p.m., ODOT McLane Room or RECESS**
- Steering Committee – September 22, 2016, 11:00 a.m. to 12:00 p.m., ODOT Conference Room
- **LaneACT – October 12, 2016, 5:30 to 7:30 p.m., ODOT McLane Room**
- Steering Committee –October 20, 2016, 11:00 a.m. to 12:00 p.m., ODOT Conference Room

LaneACT will post meeting materials on its webpage at www.LaneACT.org prior to each meeting. To be included on the e-mail notification list, please contact Denise Walters at 541-682-4341, dwalters@lcog.org.

Location is wheelchair accessible (WCA).
American Sign Language (ASL) interpretation is available with 48 hours notice.

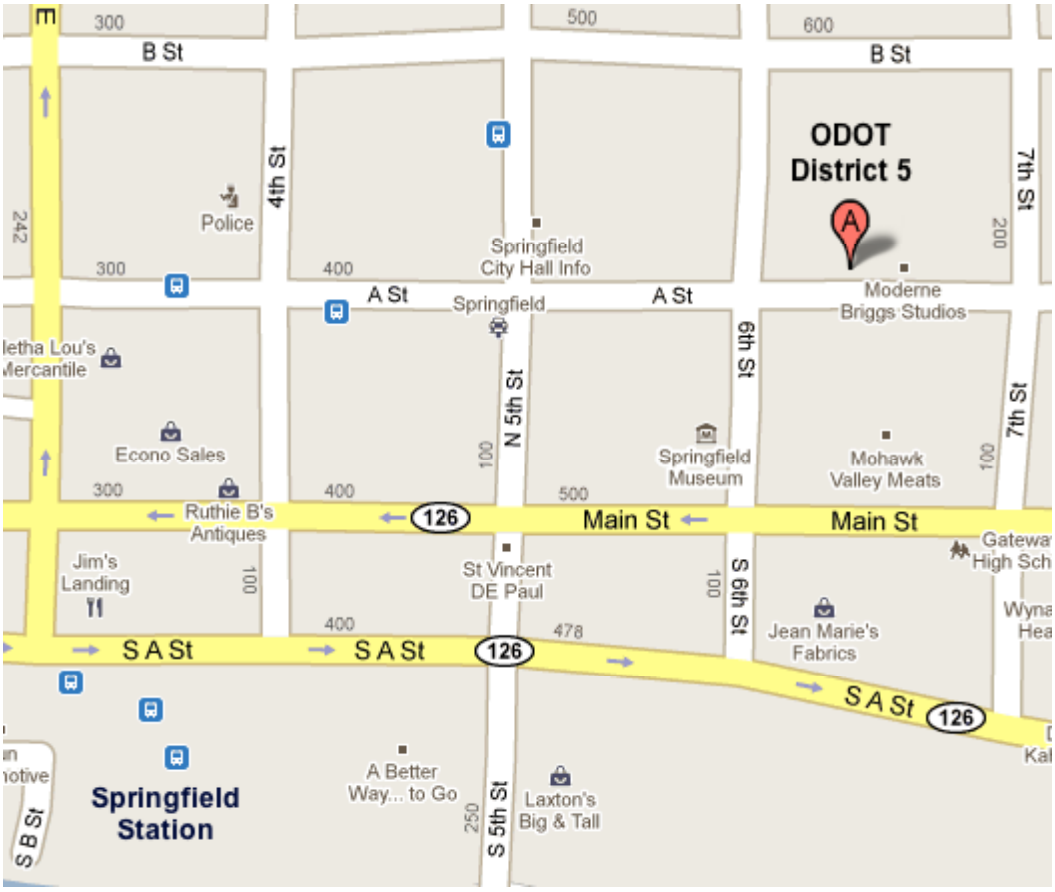
GETTING THERE:

ODOT Area 5: Located at 644 A Street between 6th and 7th Streets, next to Springfield City Hall.

Bus: Take the bus to the LTD Springfield Station. From there walk two blocks north to A Street then two blocks east to 6th Street.

Bicycle Parking: There are bicycle racks in front and additional racks at Springfield City Hall.

Auto Parking: There is free two-hour parking along Main Street and most surrounding streets.



Location is wheelchair accessible (WCA).
American Sign Language (ASL) interpretation is available with 48 hours notice.

M I N U T E S

Lane Area Commission on Transportation (LaneACT)
McLane Room
Oregon Department of Transportation, Area 5
644 A Street, Springfield, OR 97477

June 8, 2016
5:30 p.m.

PRESENT: Sid Leiken, Lane County, *Chair*
Jerry Behney, Coburg
Tom Munroe, Cottage Grove
Dave Stram, Creswell
Claire Syrett, Eugene
Mike Miller, Florence (via teleconference)
Steve Paulson, Lowell
Jim Coey, Oakridge
Hillary Wylie, Springfield
Chief Warren Brainard, Confederated Tribes
Don Nordin, Lane Transit District (LTD)
Charles Tannenbaum, Highway 126 East
Nancy Rickard, Port of Siuslaw
Jeff Paschall, Lane County Roads Advisory Committee (LCRAC)
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Holly McRae, Bicycle and Pedestrian Designated Stakeholder
Rob Zako, Environmental Land Use Designated Stakeholder
Jason Muggy, Trucking Designated Stakeholder
Scott Parkinson, Rail Designated Stakeholder
George Grier, Other Stakeholder
Jennifer Jordan, Other Stakeholder
Shelley Humble, Other Stakeholder
Eugene Organ, Other Stakeholder
Ryan Papé, Other Stakeholder

ABSENT: Dunes City, Junction City, Westfir, and Veneta.

OTHERS: Walter McAllister, Nancy Murphy, Steve Templin, ODOT; David Reesor, Lane County; Erin Reynolds, Michelle Amberg, Creswell; Reed Dunbar, Eugene; Emma Newman, Springfield; Tom Schwetz, LTD; Daniel Callister, Kelly Clarke, Ellen Currier, Howard Schussler, Denise Walters, Lane Council of Governments (LCOG).

1. Call to Order (Welcome and Introductions)

Chair Sid Leiken called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:32 p.m. Members and the audience introduced themselves.

2. Review Agenda – Additions or Deletions

Commissioner Leiken added an item to the agenda: Joint Committee on Transportation Preservation and Modernization.

3. Joint Committee on Transportation Preservation and Modernization

Commissioner Leiken announced members of the interim Joint Committee on Transportation Preservation and Modernization (fourteen Oregon Representatives and Senators and staff) were coming to the Eugene/Springfield area on July 20, 2016. Their schedule included an invitation only tour at 2:00 p.m. and a public hearing at 5:00 p.m. They had requested to meet with LaneACT members prior to the tour. He encouraged LaneACT members to attend the meeting as well as submit oral or written testimony at the public hearing. The meeting will be at noon on July 20, 2016 with location to be determined.

Ms. Brindle added details would be distributed via e-mail when available. She thought the pre-tour meeting included lunch and requested invitees confirm their attendance. Ms. Brindle asked if LaneACT members wished to submit written testimony as an entity.

Shelley Humble arrived at the meeting at 5:37 p.m.

Mr. Thompson offered to draft the letter from LaneACT, based on its previous letter to the Governor's Transportation Vision Panel.

Discussion turned to the focus of the letter. When Mr. Grier asked about the scope of the letter, Commissioner Leiken emphasized it should be very broad and support a large, multi-year transportation funding legislative package. Ms. Brindle clarified the letter needed to convey more than a list of desired projects. Mr. Thompson added at the first meeting of the Joint Committee on Transportation, the focus had been on why funding for transportation needed to be increased. He thought the letter should focus on the impact of more funding, e.g. multi-modal networks, expanded transit, seismic upgrades.

Holly McRae arrived at the meeting at 5:43 p.m.

Mr. Zako proposed a process: Mr. Thompson draft the letter based on LaneACT's letter to the Vision Panel and e-mail it to LaneACT members; they provide feedback to the Steering Committee; the Steering Committee schedules its July meeting so they were able

to finalize the letter prior to the July 20, 2016 public hearing. Councilor Paulson supported the process proposal.

When Mr. Nordin asked why not finalize the letter at the July 13, 2016 LaneACT meeting, Ms. Walters explained the Commission was scheduled to be in recess in July.

Mayor Monroe suggested another big issue was the backlog of projects in small communities, especially American with Disabilities Act (ADA) improvements.

4. Consent Calendar
A. Approve Minutes (May 11, 2016)

Consensus: The Minutes of May 11, 2016 were approved as submitted.

5. Comments from the Audience

No members of the audience signed up to give public comment.

6. Vice-Chair Selection

Mayor Stram, speaking for the Nominating Committee (Mayor Munroe, Mayor Stram, Councilor Wylie, and Mr. Zako), reviewed the attributes, roles, and responsibilities identified for the Vice-Chair. The Nominating Committee recommended Joe Henry, Mayor of the City of Florence. Mayor Henry was willing to serve as Vice-Chair.

Other members of the Nominating Committee expressed their support for Mayor Henry. Councilor Wylie also requested the Steering Committee provide more direction in the future, especially whether the rural-urban split was required.

Ms. Rickard advocated for Mayor Henry's selection. She highlighted the improved interagency cooperation in the Florence area due to Mayor Henry's leadership. Ms. Rickard noted Mayor Henry was not able to attend the current LaneACT meeting due to his involvement with the Cascadia Rising emergency response drill.

Consensus: Mayor Henry was appointed LaneACT Vice-Chair for 2016.

7. Letter of Support Requests

Ms. Brindle said the purpose of the Federal Lands Access Program (FLAP) was to provide safe and adequate transportation access to and through Federal lands. Lane County and ODOT were each applying for FLAP grants. Grant applications and draft letters of support were included in the agenda packet. The grant applications were:

- Row River Road deep culvert replacements (Lane County)
- Row River Trail safety improvements (Lane County)
- London Road overlay and culvert replacements (Lane County)
- Kitson Springs Road slide repair (Lane County)
- North Fork Siuslaw Road landslide repair (Lane County)
- Highway 126 West Cushman flood mitigation (ODOT).

Mr. Reesor gave a Powerpoint presentation entitled, *Lane County 2016 Federal Lands Access Program (FLAP) Grant Applications*. He described the project locations and reviewed the problem, solution, and grant request for each Lane County project. When Mayor Munroe asked about the impact to the road and lake were the Row River Road culverts to fail, Mr. Reesor said both would be adversely affected.

Ms. Brindle described the ODOT application. Currently, when the tide was high and it had rained, the water on Highway 126W at Cushman was too deep for emergency vehicles and passenger cars to cross. The proposed project included installing a flood barrier wall and pump system and improving the drainage.

When Mr. Grier asked who decided which grant applications would be funded, Ms. Brindle explained a joint committee of Federal and ODOT staff determined how Oregon's $36 million allocation was distributed.

Responding to Mr. Zako's question as to whether LaneACT should indicate their relative priority among applications, Ms. Brindle explained LaneACT was not being asked to rank the proposals. Councilor Syrett noted the applications were going forward. The question before LaneACT was whether or not to submit letters of support.

Mr. Thompson explained recent changes in the Federal Fixing America's Surface Transportation (FAST) Act doubled the amount allocated annually to Oregon. He opined it likely project applications not receiving funding in 2016 would be resubmitted in 2017.

Councilor Wiley voiced support for all the projects proposed. Mr. Zako, Mayor Munroe, and other LaneACT members concurred.

Consensus: LaneACT members approved the draft letters of support for the FLAP grant applications from Lane County and ODOT.

8. *Connect*Oregon VI Regional Review Committee Update

Commissioner Leiken referenced the *Connect*Oregon VI-Region 2 Priorities memo and spreadsheet in the agenda packet. He highlighted the LTD Santa Clara Transit Center was rated second and the City of Florence Siuslaw Estuary Trail was eighth. Mr. Thompson added the $4.5 million allocated to Region 2 would fund the top three projects on the list. The fourth was competitive for the statewide money because the application had a very high match (71%).

Ms. Brindle complimented Commissioner Leiken on his advocacy skills. He recognized Mr. Schwetz, Mr. Thompson, and Ms. Brindle for their excellent staff support.

9. Transportation Safety Action Plan

Nancy Murphy, ODOT Principal Planner, gave a Powerpoint presentation entitled, *Transportation Safety Action Plan Update*. She detailed the process to date and highlighted the plan's vision: "Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035**."** The updated plan integrated the federally required Strategic Highway Safety Plan (SHSP) with elements of the Oregon Transportation Plan. Ms. Murphy reviewed the Goals (Safety Culture; Safer Infrastructure; Healthy, Livable Communities; Emerging Technologies; Collaboration and Communication; and Strategic Investments) and the process used to develop the priority emphasis areas.

Walt McAllister, ODOT Transportation Safety Division, provided more detail for the emphasis areas of Infrastructure, Risky Behavior, Vulnerable Users, and Improved Systems. The emphasis areas outlined desired actions for the next five years (Tier 1). He hoped LaneACT members referenced the emphasis areas when prioritizing projects. Mr. McAllister described infrastructure improvements including larger traffic signals at intersections and more rumble strips to prevent lane departures. When he noted the possibility of local jurisdictions having more control setting speed limits, Ms. Murphy clarified the plan proposed reviewing statutes to determine the feasibility of the idea.

When discussing risky behavior, Mr. McAllister emphasized the importance to change societal norms around drinking (at all) and driving and raised concerns over the traffic safety implications of the recent legalization of retail marijuana. He reviewed the proposals to address speeding and distracted driving. When Councilor Syrett asked what was meant by Occupant Protection, Mr. McAllister explained it included wearing seat belts, correctly installing child safety seats, and using rear-facing child car seats for children two and under.

Mr. McAllister shared the proposals for the four types of vulnerable users identified: pedestrians, motorcyclists, bicyclists, and older road users. He noted older road users were not in as many accidents as other age groups, but when they were involved in an accident it was more likely to be serious or fatal. Ms. Murphy added bicycle tourism was a big consideration in the plan and the proposals were for both rural and urban areas.

Mr. McAllister concluded his presentation by noting the website where the complete draft plan was available (http://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx). Ms. Murphy said the draft plan was available for public review and comment from June 16, 2016 through August 1, 2016.

Mr. Organ was concerned people with disabilities were not included as a vulnerable population. He described how difficult crossing roundabouts were for those with

disabilities. Mr. McAllister explained the data did not show people with disabilities were in a disproportionate number of accidents. The bigger issue was accessibility.

Councilor Syrett asked if the planning group had considered requiring driver's education, raising the driving age to eighteen, or developing regulations regarding driverless vehicles. She also questioned why there was no data on distracted drivers.

Mr. McAllister said mandatory driver's education had been included in Tier 2. The difficulty with getting data on distracted driving was that people did not self report and law enforcement did not always observe the behavior.

Mayor Munroe asked about driver's education for those seeking a commercial license. He also stated there were issues with some bicyclists violating traffic laws. In response, Mr. McAllister explained many people with commercial licenses had learned to operate heavy vehicles in the military. There were driver training schools available, but they often required students provided their own vehicle. He agreed with Mayor Munroe some bicyclists violated traffic laws, including "biking while intoxicated".

When Ms. Brindle emphasized the importance of education to change the behavior of distracted drivers, Ms. Murphy indicated studies had shown the worst offenders for using a mobile device while driving were people in their thirties and forties.

Mr. Zako advocated ODOT staff forward an estimate of the cost to implement the Tier 1 strategies to the Joint Committee on Transportation Preservation and Modernization.

Mr. Nordin suggested ODOT staff review the work being done in Tennessee regarding rules and taxes for autonomous vehicles. When he opined they were part of the solution for distracted drivers, Mr. McAllister said most Oregonians replaced their car every ten to twelve years. It would be over a decade before automated safety features were prevalent.

Commissioner Leiken said Sheriff Trapp was working with law enforcement in Washington, which had earlier legalized retail marijuana, to learn from their experiences.

10. MPO Data Portal

Ellen Currier, LCOG Transportation Planner, demonstrated the features and data available on the recently developed portal. It was accessed either through the MPO (www.thempo.org/887/Data-Portal) or LCOG site (www.lcog.org/887/Data-Portal). She described the data visualization schemes for federally required core safety measures and crash data. Using *Tableau Reader* as a data sharing platform, end users were able to download subsets of the data for their own jurisdiction. The reader was available at no charge. Ms. Currier showed examples of the data mapped (e.g., traffic fatalities) and explained the user interface. She offered to meet with LaneACT members and/or their staff to provide training.

When Councilor Paulson observed the portal was not easily accessible using a smart phone, Councilor Syrett shared the portal worked fairly well on her tablet. Ms. Currier explained the user interface was most easily manipulated using a personal computer. Several people had questions about the source and timeliness of the data. Ms. Brindle asked about the demographics. Mr. Grier wanted to know more about crash data. Mayor Monroe inquired if the data indicated if those involved in fatalities lived nearby. In response, Ms. Currier explained the population data came from Portland State University, the crash data was from ODOT and was uploaded annually, and the residence of those involved in crashes was not part of the database due to privacy issues.

11. Sea Lion Rock Wall

Ms. Brindle introduced Steve Templin, ODOT project manager for the Sea Lion rock wall restoration project. The project was funded by a FLAP grant. Mr. Templin gave a Powerpoint presentation entitled, *US101 Sea Lion Rock Wall, Preservation & Restoration*. The presentation was a series of photographs from the site, showing the sea wall before, during, and after the restoration project. He highlighted the historic considerations, including the cataloging of the stones as the wall was dismantled, the quarrying of basalt from near Waldport to match the historic stones, and using traditional masonry tools and techniques (including adding oyster shells to the mortar). When Mr. Tannenbaum asked if the mortar contained compounds resistant to salt spray, Mr. Templin explained ODOT staff had analyzed the historic mortar and replicated it. He further elaborated freezing and thawing caused more damage to mortar where salt spray basically was neutral in impact.

Mr. Templin also described the scaffolding used by workers as they built the new wall and compared it to the approach used by the Works Progress Administration (WPA) in 1931. The new wall was close to three feet in height and was capped by stones (and lichen) from the original. Mr. Templin concluded his remarks by showing a YouTube video entitled: *US 101: Sea Lion Point Rock Wall*.

Ms. Rickard commended Mr. Templin on the project, noting the old and new rock was indistinguishable. She encouraged others to come view the project in person.

12. Announcements and Info Sharing

Commissioner Leiken reminded LaneACT members the committee was in recess for July. He encouraged them to attend the events with the Joint Committee on Transportation on July 20, 2105.

Ms. Humble announced the Federal Aviation Administration (FAA) had just commissioned Creswell Airport's Automatic Weather Observing System (AWOS). The system had been funded by a *Connect*Oregon IV grant.

The meeting was adjourned at 7:34 p.m.

(Recorded by Beth Bridges)

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 *(office)*

August 10, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Denise Walters, LCOG

SUBJECT: Agenda item 5: STIP Enhancement Scoping Results Update

Background
ODOT has just completed initial scoping on STIP Enhance projects, but some minor adjustments are still being made. Final scoping results were not available in time for distribution in this packet. A revised table showing both the scoping results and the ODOT straw proposal for the Super ACT's consideration will be made available at the August 10th meeting. The Super ACT meeting will be scheduled by ODOT for early September.

Discussion
Staff presentation of scoping results overview.

Recommended Action
None. Information only.

Attachments
None.

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 *(office)*

August 10, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Denise Walters, LCOG Staff

SUBJECT: Agenda Item 6: OReGO Update

Background
Oregon Department of Transportation (ODOT), mandated by the passage of Senate Bill 810 in 2013, created a road usage charge program to assess a per-mile charge to drivers who volunteer to participate. The program is limited to a maximum of 5,000 passenger vehicles.

The Road User Fee Task Force (RUFTF) is the legislative policy committee guiding development of the road usage charge system. Its mission is "to develop a revenue collection design funded through user pay methods, acceptable and visible to the public, that ensures a flow of revenue sufficient to annually maintain, preserve, and improve Oregon´s state, county, and city highway and road system." There are two driving forces behind this: declines in fuel tax revenues and the "user pays" principle. Fuel tax revenues are expected to decline due to increasingly fuel-efficient vehicles. Inflation reduces the buying power of state highway revenues. The "user pays," underlies how transportation is funded in Oregon. This principle is so important that it is embedded in Oregon's constitution.

Discussion
Wear and tear of Oregon's roads is not dependent of the fuel efficiency of the vehicles driving on them. The OReGO Program decouples road usage from the fuel used to travel on the roads. Rather it collects a fee of 1.5 cents for each taxable mile driven. A private sector account manager collects data, including the number of miles driven, and applies the rate. The account manager also credits back the state fuel tax used to drive those taxable miles, and the volunteer either pays the difference or receives a refund. Essentially, fuel tax is treated as a prepayment of the road usage charge. The account managers then collect the revenue and remit it to ODOT when they file their tax reports. Volunteers have a choice of a GPS-enabled device or a non-GPS device. Some of the account managers offer value-added services, such as decoding of engine diagnostic codes, driving scores, and braking habits.

Signing up for the program is relatively easy. By accessing the MyOReGO.org website, a volunteer can select an account manager. Once the volunteer applies, a series of validations ensure the vehicle is registered to the volunteer in Oregon and meets the 10,000 pounds gross vehicle weight limit. Once the validation is successfully completed, the vehicle is enrolled. At that point, the account manager sends a small device that the volunteer inserts into the on-

board diagnostic (OBD-II) port in the vehicle. When the device is synchronized with the vehicle and the account manager's system, the volunteer simply needs to drive normally and periodically settle the account.

The OReGO Program began operations on July 1, 2015. As of June 30, 2016, a total of 1,238 vehicles had been enrolled. Of those, 1,025 were active at the end of the first year of operations. These vehicles represented 1,103 volunteers with 879 still active at the end of the first year. Participating vehicles represent a range of fuel efficiency as follows:

Under 17 MPG	255
17 < 22 MPG	358
22 and above MPG	412

The 1,200+ vehicles enrolled in OReGO during its first year in operations provided an ample fleet to support effective testing of the concept. The list of vehicles includes:

- more than 40 unique vehicle makes
- more than 200 unique vehicle models
- model years 1996 through 2016
- more than 100 hybrid vehicles, and
- 14 electric/plug-in hybrid vehicles.

Vehicle enrollments mirror population density across the state. For example, the bulk of enrolled vehicles are registered to addresses in the I-5 corridor.

Oregon is the first state to have a fully-functional road usage charge program; however, other states are interested. For example, California launched a nine-month pilot on July 1, 2016. Washington has also been evaluating the feasibility of transitioning to a road usage charge. The Fixing America's Surface Transportation Act (2015), which is the latest federal legislation, will provide $95 million in grant funds to be used over the next five years to study and enhance road usage charging. ODOT submitted a grant to enhance its existing program.

Action
None.

Attachments
None.

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 *(office)*

August 10, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Denise Walters, LCOG

SUBJECT: Agenda item 7: *Connect*Oregon VI Update

Background
ODOT has additional funds available in *Connect*Oregon as a result from project savings in previous *Connect*Oregon cycles. These additional funds extend to project 39 which added one Region 2 project to the potential funded list.

Discussion
The Oregon Transportation Commission (OTC) held a public hearing on July 21, 2016 and will make its final decision at its August 18-19 meeting. The materials from the OTC's July public hearing are attached for your information.

Recommended Action
None. Information only.

Attachments
A. OTC *Connect*Oregon VI Agenda Item Summary
B. Final Review Committee Funding Recommendations
C. Final Recommendation Summary
D. Final Recommendation Report

Attachment 7a

Oregon

Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: July 7, 2016

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda F** – *Connect*Oregon VI Project Selection

Requested Action:
Conduct a public hearing and receive an informational presentation about the project selection results from the *Connect*Oregon VI Final Review Committee.

Background:
The 2015 Oregon Legislature authorized $45 million to fund *Connect*Oregon VI with a guarantee that a minimum of $4.5 million in funding be allocated to each of the five *Connect*Oregon regions. This $45 million is in addition to $382 million authorized previously by the Oregon Legislature for *Connect*Oregon I through V. For the previous five rounds of *Connect*Oregon, the Oregon Department of Transportation (ODOT) received 452 project applications and funded 186 projects with a total leverage of non-*Connect*Oregon funds of approximately $535 million. Of the 186 projects 144 are complete with the remaining at various stages of design and construction.

ODOT initially received 78 *Connect*Oregon VI applications for funding. After an initial eligibility review of all applications, two applications were determined to be ineligible for *Connect*Oregon VI funds. The ineligible applicants were notified of ODOT's decision and given an opportunity to appeal, neither ineligible applicants appealed. Additionally, during the committee review process, one application was withdrawn by the applicants. The Final Review Committee assessed 75 applications with a total request of $88,402,249. The Committee prioritized the projects reviewed with the goal of selecting the best projects to benefit air, marine, public transit, bicycle/pedestrian and rail transportation throughout Oregon.

*Connect*Oregon staff, which includes staff from ODOT, Oregon Business Development Department and Oregon Department of Aviation, reviewed each application for completeness, feasibility, and eligibility. Applications received a statutory consideration review by appropriate modal staff. Each application also received two economic benefit evaluations: one from an ODOT economist and one from a Business Oregon, business development officer. The statutory consideration and economic benefit assessments and scores were included in the review materials provided to all subsequent review committees. The appropriate modal committee (aviation, transit, rail, marine, freight or bicycle/pedestrian) reviewed each application and recommended prioritization. Applications were also reviewed by Regional Solutions Teams (RSTs), which provided review for projects located in their

respective counties to indicate whether each project supports regional priorities identified by the Regional Solutions Advisory Committee for the relevant region. The modal committee recommendations and RST review forms were forwarded to the appropriate regional review committee, generally the Area Commissions on Transportation (ACT) or joint-ACT committee for regions that have more than one ACT, to prioritize their projects. The recommendations from the modal and regional review committees were then forwarded to the 24-member Final Review Committee for consideration and final prioritization.

The Final Review Committee was chaired by Lynn Schoessler. *Connect*Oregon VI was Mr. Schoessler's first appearance as Final Review Committee Chair. In addition to the Chair, the Final Review Committee was comprised of representatives of each Modal Review Committee and Regional Review Committee, several of whom have served on the committee in previous *Connect*Oregon programs, for a total of 24 members.

The Final Review Committee reviewed and discussed project materials and prepared a formal recommendation to the Commission. Originally scheduled for two days of meetings the Committee was able to finish its work in one day. The Committee produced a recommended funding prioritization list of projects ranked 1-75 (Attachment 1).

In preparation for the public hearing, staff reviewed the funds available in the *Connect*Oregon Fund, formerly the Multimodal Fund. Due to the cancelation of some projects and some projects coming in under budget; there are sufficient funds to fund the projects ranked 1 to 39 by the Committee. The total for all 39 projects is $49,518,726 which includes $500,000 for administrative costs. The monies available from the bond sale authorized by House Bill 5030 (2015) and the additional $4,518,725.54 from cost savings of previously awarded *Connect*Oregon projects is sufficient to fund these 39 projects (Attachment 2).

The recommendations of the Final Review Committee are now presented to the Oregon Transportation Commission (OTC) for its review and consideration. A public hearing will occur at the July 21, 2016 OTC meeting in Salem for stakeholders and public to comment on the list of recommended projects. The final recommendations report has been posted on the *Connect*Oregon website at http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx. (Attachment 3) The OTC will approve the list of recommended projects, in whole or part, at its August 18-19, 2016, meeting in Klamath Falls. Once a list of approved projects is released staff will work with recipients to execute necessary grant agreements.

Attachments:

- Attachment 1 – Final Review Committee Funding Recommendations
- Attachment 2 – Final Recommendation Summary
- Attachment 3 – Final Recommendation Report

Copies (w/attachemtns) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Karmen Fore	Erik Havig	Scott Turnoy	Lynn Schoessler
Christian Watchie			

Attachment 7b

Connect Oregon VI
Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	TOTAL PROJECT MATCH	FINAL COMMITTEE RANK
	ODOT	Project Selection, Administration, and Debt Service	$ 500,000.00			
1M0407	Port of Portland	Terminal 6 Auto Staging Facility	$ 6,740,256.00	$ 2,628,700.00	$ 4,111,556.00	1
4T0416	Central Oregon Intergovernmental Council	Central Station	$ 1,573,813.50	$ 1,043,813.50	$ 530,000.00	2
1B0380	City of Tigard	Tigard Street Trail: A Path to Employment	$ 1,300,000.00	$ 700,000.00	$ 600,000.00	3
4A0426	City of Prineville	Prineville Airbase Joint Use Facility	$ 8,859,192.00	$ 2,000,000.00	$ 6,859,192.00	4
5A0358	City of Burns, Oregon	Runway 3/21 Concrete Joint Repair Project	$ 750,000.00	$ 75,000.00	$ 675,000.00	5
2B0409	Yamhill County	Yamhelas Westsider Trail: Bridge Construction	$ 2,967,456.71	$ 1,012,185.71	$ 1,955,271.00	6
4B0387	City of Redmond	Homestead Canal Trail, Phase II	$ 1,197,052.60	$ 467,052.60	$ 730,000.00	7
1R0413	Union Pacific Corporation & Subsidiaries	Portland Passenger-Freight Rail Speed Improvement Project	$ 12,964,124.00	$ 8,294,124.00	$ 4,670,000.00	8
3M0399	Fred Wahl Marine Construction Inc	FWMC Bolon Island Expansion	$ 8,757,766.00	$ 3,401,250.00	$ 5,356,516.00	9
5A0377	Union County	La Grande/Union County Airport Rappel Base Building	$ 3,430,055.00	$ 1,000,000.00	$ 2,430,055.00	10
3A0376	Jackson County/Rogue Valley Intl-Medford	Rehabilitation of Taxiway A - South	$ 7,146,666.00	$ 446,666.00	$ 6,700,000.00	11
4A0428	Lake County	Lake County Airport Apron Rehab & Beacon Safety Upgrades	$ 2,055,555.00	$ 205,555.00	$ 1,850,000.00	12
5A0412	City of Baker City	Airport Apron Reconstruction and Fuel Storage Expansion	$ 1,911,990.00	$ 416,199.00	$ 1,495,791.00	13
2M0366	Teevin Bros Land & Timber Co	Mooring Points RM 66.5	$ 1,125,000.00	$ 750,000.00	$ 375,000.00	14
1A0398	Port of Hood River	Aviation Technology & Emergency Response Center	$ 2,166,900.00	$ 1,364,900.00	$ 802,000.00	15
2A0364	City of Newport	Newport Communication Ground-Link and AWOS update	$ 40,000.00	$ 25,000.00	$ 15,000.00	16
4A0383	City of Bend	Bend Airport Helicopter Operations Area Phase 2	$ 4,873,000.00	$ 1,100,000.00	$ 3,773,000.00	17
2R0360	Marion Ag Service Inc.	Marion Ag Service Rail Spur	$ 1,089,700.66	$ 498,565.73	$ 591,134.93	18
3M0404	Sause Bros.	Drydock	$ 4,744,000.00	$ 993,450.00	$ 3,750,550.00	19
2A0418	Life Flight Network, LLC	Life Flight Network Hangar	$ 950,000.00	$ 665,000.00	$ 285,000.00	20
1B0402	City of Portland	Flanders Crossing Active Transportation Bridge	$ 5,877,000.00	$ 2,877,000.00	$ 3,000,000.00	21
1T0391	South Clackamas Transportation District	SCTD - Transit & Operations Center	$ 597,000.00	$ 390,000.00	$ 207,000.00	22
3R0368	Rogue Valley Terminal Railroad Corporation	Western Emulsions/Boise Cascade 286k Track Upgrades	$ 170,000.00	$ 117,300.00	$ 52,700.00	23
5R0385	Morrow County Grain Growers, Inc	Boardman Grain Elevator Unit Train Unloading Project	$ 6,500,000.00	$ 2,500,000.00	$ 4,000,000.00	24
1B0405	Tualatin Hills Park & Recreation District	Waterhouse Trail Segment 4	$ 1,000,000.00	$ 400,000.00	$ 600,000.00	25
4R0421	LRY, LLC	Lake Railway 5,000 Ties to Support Growth	$ 500,000.00	$ 325,000.00	$ 175,000.00	26
5R0396	Wallowa Union Railroad Authority	Elgin Complex Rail Spur Repair	$ 500,000.00	$ 350,000.00	$ 150,000.00	27
2A0394	City of Corvallis	Rehabilitate Runway 9-27, Install Perimeter Fence	$ 6,422,222.00	$ 642,222.00	$ 5,780,000.00	28
2T0431	Lane Transit Distict	Santa Clara Community Transit Center and Park & Ride	$ 8,142,502.00	$ 3,000,000.00	$ 5,142,502.00	29

Connect Oregon VI
Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	TOTAL PROJECT MATCH	FINAL COMMITTEE RANK
5B0367	City of Island City, Oregon	Grande Ronde River Greenway - Phase II	$ 1,586,133.00	$ 1,110,133.00	$ 476,000.00	30
1T0406	Clackamas Community College	Clackamas Community College Transit Center	$ 2,555,000.00	$ 1,762,950.00	$ 792,050.00	31
3A0425	Josephine County Airports	Emergency Power Generators for Two Airports (3S8 & 3S4)	$ 197,000.00	$ 137,900.00	$ 59,100.00	32
1B0432	City of Milwalkie	Kronberg Park Multi-Use Trail	$ 1,769,100.00	$ 1,185,735.00	$ 583,365.00	33
5R0379	Wyoming Colorado Railroad, Inc.	Bridge Program #1	$ 173,550.00	$ 119,749.00	$ 53,801.00	34
3T0390	Rogue Valley Transportation District	Passenger Fare Collection and Solar Project	$ 1,100,000.00	$ 400,000.00	$ 700,000.00	35
2M0427	Port of Toledo	Boatyard Environmental Work Building	$ 2,877,000.00	$ 2,013,900.00	$ 863,100.00	36
4A0365	City of Redmond, Oregon - Redmond Municipal Airport	Taxiway B Rehabilitation Project	$ 4,150,000.00	$ 259,375.00	$ 3,890,625.00	37
4A0359	City of Klamath Falls	Aircraft Maintenance Facility	$ 4,000,000.00	$ 2,800,000.00	$ 1,200,000.00	38
2M0375	Port of Astoria	Pier 2 West Rehabilitation	$ 2,200,000.00	$ 1,540,000.00	$ 660,000.00	39
2R0420	Knife River Corporation - Northwest	Knife River Rock Train System Improvements	$ 1,591,500.00	$ 1,114,050.00	$ 477,450.00	40
2B0411	Chehalem Park and Recreation District	Newberg-Dundee Bypass Parallel Trail	$ 1,866,100.00	$ 1,306,265.00	$ 559,835.00	41
4R0417	Red Rock Biofuels LLC (RRB)	Rail Spur & Lake County RR Bridge Improvements	$ 4,757,513.00	$ 3,330,259.00	$ 1,427,254.00	42
5A0370	City of Vale	Miller Memorial Airpark Phase II	$ 400,000.00	$ 280,000.00	$ 120,000.00	43
4R0401	Juhl Enterprises DBA J&P Wholesale	Rail Spur Expansion Project	$ 310,000.00	$ 210,000.00	$ 100,000.00	44
2A0397	City of Eugene	Eugene Airport Roadway Improvements	$ 791,564.00	$ 554,095.00	$ 237,469.00	45
2B0423	City of Eugene	Eugene Bicycle Parking - Access to Jobs and Transit	$ 160,000.00	$ 112,000.00	$ 48,000.00	46
3B0378	Coos County	The Coquille River Walk Extension to Johnson Mill Pond Park	$ 1,993,000.00	$ 1,395,100.00	$ 597,900.00	47
1B0393	City of Wilsonville	Memorial Park to Boones Ferry Park Trail Improvements	$ 749,760.00	$ 463,818.00	$ 285,942.00	48
5A0400	City of Pendleton	Pendleton Unmanned Aerial Systems Range (PUR)	$ 1,995,000.00	$ 1,396,500.00	$ 598,500.00	49
2B0430	City of Florence	Siuslaw Estuary Trail (City of Florence) Unit 1	$ 700,000.00	$ 490,000.00	$ 210,000.00	50
5A0357	City of Burns, Oregon	Burns Airport Master Plan	$ 335,000.00	$ 33,500.00	$ 301,500.00	51
2B0374	City of Cannon Beach	Ecola Creek Bike/Ped Bridge	$ 1,800,000.00	$ 1,250,000.00	$ 550,000.00	52
2M0361	Port of Newport	International Terminal Shipping Facility	$ 6,532,577.00	$ 4,000,000.00	$ 2,532,577.00	53
2R0373	Northwest Container Services	NWCS Rail Car Modification and Upgrade	$ 2,072,099.00	$ 1,450,449.00	$ 621,650.00	54
4R0424	BNSF Railway	Bieber Junction Rail Improvements	$ 6,979,160.00	$ 4,879,160.00	$ 2,100,000.00	55
4A0384	Sunriver Resort Limited Partnership	AWOS and Terminal Building	$ 846,328.00	$ 592,430.00	$ 253,898.00	56
2A0410	Brim Equipment Leasing, Inc. DBA Brim Aviation	North Coast Air and Marine Facilities Upgrade	$ 1,193,000.00	$ 835,100.00	$ 357,900.00	57
1B0403	City of Portland	Naito Parkway Railroad Crossing Safety Project	$ 450,000.00	$ 300,000.00	$ 150,000.00	58
1B0392	City of Portland	Red Electric Trail - Off Street Section (Portland, OR)	$ 870,000.00	$ 570,000.00	$ 300,000.00	59

Connect Oregon VI
Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	TOTAL PROJECT MATCH	FINAL COMMITTEE RANK
5B0389	Eastern Oregon University (EOU)	La Grande/EOU Grand Staircase Pedestrian Link	$ 3,177,000.00	$ 2,223,000.00	$ 954,000.00	60
1B0382	City of Gresham	Gresham Fairview Trail Phase IV	$ 2,047,438.00	$ 1,433,206.60	$ 614,231.40	61
4A0371	Sisters Airport Property LLC	Sisters Eagle Airport Business Expansion	$ 650,000.00	$ 455,000.00	$ 195,000.00	62
3B0414	City of Medford	Pedestrain-Bicycle Bridge Over Bear Creek/Main St Connection	$ 1,000,000.00	$ 700,000.00	$ 300,000.00	63
1T0395	City of Portland	Portland Streetcar Vehicle Acquisition	$ 5,000,000.00	$ 3,500,000.00	$ 1,500,000.00	64
3A0362	City of Brookings	Regional Airport Terminal Project	$ 17,481,290.00	$ 584,210.00	$ 16,897,080.00	65
4A0386	Sunriver Resort Limited Partnership	Sunriver Airport Capital Improvements	$ 2,772,601.00	$ 1,940,821.00	$ 831,780.00	66
1R0381	Northwest Container Services	NWCS Container Lift Equipment	$ 1,961,280.00	$ 1,372,780.00	$ 588,500.00	67
4B0372	City of The Dalles	The Dalles Gorge Hub	$ 69,900.00	$ 48,930.00	$ 20,970.00	68
2M0388	City of Harrisburg	Harrisburg Boat Landing	$ 450,000.00	$ 315,000.00	$ 135,000.00	69
3M0434	Oregon International Port of Coos Bay	Charleston Boatyard Capacity Expansion Development Plan	$ 1,500,000.00	$ 1,000,000.00	$ 500,000.00	70
4A0433	City of The Dalles	Airport Taxiway A Rehabilitation	$ 1,300,000.00	$ 130,000.00	$ 1,170,000.00	71
5B0369	City of Stanfield	Stanfield Multi-Use Pathways	$ 195,500.00	$ 136,850.00	$ 58,650.00	72
2R0419	City of Dallas	Dallas Industrial Area Rail Improvement Project	$ 1,066,400.00	$ 745,400.00	$ 321,000.00	73
1B0422	Mt. Hood Bicycle/Pedestrian Coalition	Mt. Hood Villages Bike Hub Project	$ 35,000.00	$ 20,000.00	$ 15,000.00	74
5B0408	City of Hermiston	Hermiston Multimodal Loop Trail	$ 308,000.00	$ 215,600.00	$ 92,400.00	75

Attachment 7c

*Connect*Oregon VI
Funding Recommendation Summary

Mode	$ Awarded By Mode	Number of Applications	% Total Funds Awarded to Mode	Total Requested by Mode	Total Applications Requested by Mode	% of Mode Request Funded
Aviation Funded	$11,137,817.00	14	22%	$17,939,473.00	24	62%
Bike/Ped Funded	$7,752,106.31	7	16%	$18,416,875.91	22	42%
Marine Funded	$11,327,300.00	6	23%	$16,642,300.00	9	68%
Rail Funded	$12,204,738.73	7	25%	$25,306,836.73	14	48%
Transit Funded	$6,596,763.50	5	13%	$10,096,763.50	6	65%
Administration	$500,000.00					
	$49,518,725.54	**39**	**99%**	**$88,402,249.14**	**75**	**56%**

Region	$ Awarded By Region	Number of Applications	% Total Funds Awarded to Region	Total Requested by Region	Total Applications Requested by Region	% of Region Request Funded
Region 1	$19,603,409.00	9	40%	$27,263,213.60	16	72%
Region 2	$10,146,873.44	9	20%	$22,319,232.44	20	45%
Region 3	$5,496,566.00	6	11%	$9,175,876.00	10	60%
Region 4	$8,200,796.10	8	17%	$19,787,396.10	16	41%
Region 5	$5,571,081.00	7	11%	$9,856,531.00	13	57%
Administration	$500,000.00					
	$49,518,725.54	**39**	**99%**	**$88,402,249.14**	**75**	**56%**

Note: Summary by mode and by region of projects with a final recommended ranking of 1 to 39.

Attachment 7d

Final Recommendation Report

*Connect*Oregon VI Final Review Committee

June 14, 2016

1 Introduction 1
2 *Connect*Oregon VI Program Development 1
2.1 Policy Team Guidance 1
2.2 Administrative Rule Development 1
2.3 Application Procedures Development 2
3 *Connect*Oregon VI Review Prior to the Final Review Committee 2
3.1 Completeness, Eligibility and Feasibility Review 2
3.1.1 Economic Benefit Review 2
3.1.2 Statutory Consideration Review 3
3.1.3 Tiers 3
3.2 Instructions to Reviewers 4
3.3 Committee Review 4
3.3.1 Conflict of Interest 4
3.3.2 Modal Committees Review 4
3.3.3 Regional Committees Review ("SuperACTs") 5
3.3.4 Regional Solutions Teams Review 5
3.4 Staff Coordination for Final Review Committee 5
4 *Connect*Oregon VI Final Review Committee 6
4.1 Committee Membership 6
4.2 Meeting Facilitator 7
4.3 Memorandum of Collaboration 7
4.4 Conflict of Interest 7
4.5 Final Review Process 7
4.6 Committee Member Comments 8
4.7 Final Review Committee Prioritization 8
Appendix 1: Committee Member Comments 16
Appendix 2: Modal Committee Matrices 19
Appendix 3: Regional Committee Matrices 28
Appendix 4: Memorandum of Collaboration 37
Appendix 5: Staff Presentation of Projects for Review (06/14/16) 50

1 Introduction

This report summarizes the *Connect*Oregon VI (COVI) Program development and project selection process from August 2015 through June 14, 2016. Section 2 describes the development of the *Connect*Oregon VI program. Section 3 explains and documents the application review by the modal and regional committees, as well as the input provided by Regional Solutions Teams. Section 4 documents the actions of the Final Review Committee (FRC).

2 *Connect*Oregon VI Program Development

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

2.1 Policy Team Guidance

In August 2015, ODOT formed a *Connect*Oregon VI Policy Team to provide executive level direction during the COVI program development and project selection. The COVI Policy Team was chaired by Jerri Bohard, Administrator, Transportation Development Division, and included the ODOT Assistant Director, Government Relations Manager, Rail & Public Transit Division Administrator, Communications Section Manager, and Freight Planning Program Manager.

2.2 Administrative Rule Development

The *Connect*Oregon program administrative rules (OAR 731, Division 35) were updated to reflect statutory changes made by the Legislature during the 2015 Oregon Legislative session. (http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx) These changes include:

- Name of the fund changed to Connect Oregon Fund (formerly known as Multimodal Transportation Fund);
- Columbia County moved from *Connect*Oregon Region 1 to *Connect*Oregon Region 2
- Applicant match requirement changed to a minimum of 30% of the project cost (formerly 20% minimum);
- The terms “bicycle” and “transportation project” are defined in the legislation;
- Connect Oregon Fund moneys will only be used for grants, as loans are no longer a funding option for the program;
- Addition of a sixth statutory consideration related to a transportation project’s useful life offering maximum benefit to the state;
- Addition of Regional Solutions Teams to the list of stakeholder and advocate entities from whom the Oregon Transportation Commission may solicit recommendations prior to selecting projects to be funded;
- Addition of eligibility requirements for participation on the *Connect*Oregon Final Review Committee, such that persons representing applicants or who have a direct financial interest in projects requesting *Connect*Oregon funds are not eligible.

The aforementioned amended Administrative Rule was adopted by the Oregon Transportation Commission on December 17, 2015 and posted on the *Connect*Oregon website at http://www.oregon.gov/ODOT/TD/TP/CO/Draft_CORule_2015.pdf.

2.3 Application Procedures Development

Based on stakeholder feedback, ODOT staff streamlined COVI applications and application instructions. Furthermore, staff redesigned certain questions to address the addition of the statutory consideration for *Connect*Oregon funding related to project useful life offering maximum benefit to the state and the increased minimum match requirement of 30% of total project costs. Application materials and instructions, including a Tax Declaration Form and Tax Compliance Certification Request Letter, Rail Certification Form, Racial and Ethnic Impact Statement, and Property Owner Information Form, were posted on ODOT's website on October 5, 2015 at http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx under ConnectOregon VI Application Materials.

As part of the application materials, sample grant agreements for public sector applicants and private sector applicants were included to allow all applicants to be aware of the grant terms and conditions. The sample grant agreements may be viewed at http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx under Supporting Materials.

3 *Connect*Oregon VI Review Prior to the Final Review Committee

This section summarizes the project review process prior to the final review committee. Project applications were due on November 20, 2015. By the application due date, ODOT had received 78 COVI project applications.

3.1 Completeness, Eligibility and Feasibility Review

Staff from three state agencies (ODOT, Oregon Business Development Department and Department of Aviation) reviewed all applications for completeness, administrative eligibility, and technical feasibility. During this period, staff communicated with applicants to clarify specific information contained in the applications. The completeness, eligibility, and feasibility reviews ended on December 23, 2015. Based on these assessments, the Policy Team examined the project applications deemed to be ineligible or that contained elements that did not qualify for program funding. Two applications were deemed ineligible and removed from consideration. None of the ineligible applicants appealed the decision. A total of 76 projects moved on to modal and regional review. (Note: One eligible application was withdrawn by the applicant at a later date due to factors internal to the applicants, leaving 75 projects for consideration.)

3.1.1 Economic Benefit Review

*Connect*Oregon staff worked with ODOT economists to implement the economic benefit scoring methodology for review staff to capture the degree of economic benefit a proposed project may have to the state. The scoring template identified specific COVI application questions related to each economic benefit consideration and provided a consistent method of assessing the economic benefit of each project. The scoring and subsequent tiering information was contained in the "Instructions to Reviewers" (see Section 3.2 below) made available to applicants to inform applicants how the economic benefit consideration would be assessed. Each application received two economic benefit evaluations: one from an ODOT economist and one from an Oregon Business Development Department (OBDD) Business Development Officer. Where ODOT and OBDD scores differed by one point, the higher of the two scores was awarded. Where they differed by two points, the average score was awarded. When OBDD and ODOT scores differed

by more than two points, reviewers held conferences to discuss their differences and develop a joint score. Staff completed Statutory Consideration reviews by January 15, 2016. The economic benefit assessment and scores were included in the review materials provided to each review committee.

3.1.2 Statutory Consideration Review

OAR 731-035-0060 requires review committees and the Oregon Transportation Commission to consider a set of six (6) Statutory Considerations when prioritizing projects. The six considerations are as follows:

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 (see Section 3.1.1 above);

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 Connect Oregon Funds;

e. Whether a proposed transportation project is ready for construction; and

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

ODOT staff developed and utilized a set of scoring criteria to determine to what extent each proposed project met the six Statutory Considerations. *Connect*Oregon staff used the aforementioned scoring criteria to award points to each project based on the project's ability to meet each consideration. Each application was reviewed by relevant modal staff including: Department of Aviation staff, ODOT Rail & Public Transit Division staff, OBDD Marine Port staff and ODOT Active Transportation staff. Scores were awarded from 0 to 90 based on how thoroughly a project met each consideration. Each consideration was scored on a 10-point scale. However, based on the significance of the first three considerations listed above, as indicated by the legislature, the points awarded to projects for those three considerations were doubled. Thus, scores for considerations a-c are worth twenty (20) points each and scores for considerations d-f are worth ten (10) points each. To thoroughly meet a consideration, a project must have demonstrated through application responses and independent verification, that the project will accomplish the intent of the consideration. The Statutory Consideration assessment and scores were included in the review materials provided to each review committee.

3.1.3 Tiers

To support review committees' prioritization processes ODOT staff sorted projects into tiers. Tiers were assigned based on scores achieved from a combination of the Statutory Consideration review and the Economic Benefit review and were intended to represent the degree to which each of the Statutory Considerations were met. The tiers include:

Tier 1	71 – 90 Points	The application demonstrates the project meets **all six** considerations **thoroughly.**
Tier 2	51 – 70 Points	The application demonstrates the project meets **most** considerations **thoroughly.**
Tier 3	31 – 50 Points	The application demonstrates the project meets **some** considerations **thoroughly.**
Tier 4	0 - 30 Points	The application **fails** to demonstrate the project meets **any of** the considerations **thoroughly.**

Projects were assigned tiers based on information contained in each project's application. Due to the review schedule, tiers were not revised when new information came to light. New information was made available to the committees and is reflected in each committee's prioritization (See Section 3.3).

3.2 Instructions to Reviewers

A detailed set of "Instructions to Reviewers" was published on October 5, 2015 for review committee members and the staff supporting review committees. The instructions provided for a single phase review process where each committee prioritized projects based on tiering scores and their knowledge and expertise.

3.3 Committee Review

Eleven review committees provided a comprehensive technical and regional review of project applications. The review committees were divided into two groups – Modal Committees that have a defined transportation mode or technical expertise and Regional Committees that correspond to the *ConnectOregon* regions defined in OAR 731-035-0070.

3.3.1 Conflict of Interest

At the start of each review committee meeting the Committee Chair required members to disclose all conflicts of interest regarding any projects discussed. Each Final Review Committee (FRC) member is considered a public official. A public official is met with a potential conflict of interest when participating in an official action that could result in a financial effect to the public official, a relative of the public official or a business with which either are associated. All conflicts of interest are recorded in the meeting notes. Committee members, other than FRC members, with potential conflicts were still able to participate in the prioritization process by providing input and voting on each committee's slate of projects.

3.3.2 Modal Committees Review

Six Modal Review Committees reviewed the projects between February 1, 2016 and March 25, 2016. Modal Review Committees included the Oregon Aviation Board (OAB), Oregon Freight Advisory Committee (OFAC), Marine Projects and Planning Advisory Committee, Public Transit Advisory Committee (PTAC), Rail Advisory Committee (RAC), and Oregon Bicycle and Pedestrian Advisory Committee (OBPAC). Committees were asked to prioritize projects in order of each project's ability meet the six (6) Statutory Considerations. Where project priority did not correspond with tier scores (i.e. a top priority project received a tier 3 score), review committees were asked to document the reasons for the difference. Modal Review Committees provided ODOT staff with project reports and a prioritization matrix. Each project report and modal

prioritization matrix was provided to the Regional Review Committees and the Final Review Committee. Modal prioritization matrices were also posted on the ODOT File Transfer Protocol website as part of each project's application packet for applicants and interested stakeholders to view.

3.3.3 Regional Committees Review ("SuperACTs")

Five Regional Review Committees were formed corresponding to each *Connect*Oregon region identified in OAR 731-035-0070. Regional Review Committees were primarily comprised of members of the ODOT Area Commissions on Transportation. Regional Review Committee reviews occurred between April 4, 2016 and May 27, 2016. Committees were asked to prioritize projects in order of each project's ability to meet the six (6) Statutory Considerations. Where project priority did not correspond with tier scores (i.e. a top priority project received a tier 3 score), review committees were asked to document the reasons for the difference. Regional Review Committees provided ODOT staff with project reports and a prioritization matrix. Each project report and prioritization matrix was provided to the Final Review Committee. As with Modal matrices, Regional Committee matrices were also posted on the ODOT File Transfer Protocol website as part of each project's application packet for applicants and interested stakeholders to view.

3.3.4 Regional Solutions Teams Review

In a new phase of the review process for *Connect*Oregon VI, the applications were reviewed by Regional Solutions Teams (RSTs), meaning the teams created in Chapter 82 Oregon Laws 2014 (Enrolled HB 4015). The RSTs provided review for projects located in their respective counties to indicate whether each project supports regional priorities identified by the Regional Solutions Advisory Committee for the relevant region. RST reviews occurred between February 1, 2016 and March 25, 2016. RSTs provided ODOT staff with completed Regional Solutions Team Review Forms, which were provided to the Regional Review Committees and the Final Review Committee. As with Modal matrices and Regional matrices, the RST review forms were also posted on the ODOT File Transfer Protocol website as part of each project's application packet for applicants and interested stakeholders to view.

3.4 Staff Coordination for Final Review Committee

ODOT staff consolidated all project materials, along with modal and regional review project reports and prioritizations, and sent a CD to each Final Review Committee member approximately two weeks prior to the meeting date of June 14, 2016. One hard copy set of all application and review materials was available in binders during the meeting for members' easy reference. Further, based on modal and regional project reports and prioritizations, staff created a working draft matrix that combined and normalized the project priorities from the Modal and Regional Committees as a starting point for the Final Review Committee's project discussions (see Section 4.5 Project Matrix). Prior to the meeting, members were provided with a "Memorandum of Collaboration" to review and come to the meeting prepared to sign (see Appendix 4).

4 *Connect*Oregon VI Final Review Committee

The *Connect*Oregon VI Final Review Committee (FRC) met on June 14, 2016. Through the process identified in Section 4.4, the FRC prioritized 75 projects with the goal of selecting the best projects throughout the state that benefit air, marine, public transit, rail, freight and bicycle and pedestrian transportation. This prioritization is recorded in Section 4.7. This report meets the requirements of a "Final Review Report" identified in ORS 731-035-0060. The Director's office will transmit the Final Recommendation Report to the Oregon Transportation Commission (OTC). The OTC will hold a public hearing on the recommended project list in July 2016 and make its project selection decision in August 2016.

4.1 Committee Membership

The FRC is comprised of 24 members (listed below), with representatives from each of the Modal and Regional Review Committees. The members of the FRC have served the State of Oregon in a variety of capacities including on state advisory committees and the consensus committees from prior rounds of *Connect*Oregon. Lynn Schoessler is the Chair of the FRC. Mr. Schoessler recently retired from his position as the Assistant Director of the Oregon Business Development Department, Executive Director of the Infrastructure Finance Authority.

Committee Members

Chair
Lynn Schoessler

Modal Representatives

Oregon Aviation Board
Martha Meeker
Mark Gardiner

Oregon Freight Advisory Committee
Martin Callery
Jana Jarvis

Marine Projects and Planning Advisory Committee
Carole Knapel
Allan Rumbaugh

Oregon Bicycle and Pedestrian Advisory Committee
Wayne Baum

Public Transit Advisory Committee
Aaron Deas
Phil Warnock

Rail Advisory Committee
Craig Levie
Robert Eaton

Regional Representatives

Region 1	Region 2	Region 3	Region 4	Region 5
Paul Savas	Henry Heimuller	Chris Boice	Michele Spatz	Boyd Britton
	Bob Andrews	Mike Quilty	Jeff Monson	Tom Fellows
	Annabelle Jaramillo		Jim Bellet	
	Sid Leiken			

4.2 Meeting Facilitator

ODOT selected Christian Watchie of Cogito, LLC, to facilitate the FRC.

4.3 Memorandum of Collaboration

At the beginning of the Final Review process each member of the FRC signed to indicate their agreement to the terms of a "Memorandum of Collaboration". The memorandum details the roles and responsibilities of the participants in the process. A copy of the "Memorandum of Collaboration" is included in Appendix 4.

4.4 Conflict of Interest

At the start of each session, the Committee Chair required committee members to disclose all conflicts of interests regarding any projects being discussed. A conflict of interest means the member is an applicant, or a consultant to the applicant, or is a committee or board member who has assisted the applicant, or has a financial benefit in the project. All conflicts of interest are recorded in the meeting notes.

4.5 Final Review Process

The committee used a Single Text Process to accomplish its work. A Single Text Process provides an opportunity for many parties to collaborate in drafting a single document. Christian Watchie facilitated the committee discussion resulting in a recommended prioritized project list. Throughout the work sessions, committee members had the opportunity to respond to the working draft prioritization documents with the goal of achieving consensus on the final prioritized project list recommendations.

Project Matrix

In order to simultaneously present all previous reviews to the Final Review Committee, a matrix was used that displayed the staff tiering and modal and regional review committees' prioritizations (see Appendix 5). The working draft project matrix initially placed the projects in a prioritization, based on the Modal and Regional Committees' prioritizations, which was used as a starting point for the FRC's project discussions.

In order to provide for a common comparison between rankings received from each Modal and Regional Committee, the matrix converts the rankings into a priority ratio, shown as a decimal between 0 and 1, sums the decimals from each committee that ranked the project, and divides the sum by the number of committees that ranked the project. For instance, a rail project would show a decimal based on its rank by the Rail Advisory Committee, another decimal based on its rank by OFAC, and another decimal based on its rank by the Regional Review Committee. These three decimals are added together, then divided by three (since three committees ranked the project) to indicate the project's average committee priority.

The initial project order in the matrix is based on each project's average committee priority. The project with the highest average priority (indicated by the lowest number) is placed at the top of the list followed by projects listed in rank order. Color coding was used to indicate if the given project was in the top, middle, or lowest third of a given committee's prioritization (see Appendix 6 for more detail on the project matrix).

4.6 Committee Member Comments

To provide a record of the thoughts of individual members, comments were solicited at the end of the meeting. The committee completed their work in one day and a second day was not necessary. The comments were collected on index cards and are presented in Appendix 1.

4.7 Final Review Committee Prioritization

The Final Review Committee unanimously supported the recommendation below. Following the recommendation is a table displaying the prioritized COVI Final Review Committee Recommendation list.

ConnectOregon VI Final Review Committee proposes its recommendation to the Oregon Transportation Commission (OTC) to:

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

Transmittal and Signatures

The following pages include the signatures of the Final Review Committee and a transmittal of the committee's recommendations to ODOT and the OTC.

June 14, 2016

Director Matthew Garrett
Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem, OR 97301

Dear Director Garrett:

*Connect*Oregon VI Final Review Committee Project Recommendations

On June 14, 2016, the *Connect*Oregon VI Final Review Committee completed a prioritized list of our project recommendations. This Final Recommendation Report documents the review of projects by this committee, and provides background regarding the development of the *Connect*Oregon VI program and project selection prior to the meeting of this committee.

The *Connect*Oregon VI Final Review Recommendation List included in this report records our recommendation to the Oregon Transportation Commission for consideration at the Commission's public hearing in Salem on July 21, 2016.

Sincerely,

The *Connect*Oregon VI Final Review Committee.
(Members listed alphabetically)

Bob Andrews

(Signature) Date 6/14/16

Wayne Baum

6/14/16

(Signature) Date 6/14/16

Jim Bellet

(Signature) Date 6/14/16

Chris Boice

(Signature) Date

Jana Jarvis

(Signature) Date 6/14/16

Carole Knapel

(Signature) Date 6/14/16

Sid Leiken

(Signature) Date 6/14/16

Craig Levie

(Signature) Date June 14, 2016

Martha Meeker

(Signature) Date 6/14/16

Jeff Monson

(Signature) Date 6/14/16

Mike Quilty

(Signature) Date June 14, 2016

Allan Rumbaugh

(Signature) Date 6/14/2016

Paul Savas

(Signature) Date 6-14-2016

Boyd Britton

(Signature) Date 6/14/2016

Martin Callery

(Signature) Date 06-14-2016

Aaron Deas

(Signature) Date 06/14/2016

Rob Eaton

(Signature) Date 6/14/16

Tom Fellows

(Signature) Date 6/14/16

Mark Gardiner

(Signature) Date 6/14/16

Henry Heimuller

(Signature) Date 6-14-16

Annabelle Jaramillo

(Signature) Date 6-14-2016

Lynn Schoessler

(Signature) 6-14-16 Date

Michele Spatz

(Signature) 6-14-16 Date

Phil Warnock

(Signature) 6/14/16 Date

Connect Oregon VI
Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	TOTAL PROJECT MATCH	FINAL COMMITTEE RANK
	ODOT	Project Selection, Administration, and Debt Service	$ 500,000.00			
1M0407	Port of Portland	Terminal 6 Auto Staging Facility	$ 6,740,256.00	$ 2,628,700.00	$ 4,111,556.00	1
4T0416	Central Oregon Intergovernmental Council	Central Station	$ 1,573,813.50	$ 1,043,813.50	$ 530,000.00	2
1B0380	City of Tigard	Tigard Street Trail: A Path to Employment	$ 1,300,000.00	$ 700,000.00	$ 600,000.00	3
4A0426	City of Prineville	Prineville Airbase Joint Use Facility	$ 8,859,192.00	$ 2,000,000.00	$ 6,859,192.00	4
5A0358	City of Burns, Oregon	Runway 3/21 Concrete Joint Repair Project	$ 750,000.00	$ 75,000.00	$ 675,000.00	5
2B0409	Yamhill County	Yamhelas Westsider Trail: Bridge Construction	$ 2,967,456.71	$ 1,012,185.71	$ 1,955,271.00	6
4B0387	City of Redmond	Homestead Canal Trail, Phase II	$ 1,197,052.60	$ 467,052.60	$ 730,000.00	7
1R0413	Union Pacific Corporation & Subsidiaries	Portland Passenger-Freight Rail Speed Improvement Project	$ 12,964,124.00	$ 8,294,124.00	$ 4,670,000.00	8
3M0399	Fred Wahl Marine Construction Inc	FWMC Bolon Island Expansion	$ 8,757,766.00	$ 3,401,250.00	$ 5,356,516.00	9
5A0377	Union County	La Grande/Union County Airport Rappel Base Building	$ 3,430,055.00	$ 1,000,000.00	$ 2,430,055.00	10
3A0376	Jackson County/Rogue Valley Intl-Medford	Rehabilitation of Taxiway A - South	$ 7,146,666.00	$ 446,666.00	$ 6,700,000.00	11
4A0428	Lake County	Lake County Airport Apron Rehab & Beacon Safety Upgrades	$ 2,055,555.00	$ 205,555.00	$ 1,850,000.00	12
5A0412	City of Baker City	Airport Apron Reconstruction and Fuel Storage Expansion	$ 1,911,990.00	$ 416,199.00	$ 1,495,791.00	13
2M0366	Teevin Bros Land & Timber Co	Mooring Points RM 66.5	$ 1,125,000.00	$ 750,000.00	$ 375,000.00	14
1A0398	Port of Hood River	Aviation Technology & Emergency Response Center	$ 2,166,900.00	$ 1,364,900.00	$ 802,000.00	15
2A0364	City of Newport	Newport Communication Ground-Link and AWOS update	$ 40,000.00	$ 25,000.00	$ 15,000.00	16
4A0383	City of Bend	Bend Airport Helicopter Operations Area Phase 2	$ 4,873,000.00	$ 1,100,000.00	$ 3,773,000.00	17
2R0360	Marion Ag Service Inc.	Marion Ag Service Rail Spur	$ 1,089,700.66	$ 498,565.73	$ 591,134.93	18
3M0404	Sause Bros.	Drydock	$ 4,744,000.00	$ 993,450.00	$ 3,750,550.00	19
2A0418	Life Flight Network, LLC	Life Flight Network Hangar	$ 950,000.00	$ 665,000.00	$ 285,000.00	20
1B0402	City of Portland	Flanders Crossing Active Transportation Bridge	$ 5,877,000.00	$ 2,877,000.00	$ 3,000,000.00	21
1T0391	South Clackamas Transportation District	SCTD - Transit & Operations Center	$ 597,000.00	$ 390,000.00	$ 207,000.00	22
3R0368	Rogue Valley Terminal Railroad Corporation	Western Emulsions/Boise Cascade 286k Track Upgrades	$ 170,000.00	$ 117,300.00	$ 52,700.00	23
5R0385	Morrow County Grain Growers, Inc	Boardman Grain Elevator Unit Train Unloading Project	$ 6,500,000.00	$ 2,500,000.00	$ 4,000,000.00	24
1B0405	Tualatin Hills Park & Recreation District	Waterhouse Trail Segment 4	$ 1,000,000.00	$ 400,000.00	$ 600,000.00	25
4R0421	LRY, LLC	Lake Railway 5,000 Ties to Support Growth	$ 500,000.00	$ 325,000.00	$ 175,000.00	26
5R0396	Wallowa Union Railroad Authority	Elgin Complex Rail Spur Repair	$ 500,000.00	$ 350,000.00	$ 150,000.00	27
2A0394	City of Corvallis	Rehabilitate Runway 9-27, Install Perimeter Fence	$ 6,422,222.00	$ 642,222.00	$ 5,780,000.00	28
2T0431	Lane Transit Distict	Santa Clara Community Transit Center and Park & Ride	$ 8,142,502.00	$ 3,000,000.00	$ 5,142,502.00	29

Connect Oregon VI
Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	TOTAL PROJECT MATCH	FINAL COMMITTEE RANK
5B0367	City of Island City, Oregon	Grande Ronde River Greenway - Phase II	$ 1,586,133.00	$ 1,110,133.00	$ 476,000.00	30
1T0406	Clackamas Community College	Clackamas Community College Transit Center	$ 2,555,000.00	$ 1,762,950.00	$ 792,050.00	31
3A0425	Josephine County Airports	Emergency Power Generators for Two Airports (3S8 & 3S4)	$ 197,000.00	$ 137,900.00	$ 59,100.00	32
1B0432	City of Milwalkie	Kronberg Park Multi-Use Trail	$ 1,769,100.00	$ 1,185,735.00	$ 583,365.00	33
5R0379	Wyoming Colorado Railroad, Inc.	Bridge Program #1	$ 173,550.00	$ 119,749.00	$ 53,801.00	34
3T0390	Rogue Valley Transportation District	Passenger Fare Collection and Solar Project	$ 1,100,000.00	$ 400,000.00	$ 700,000.00	35
2M0427	Port of Toledo	Boatyard Environmental Work Building	$ 2,877,000.00	$ 2,013,900.00	$ 863,100.00	36
4A0365	City of Redmond, Oregon - Redmond Municipal Airport	Taxiway B Rehabilitation Project	$ 4,150,000.00	$ 259,375.00	$ 3,890,625.00	37
4A0359	City of Klamath Falls	Aircraft Maintenance Facility	$ 4,000,000.00	$ 2,800,000.00	$ 1,200,000.00	38
2M0375	Port of Astoria	Pier 2 West Rehabilitation	$ 2,200,000.00	$ 1,540,000.00	$ 660,000.00	39
2R0420	Knife River Corporation - Northwest	Knife River Rock Train System Improvements	$ 1,591,500.00	$ 1,114,050.00	$ 477,450.00	40
2B0411	Chehalem Park and Recreation District	Newberg-Dundee Bypass Parallel Trail	$ 1,866,100.00	$ 1,306,265.00	$ 559,835.00	41
4R0417	Red Rock Biofuels LLC (RRB)	Rail Spur & Lake County RR Bridge Improvements	$ 4,757,513.00	$ 3,330,259.00	$ 1,427,254.00	42
5A0370	City of Vale	Miller Memorial Airpark Phase II	$ 400,000.00	$ 280,000.00	$ 120,000.00	43
4R0401	Juhl Enterprises DBA J&P Wholesale	Rail Spur Expansion Project	$ 310,000.00	$ 210,000.00	$ 100,000.00	44
2A0397	City of Eugene	Eugene Airport Roadway Improvements	$ 791,564.00	$ 554,095.00	$ 237,469.00	45
2B0423	City of Eugene	Eugene Bicycle Parking - Access to Jobs and Transit	$ 160,000.00	$ 112,000.00	$ 48,000.00	46
3B0378	Coos County	The Coquille River Walk Extension to Johnson Mill Pond Park	$ 1,993,000.00	$ 1,395,100.00	$ 597,900.00	47
1B0393	City of Wilsonville	Memorial Park to Boones Ferry Park Trail Improvements	$ 749,760.00	$ 463,818.00	$ 285,942.00	48
5A0400	City of Pendleton	Pendleton Unmanned Aerial Systems Range (PUR)	$ 1,995,000.00	$ 1,396,500.00	$ 598,500.00	49
2B0430	City of Florence	Siuslaw Estuary Trail (City of Florence) Unit 1	$ 700,000.00	$ 490,000.00	$ 210,000.00	50
5A0357	City of Burns, Oregon	Burns Airport Master Plan	$ 335,000.00	$ 33,500.00	$ 301,500.00	51
2B0374	City of Cannon Beach	Ecola Creek Bike/Ped Bridge	$ 1,800,000.00	$ 1,250,000.00	$ 550,000.00	52
2M0361	Port of Newport	International Terminal Shipping Facility	$ 6,532,577.00	$ 4,000,000.00	$ 2,532,577.00	53
2R0373	Northwest Container Services	NWCS Rail Car Modification and Upgrade	$ 2,072,099.00	$ 1,450,449.00	$ 621,650.00	54
4R0424	BNSF Railway	Bieber Junction Rail Improvements	$ 6,979,160.00	$ 4,879,160.00	$ 2,100,000.00	55
4A0384	Sunriver Resort Limited Partnership	AWOS and Terminal Building	$ 846,328.00	$ 592,430.00	$ 253,898.00	56
2A0410	Brim Equipment Leasing, Inc. DBA Brim Aviation	North Coast Air and Marine Facilities Upgrade	$ 1,193,000.00	$ 835,100.00	$ 357,900.00	57
1B0403	City of Portland	Naito Parkway Railroad Crossing Safety Project	$ 450,000.00	$ 300,000.00	$ 150,000.00	58
1B0392	City of Portland	Red Electric Trail - Off Street Section (Portland, OR)	$ 870,000.00	$ 570,000.00	$ 300,000.00	59

Connect Oregon VI
Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	TOTAL PROJECT MATCH	FINAL COMMITTEE RANK
5B0389	Eastern Oregon University (EOU)	La Grande/EOU Grand Staircase Pedestrian Link	$ 3,177,000.00	$ 2,223,000.00	$ 954,000.00	60
1B0382	City of Gresham	Gresham Fairview Trail Phase IV	$ 2,047,438.00	$ 1,433,206.60	$ 614,231.40	61
4A0371	Sisters Airport Property LLC	Sisters Eagle Airport Business Expansion	$ 650,000.00	$ 455,000.00	$ 195,000.00	62
3B0414	City of Medford	Pedestrain-Bicycle Bridge Over Bear Creek/Main St Connection	$ 1,000,000.00	$ 700,000.00	$ 300,000.00	63
1T0395	City of Portland	Portland Streetcar Vehicle Acquisition	$ 5,000,000.00	$ 3,500,000.00	$ 1,500,000.00	64
3A0362	City of Brookings	Regional Airport Terminal Project	$ 17,481,290.00	$ 584,210.00	$ 16,897,080.00	65
4A0386	Sunriver Resort Limited Partnership	Sunriver Airport Capital Improvements	$ 2,772,601.00	$ 1,940,821.00	$ 831,780.00	66
1R0381	Northwest Container Services	NWCS Container Lift Equipment	$ 1,961,280.00	$ 1,372,780.00	$ 588,500.00	67
4B0372	City of The Dalles	The Dalles Gorge Hub	$ 69,900.00	$ 48,930.00	$ 20,970.00	68
2M0388	City of Harrisburg	Harrisburg Boat Landing	$ 450,000.00	$ 315,000.00	$ 135,000.00	69
3M0434	Oregon International Port of Coos Bay	Charleston Boatyard Capacity Expansion Development Plan	$ 1,500,000.00	$ 1,000,000.00	$ 500,000.00	70
4A0433	City of The Dalles	Airport Taxiway A Rehabilitation	$ 1,300,000.00	$ 130,000.00	$ 1,170,000.00	71
5B0369	City of Stanfield	Stanfield Multi-Use Pathways	$ 195,500.00	$ 136,850.00	$ 58,650.00	72
2R0419	City of Dallas	Dallas Industrial Area Rail Improvement Project	$ 1,066,400.00	$ 745,400.00	$ 321,000.00	73
1B0422	Mt. Hood Bicycle/Pedestrian Coalition	Mt. Hood Villages Bike Hub Project	$ 35,000.00	$ 20,000.00	$ 15,000.00	74
5B0408	City of Hermiston	Hermiston Multimodal Loop Trail	$ 308,000.00	$ 215,600.00	$ 92,400.00	75

Appendix 1: Committee Member Comments

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

Bob Andrews

- Nice to have in the future: 1) An executive summary of each application; 2) Better way to recognize those who are requesting to speak.
- To the FRC: 1) A successful conclusion; 2) Maybe consider a cap on total dollars requested; 3) Appeared to be smoother than prior years.

Wayne Baum

- The process was fair and orderly and respected the input on all modalities and regions.

Boyd Britton

- No *Connect*Oregon project more than $5 million CO request. Final Review Committee should be allowed to reduce scale.

Martin Callery

- While "Bicycle/Pedestrian" infrastructure is a growing need in Oregon, that sector must be moved out of the current funding and ranking process. Ideally "bike/ped" could find a home a program that is not as focused on freight mobility and job creation, since so much of the job creation proposed by bike/ped is purely speculative and there is little data to support job creation.
- Planning projects should not be accepted by the *Connect*Oregon program.
- No roadway projects should be allowed.

Aaron Deas

- Spreadsheet was excellent.
- OFAC priority seemed to throw off the numbers a bit; maybe have it as an advisory column?

Rob Eaton

- Limit applications to no more than 50 pages from applicant.

Tom Fellows

- I would like to say the final review process went much better than I had expected given the stories I had heard of past experiences, I really expected to see just short of blood by the end of the day and that was not the case. I credit the facilitator, the good work ODOT staff did and following the rules for that. I also appreciated the fact we were not getting lobbied by outside participants during the process that allowed the projects to stand on their own merits and be judged accordingly.
- I would have preferred the presentation on the history of connect Oregon as well as the other background information to be a little shorter, I believe we could have gotten what we needed in half the time putting us in the real work a little sooner.

- The facility seemed to work well, this is probably a petty item on my part but I would have liked water to be at our tables, I got a little thirsty by the end and had to look for something to drink rather than stay engaged in the conversation.
- There needs to be a dollar limit on the amount asked from *Connect*Oregon. When each region has a guaranteed amount of money and one project brings them double that amount it pretty much skews the whole outcome. My suggestion would be something along the lines that no individual project request exceeds 10 percent of the total, this way as the pot of money grows so too the size of projects.
- Limit the number of pages in the application. Honestly a couple of those applications could have been cut in half and still been complete. Great job yesterday, I was happy to be able to be part of the process.

Mark Gardiner

- Plan for one day.
- Remove OFAC overlay, at a minimum.
- Do not let OFAC rate non-freight projects.
- Put a dollar limit on any individual project to 10% of total CO dollars.
- Site: Transit access; better lighting.

Henry Heimuller

- ACTs should review projects first.
- Projects should be limited individually to 10% of total dollars available.
- Project applications should be limited to 100 pages.
- We need to suggest to the Legislature to not change the process each time.

Jana Jarvis

- I would like to see the project priority list in full prior to the review meeting. It would help me prioritize my research and preparation before the meeting.

Carole Knapel

- Simplify the process – page limit for applications.
- Figure out how to balance out the impact of four committees (OFAC) when some have only three.
- Good job by staff on the spreadsheet – can it go out to the Final Review Committee prior to the meeting, even the Friday before.

Craig Levie

- ODOT staff reviews and comments very well done; extremely helpful.
- Suggest that regional ACTs and their comments on projects are growing and influencing the rankings. Too many ACTs dilute the project six evaluation criteria to some extent. Suggest one regional ACT review per region.

Martha Meeker

- Keeping information flowing to a large group can be a challenge but you did it.

- For next year, I would suggest the project being discussed should be bolded or pointed to on the screen as several times the group was confused on which project was under discussion.
- Kudos to the ODOT staff on the initial ranking.

Jeff Monson

- Less introduction; make it one day.
- Need better project summary of each project.
- Good process. Good facilitator and ODOT coordination.

Allan Rumbaugh

- Great process!
- Well-designed method for repeatedly vetting projects with staff doing the initial number crunching.
- Great job of technical support.
- Some projects were hurt by having a third committee review (primarily OFAC), while other non-freight projects did better by not having "freight review".
- Applicants need to be informed (at least) that they carefully consider whether their projects are freight worthy.

Phil Warnock

- The group was the best informed I have seen in many processes.
- Great summary and introduction by Scott and Chris W.

Unsigned Comments

- Transit needs stable state funding, not lottery funds.
- Bike/Ped projects in the Willamette Valley effect economic development in the rest of Oregon and job creation/retention in the smaller communities in the state.
- Planning documents are hard to accept with funds that take 20 years to pay off.
- Add job creation as a consideration.
- Some of the bottom tier projects were submitted by inexperienced applicants/writers. Perhaps regional training sessions for applicants.
- Make sure committee members know the correct start time. E-mails and agenda did not agree.
- Great process overall – thanks for your hard work.

Appendix 2: Modal Committee Matrices

ConnectOregon VI Application Log - Aviation

REGION	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	PROJECT MATCH TOTAL	Statutory & Economic Review Total	TIER	BOARD RANKING (03/01/16)
2	2A0364	City of Newport	Newport Communication Ground-Link and AWOS update	$ 40,000.00	$ 25,000.00	$ 15,000.00	67	2	1
5	5A0358	City of Burns, Oregon	Runway 3/21 Concrete Joint Repair Project	$ 750,000.00	$ 75,000.00	$ 675,000.00	68	2	2
4	4A0383	City of Bend	Bend Airport Helicopter Operations Area Phase 2	$ 4,873,000.00	$ 1,100,000.00	$ 3,773,000.00	86	1	3
4	4A0426	City of Prineville	Prineville Airbase Joint Use Facility	$ 8,859,192.00	$ 2,000,000.00	$ 6,859,192.00	88	1	4
3	3A0376	Jackson County/Rogue Valley Intl-Medford	Rehabilitation of Taxiway A - South	$ 7,146,666.00	$ 446,666.00	$ 6,700,000.00	78	1	5
5	5A0377	Union County	La Grande/Union County Airport Rappel Base Building	$ 3,430,055.00	$ 1,000,000.00	$ 2,430,055.00	81	1	6
4	4A0428	Lake County	Lake County Airport Apron Rehab & Beacon Safety Upgrades	$ 2,055,555.00	$ 205,555.00	$ 1,850,000.00	82	1	7
1	1A0398	Port of Hood River	Aviation Technology & Emergency Response Center	$ 2,166,900.00	$ 1,364,900.00	$ 802,000.00	77	1	8
4	4A0365	City of Redmond, Oregon - Redmond Municipal Airport	Taxiway B Rehabilitation Project	$ 4,150,000.00	$ 259,375.00	$ 3,890,625.00	79	1	9
5	5A0412	City of Baker City	Airport Apron Reconstruction and Fuel Storage Expansion	$ 1,911,990.00	$ 416,199.00	$ 1,495,791.00	77	1	10
2	2A0394	City of Corvallis	Rehabilitate Runway 9-27, Install Perimeter Fence	$ 6,422,222.00	$ 642,222.00	$ 5,780,000.00	71	1	11
3	3A0425	Josephine County Airports	Emergency Power Generators for Two Airports (3s8 &3S4)	$ 197,000.00	$ 137,900.00	$ 59,100.00	71	1	12
2	2A0418	Life Flight Network, LLC	Life Flight Network Hangar	$ 950,000.00	$ 665,000.00	$ 285,000.00	77	1	13
2	2A0410	Brim Equipment Leasing, Inc. DBA Brim Aviation	North Coast Air and Marine Facilities Upgrade	$ 1,193,000.00	$ 835,100.00	$ 357,900.00	73	1	14

ConnectOregon VI Application Log - Aviation

REGION	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	PROJECT MATCH TOTAL	Statutory & Economic Review Total	TIER	BOARD RANKING (03/01/16)
5	5A0400	City of Pendleton	Pendleton Unmanned Aerial Systems Range (PUR)	$ 1,995,000.00	$ 1,396,500.00	$ 598,500.00	75	1	15
4	4A0359	City of Klamath Falls	Aircraft Maintenance Facility	$ 4,000,000.00	$ 2,800,000.00	$ 1,200,000.00	75	1	16
4	4A0384	Sunriver Resort Limited Partnership	AWOS and Terminal Building	$ 846,328.00	$ 592,430.00	$ 253,898.00	71	1	17
5	5A0357	City of Burns, Oregon	Burns Airport Master Plan	$ 335,000.00	$ 33,500.00	$ 301,500.00	55	2	18
2	2A0397	City of Eugene	Eugene Airport Roadway Improvements	$ 791,564.00	$ 554,095.00	$ 237,469.00	66	2	19
4	4A0371	Sisters Airport Property LLC	Sisters Eagle Airport Business Expansion	$ 650,000.00	$ 455,000.00	$ 195,000.00	69	2	20
4	4A0386	Sunriver Resort Limited Partnership	Sunriver Airport Capital Improvements	$ 2,772,601.00	$ 1,940,821.00	$ 831,780.00	70	2	21
4	4A0433	City of The Dalles	Airport Taxiway A rehabilitation	$ 1,300,000.00	$ 130,000.00	$ 1,170,000.00	30	4	22
5	5A0370	City of Vale	Miller Memorial Airpark Phase II	$ 400,000.00	$ 280,000.00	$ 120,000.00	51	2	23
3	3A0362	City of Brookings	Regional Airport Terminal Project	$ 17,481,290.00	$ 584,210.00	$ 16,897,080.00	75	1	24

ConnectOregon VI Application Log - Bicycle/Pedestrian

REGION	APP#	APPLICANT	PROJECT	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	ODOT Staff Tier	OBPAC RANK
4	4B0387	City of Redmond	Homestead Canal Trail, Phase II	$ 1,197,052.60	$ 467,052.60	$ 730,000.00	74	1	**1**
1	1B0380	City of Tigard	Tigard Street Trail: A Path to Employment	$ 1,300,000.00	$ 700,000.00	$ 600,000.00	72	1	**2**
1	1B0402	City of Portland	Flanders Crossing: Active Transportation Bridge	$ 5,877,000.00	$ 2,877,000.00	$ 3,000,000.00	69	2	**3**
2	2B0409	Yamhill County	Yamhelas Westsider Trail: Bridge Construction	$ 2,967,456.71	$ 1,012,185.71	$ 1,955,271.00	71	1	**4**
5	5B0367	City of Island City, Oregon	Grande Ronde River Greenway, Phase II	$ 1,586,133.00	$ 1,110,133.00	$ 476,000.00	63	2	**5**
3	3B0378	Coos County	Coquille River Walk: Extension to Johnson Mill Pond Park	$ 1,993,000.00	$ 1,395,100.00	$ 597,900.00	54	2	**6**
1	1B0432	City of Milwaukie	Kronberg Park Multi-Use Trail	$ 1,769,100.00	$ 1,185,735.00	$ 583,365.00	58	2	**7**
1	1B0405	Tualatin Hills Park & Recreation District	Waterhouse Trail Segment 4	$ 1,000,000.00	$ 400,000.00	$ 600,000.00	77	1	**8**
2	2B0411	Chehalem Park and Recreation District	Newberg-Dundee Bypass: Parallel Trail	$ 1,866,100.00	$ 1,306,265.00	$ 559,835.00	66	2	**9**
1	1B0393	City of Wilsonville	Memorial Park - Boones Ferry Park: Trail Improvements	$ 749,760.00	$ 463,818.00	$ 285,942.00	62	2	**10**
2	2B0423	City of Eugene	Eugene Bicycle Parking: Access to Jobs and Transit	$ 160,000.00	$ 112,000.00	$ 48,000.00	69	2	**11**
2	2B0374	City of Cannon Beach	Ecola Creek Bike/Ped Bridge	$ 1,800,000.00	$ 1,250,000.00	$ 550,000.00	60	2	**12**
5	5B0408	City of Hermiston	Hermiston Multimodal Loop Trail	$ 308,000.00	$ 215,600.00	$ 92,400.00	58	2	**13**
3	3B0414	City of Medford	Pedestrian-Bicycle Bridge Over Bear Creek/Main St Connection	$ 1,000,000.00	$ 700,000.00	$ 300,000.00	51	2	**14**

ConnectOregon VI Application Log - Bicycle/Pedestrian

REGION	APP#	APPLICANT	PROJECT	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	ODOT Staff Tier	OBPAC RANK
1	1B0392	City of Portland	Red Electric Trail - Off Street Section (Portland)	$ 870,000.00	$ 570,000.00	$ 300,000.00	58	2	**15**
5	5B0389	Eastern Oregon University (EOU)	La Grande/EOU Grand Staircase Pedestrian Link	$ 3,177,000.00	$ 2,223,000.00	$ 954,000.00	72	1	**16**
1	1B0382	City of Gresham	Gresham Fairview Trail Phase IV	$ 2,047,438.00	$ 1,433,206.60	$ 614,231.40	54	2	**17**
1	1B0403	City of Portland	Naito Parkway Railroad Crossing Safety Project	$ 450,000.00	$ 300,000.00	$ 150,000.00	62	2	**18**
2	2B0430	City of Florence	Siuslaw Estuary Trail, Unit 1 (Florence)	$ 700,000.00	$ 490,000.00	$ 210,000.00	54	2	**19**
4	4B0372	City of The Dalles	The Dalles Gorge Hub	$ 69,900.00	$ 48,930.00	$ 20,970.00	49	3	**20**
5	5B0369	City of Stanfield	Stanfield Multi-Use Pathways	$ 195,500.00	$ 136,850.00	$ 58,650.00	50	3	**21**
1	1B0422	Mt. Hood Bicycle/Pedestrian Coalition	Mt. Hood Villages Bike Hub	$ 35,000.00	$ 20,000.00	$ 15,000.00	42	3	**22**

ConnectOregon VI Application Log - Marine

REGION	APP. #	APPLICANT	PROJECT NAME	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Committee Rank
1	1M0407	Port of Portland	Terminal 6 Auto Staging Facility	$ 6,740,256.00	$ 2,628,700.00	$ 4,111,556.00	81	1	1
3	3M0399	Fred Wahl Marine Construction Inc	FWMC Bolon Island Expansion	$ 8,757,766.00	$ 3,401,250.00	$ 5,356,516.00	75	1	2
2	2M0366	Teevin Bros Land & Timber Co	Mooring Points RM 66.5	$ 1,125,000.00	$ 750,000.00	$ 375,000.00	72	1	3
3	3M0404	Sause Bros.	Drydock	$ 4,744,000.00	$ 993,450.00	$ 3,750,550.00	74	1	4
2	2M0427	Port of Toledo	Boatyard Environmental Work Building	$ 2,877,000.00	$ 2,013,900.00	$ 863,100.00	70	2	5
2	2M0361	Port of Newport	International Terminal Shipping Facility	$ 6,532,577.00	$ 4,000,000.00	$ 2,532,577.00	65	2	6
2	2M0375	Port of Astoria	Pier 2 West Rehabilitation	$ 2,200,000.00	$ 1,540,000.00	$ 660,000.00	60	2	7
2	2M0388	City of Harrisburg	Harrisburg Boat Landing	$ 450,000.00	$ 315,000.00	$ 135,000.00	35	3	8
3	3M0434	Oregon International Port of Coos Bay	Charleston Boatyard Capacity Expansion Development Plan	$ 1,500,000.00	$ 1,000,000.00	$ 500,000.00	31	3	9

ConnectOregon VI Application Log - Oregon Freight Advisory Committee

MODE	REGION	APP. #	APPLICANT	PROJECT NAME	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Final OFAC Ranking
Rail	2	2R0360	Marion Ag Service Inc.	Marion Ag Service Rail Spur	$1,089,701	$498,566	$591,135	84	1	1
Marine	1	1M0407	Port of Portland	Terminal 6 Auto Staging Facility	$6,740,256	$2,628,700	$4,111,556	81	1	2
Aviation	3	3A0376	Jackson County/Rogue Valley Intl-Medford	Rehabilitation of Taxiway A - South	$7,146,666	$446,666	$6,700,000	78	1	3
Marine	2	2M0366	Teevin Bros Land & Timber Co	Mooring Points RM 66.5	$1,125,000	$750,000	$375,000	72	1	4
Rail	3	3R0368	Rogue Valley Terminal Railroad Corporation	Western Emulsions/Boise Cascade 286k Track Upgrades	$170,000	$117,300	$52,700	77	1	5
Rail	1	1R0413	Union Pacific Corporation & Subsidies	Portland Passenger-Freight Rail Speed Improvement Project	$12,964,124	$8,294,124	$4,670,000	82	1	6
Rail	5	5R0385	Morrow County Grain Growers, Inc	Boardman Grain Elevator Unit Train Unloading Project	$6,500,000	$2,500,000	$4,000,000	88	1	7
Marine	3	3M0404	Sause Bros.	Drydock	$4,744,000	$993,450	$3,750,550	74	1	8
Marine	3	3M0399	Fred Wahl Marine Construction Inc	FWMC Bolon Island Expansion	$8,757,766	$3,401,250	$5,356,516	75	1	9
Rail	2	2R0420	Knife River Corporation - Northwest	Knife river Rock Train System Improvements	$1,591,500	$1,114,050	$477,450	53	2	10
Rail	2	2R0373	Northwest Container Services	NWCS Rail Car Modification and Upgrade	$2,072,099	$1,450,449	$621,650	49	3	11
Rail	4	4R0401	Juhl Enterprises DBA J&P Wholesale	Rail Spur Expansion Project	$310,000	$210,000	$100,000	65	2	12
Aviation	5	5A0400	City of Pendleton	Pendleton Unmanned Aerial Systems Range (PUR)	$1,995,000	$1,396,500	$598,500	75	1	13

ConnectOregon VI Application Log - Oregon Freight Advisory Committee

MODE	REGION	APP. #	APPLICANT	PROJECT NAME	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Final OFAC Ranking
Aviation	2	2A0394	City of Corvallis	Rehabilitate Runway 9-27, Install Perimeter Fence	$6,422,222	$642,222	$5,780,000	71	1	14
Rail	5	5R0396	Wallowa Union Railroad Authority	Elgin Complex Rail Spur Repair	$500,000	$350,000	$150,000	53	2	15
Marine	2	2M0427	Port of toledo	Boatyard Environmental Work Building	$2,877,000	$2,013,900	$863,100	70	2	16
Marine	2	2M0361	Port of Newport	International Terminal Shipping Facility	$6,532,577	$4,000,000	$2,532,577	65	2	17
Rail	4	4R0421	LRY, LLC	Lake Railway 5,000 ties to support growth	$500,000	$325,000	$175,000	51	2	18
Rail	5	5R0379	Wyoming Colorado Railroad, Inc.	Bridge Program #1	$173,550	$119,749	$53,801	53	2	19
Rail	4	4R0417	Red Rock Biofuels LLC (RRB)	Rail Spur & Lake County RR Bridge Improvements	$4,757,513	$3,330,259	$1,427,254	80	1	20
Marine	2	2M0375	Port of Astoria	Pier 2 West Rehabilitation	$2,200,000	$1,540,000	$660,000	60	2	21
Rail	4	4R0424	BNSF Railway	Bieber Junction Rail Improvements	$6,979,160	$4,879,160	$2,100,000	55	2	22
Rail	1	1R0381	Northwest Container Services	NWCS Container Lift Equipment	$1,961,280	$1,372,780	$588,500	48	3	23
Aviation	2	2A0397	City of Eugene	Eugene Airport Roadway Improvements	$791,564	$554,095	$237,469	66	2	24
Marine	3	3M0434	Oregon International Port of Coos Bay	Charleston Boatyard Capacity Expansion Development Plan	$1,500,000	$1,000,000	$500,000	31	3	25
Rail	2	2R0419	City of Dallas	Dallas Industrial Area Rail Improvement Project	$1,066,400	$745,400	$321,000	30	4	26

ConnectOregon VI Application Log - Rail

REGION	APP. #	APPLICANT	PROJECT NAME	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Committee Rank
1	1R0413	Union Pacific Corporation & Subsidies	Portland Passenger-Freight Rail Speed Improvement Project	$ 12,964,124.00	$ 8,294,124.00	$ 4,670,000.00	82	1	1
5	5R0385	Morrow County Grain Growers, Inc	Boardman Grain Elevator Unit Train Unloading Project	$ 6,500,000.00	$ 2,500,000.00	$ 4,000,000.00	88	1	2
4	4R0421	LRY, LLC	Lake Railway 5,000 ties to support growth	$ 500,000.00	$ 325,000.00	$ 175,000.00	51	2	3
5	5R0379	Wyoming Colorado Railroad, Inc.	Bridge Program #1	$ 173,550.00	$ 119,749.00	$ 53,801.00	53	2	4
5	5R0396	Wallowa Union Railroad Authority	Elgin Complex Rail Spur Repair	$ 500,000.00	$ 350,000.00	$ 150,000.00	53	2	5
3	3R0368	Rogue Valley Terminal Railroad Corporation	Western Emulsions/Boise Cascade 286k Track Upgrades	$ 170,000.00	$ 117,300.00	$ 52,700.00	77	1	6
4	4R0424	BNSF Railway	Bieber Junction Rail Improvements	$ 6,979,160.00	$ 4,879,160.00	$ 2,100,000.00	54	2	7
2	2R0360	Marion Ag Service Inc.	Marion Ag Service Rail Spur	$ 1,089,700.66	$ 498,565.73	$ 591,134.93	84	1	8
2	2R0373	Northwest Container Services	NWCS Rail Car Modification and Upgrade	$ 2,072,099.00	$ 1,450,449.00	$ 621,650.00	49	3	9
2	2R0420	Knife River Corporation - Northwest	Knife river Rock Train System Improvements	$ 1,591,500.00	$ 1,114,050.00	$ 477,450.00	53	2	10
1	1R0381	Northwest Container Services	NWCS Container Lift Equipment	$ 1,961,280.00	$ 1,372,780.00	$ 588,500.00	48	3	11
4	4R0417	Red Rock Biofuels LLC (RRB)	Rail Spur & Lake County RR Bridge Improvements	$ 4,757,513.00	$ 3,330,259.00	$ 1,427,254.00	80	1	12
4	4R0401	Juhl Enterprises DBA J&P Wholesale	Rail Spur Expansion Project	$ 310,000.00	$ 210,000.00	$ 100,000.00	65	2	13
2	2R0419	City of Dallas	Dallas Industrial Area Rail Improvement Project	$ 1,066,400.00	$ 745,400.00	$ 321,000.00	30	4	14

ConnectOregon VI Application Log - Transit

REGION	APP. #	APPLICANT	PROJECT NAME	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Committee Rank
4	4T0416	Central Oregon Intergovernmental Council	Central Station	$ 1,573,813.50	$ 1,043,813.50	$ 530,000.00	72	1	1
1	1T0391	South Clackamas Transportation District	SCTD - Transit & Operations Center	$ 597,000.00	$ 390,000.00	$ 207,000.00	72	1	2
3	3T0390	Rogue Valley Transportation District	Passenger Fare Collection and Solar Project	$ 1,100,000.00	$ 400,000.00	$ 700,000.00	77	1	3
4	1T0406	Clackamas Community College	Clackamas Community College Transit Center	$ 2,555,000.00	$ 1,762,950.00	$ 792,050.00	75	1	4
2	2T0431	Lane Transit Distict	Santa Clara Community Transit Center and Park & Ride	$ 8,142,502.00	$ 3,000,000.00	$ 5,142,502.00	74	1	5
1	1T0395	City of Portland	Portland Streetcar Vehicle Acquisition	$ 5,000,000.00	$ 3,500,000.00	$ 1,500,000.00	64	2	6

Appendix 3: Regional Committee Matrices

ConnectOregon VI Application Log - Region 1

MODE	APP. #	APPLICANT	PROJECT NAME	Project Summary	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Region 1 Rank
M	1M0407	Port of Portland	Terminal 6 Auto Staging Facility	The project will construct a 19-acre auto staging facility across the street from the Terminal 6 entrance in the Port of Portland's Rivergate Industrial District. The new staging facility will improve logistical efficiency and increase the capacity to export vehicles from the Port's Berth 601 auto import/export facility. The Port expects to lease the facility to Auto Warehousing Co. (AWC).	$ 6,740,256.00	$ 2,628,700.00	$ 4,111,556.00	81	1	1
B	1B0380	City of Tigard	Tigard Street Trail: A Path to Employment	The Tigard Street Trail is a path to employment linking residents from Tigard's neighborhoods (part of the regional workforce of more than 1 million people) to jobs locally and regionally, commercial services, and transit connections. The project completes work begun in 2015 to convert an unused rail spur into a multi-use path directly connected to regional bus and fixed route transit.	$ 1,300,000.00	$ 700,000.00	$ 600,000.00	72	1	2
A	1A0398	Port of Hood River	Aviation Technology & Emergency Response Center	The Port of Hood River will renovate and expand the Ken Jernstedt Airfield north apron for a new staging area; prepare utilities and shovel-ready pad sites; and construct a new av-gas/jet fuel facility to accommodate the needs of local air attack firefighting and emergency search and rescue response personnel, local aviation technology companies, visitors, and residents.	$ 2,166,900.00	$ 1,364,900.00	$ 802,000.00	77	1	3
R	1R0413	Union Pacific Corporation & Subsidies	Portland Passenger-Freight Rail Speed Improvement Project	This project will reduce passenger and freight rail wait times by up to 21 minutes per train with the completion of track, signal, and elevation improvements at a critical BNSF/UP junction in the Portland rail network. An existing 10mph speed restriction will be eliminated resulting in reduced train delay for the 35 daily Amtrak, UPRR, and BNSF trains using the junction.	$ 12,964,124.00	$ 8,294,124.00	$ 4,670,000.00	82	1	4
T	1T0406	Clackamas Community College	Clackamas Community College Transit Center	The updated Clackamas Community College Transit Center will increase transit access to high school and college education; career and veterans counseling; and to future employment opportunities at adjacent industrial lands. Additionally, a shared use path will provide a "last mile" connection to the Oregon City High School and future industrial properties on Beavercreek and Meyers Roads.	$ 2,555,000.00	$ 1,762,950.00	$ 792,050.00	75	1	5
B	1B0405	Tualatin Hills Park & Recreation District	Waterhouse Trail Segment 4	Construct approximately 700 feet and replace 275 feet of boardwalk of the Waterhouse Trail, completing the final gap in the 5.5-mile long off-street multi-use trail. The result will provide improved access and connection to transit, commercial and employment centers, residential neighborhoods, regional and community trails, schools, civic places, parks and recreation facilities, and natural areas.	$ 1,000,000.00	$ 400,000.00	$ 600,000.00	77	1	6
T	1T0391	South Clackamas Transportation District	SCTD - Transit & Operations Center	South Clackamas Transportation District is proposing to construct a new Transit and Operations Center in downtown Mollalla at the existing SCTD Park & Ride Station. When completed the facility will offer customer information and waiting; administrative office space, a driver break room, covered parking for SCTD vehicles, an EV charging station and a perimeter fence for site & vehicle security.	$ 597,000.00	$ 390,000.00	$ 207,000.00	72	1	7
B	1B0402	City of Portland	Flanders Crossing Active transportation Bridge	The project will construct a new pedestrian/bicycle overcrossing of I-405 at NW Flanders St. NW Flanders is a neighborhood greenway bicycle and pedestrian route that connects NW Portland with the Pearl District, Old Town and Downtown Portland. This project will reconnect Flanders for bicycles and pedestrians with a 24' wide bridge that will also serve as a seismic lifeline route.	$ 5,877,000.00	$ 2,877,000.00	$ 3,000,000.00	69	2	8

ConnectOregon VI Application Log - Region 1

MODE	APP. #	APPLICANT	PROJECT NAME	Project Summary	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Region 1 Rank
B	1B0432	City of Milwalkie	Kronberg Park Multi-Use Trail	This project would construct the Multi-Use trail element of the Robert Kronberg Nature Park Master Plan and would connect downtown Milwaukie and the new Main Street Max station with the regional Trolley Trail. This is the final portion of the trail and would connect the crossing at River Road across Highway 99E to improvements already constructed at the new bridge across Kellogg Lake.	$ 1,769,100.00	$ 1,185,735.00	$ 583,365.00	58	2	9
B	1B0393	City of Wilsonville	Memorial Park to Boones Ferry Park trail Improvements	The Memorial Park to Boones Ferry Park Trail Improvements project is a 0.31 mile shared-use trail that connects two riverfront parks in Wilsonville. Phase 1 provides improvements to an existing section of trail that crosses underneath the I-5 Boone Bridge. Phase 2 adds an important trail linkage to a property recently purchased by the City, which will be incorporated into Boones Ferry Park.	$ 749,760.00	$ 463,818.00	$ 285,942.00	62	2	10
B	1B0403	City of Portland	Naito Parkway Railroad Crossing Safety Project	The Naito Parkway Railroad Crossing Safety Project will improve safety and connectivity for all modes by improving railroad signal infrastructure, installing new automatic crossing gates, extending track crossing panels, installing bike lanes, consolidating railroad crossings, constructing a center median, and installing a pedestrian/bicycle crossing of Naito Parkway.	$ 450,000.00	$ 300,000.00	$ 150,000.00	62	2	11
T	1T0395	City of Portland	Portland Streetcar Vehicle Acquisition	Funding will be used to purchase 3 used modern streetcars from the City of Seattle to grow and support Streetcar Operations. Today the Portland Streetcar carries between 12-15,000 passengers per day and connects to 33% of the jobs in Portland. The additional streetcar vehicles will improve service reliability and allow us to maintain service during planned refurbishments of our existing fleet.	$ 5,000,000.00	$ 3,500,000.00	$ 1,500,000.00	64	2	12
B	1B0382	City of Gresham	Gresham Fairview Trail Phase IV	Phase IV of the Gresham Fairview Trail will complete a vital missing link in the regional trail system. This section, between Halsey and 1000' north of I-84 is the only gap between the Springwater Corridor Trail and Sandy Boulevard. When complete, bicyclists and pedestrians will be able to enjoy a complete north/south journey on this important regional trail on a paved facility.	$ 2,047,438.00	$ 1,433,206.60	$ 614,231.40	54	2	13
B	1B0392	City of Portland	Red Electric Trail - Off Street Section (Portland, OR)	This project will complete a segment of the regionally significant Red Electric Trail. Portions to be constructed include a 1/2 mile segment of walkable/bikeable off street paved trail between SW Shattuck Rd and SW Fairvale Ct. This is one of the only planned sections of off street trail along the Red Electric Trail. This section will link many community and public assets.	$ 870,000.00	$ 570,000.00	$ 300,000.00	58	2	14
R	1R0381	Northwest Container Services	NWCS Container Lift Equipment	The proposed project would enhance the condition of container lifts within the Portland facility. By reducing capital expenses we are able to reduct the cost of transportation to shippers and steamship lines calling the Oregon market. The number of container lifts within the facility was increased from 7 to 14 for 2015. We would like to replace our older machines.	$ 1,961,280.00	$ 1,372,780.00	$ 588,500.00	48	3	15
B	1B0422	MT. Hood Bicycle/Pedestrian Coalition	Mt. Hood Villages Bike Hub Project	Long-term, phased project to build five (5) custom bike stations/hubs throughout the villages of Mt. Hood, one for each village: Brightwood, Welches, Zigzag, Rhododendron, and Government Camp. This funding request is for one bike station/hub only.	$ 35,000.00	$ 20,000.00	$ 15,000.00	42	3	16

ConnectOregon VI Application Log - Region 2

MODE-FULL	APP. #	APPLICANT	PROJECT NAME	Description	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	RRC Ranking
Aviation	2A0418	Life Flight Network, LLC	Life Flight Network Hangar	The LFN hangar will provide protection from the elements for our air medical helicopter. It will also include crew quarters for the staff that operate out of the airport 24 hours a day, 7 days a week. The helicopter services Clatsop, Tillamook, Washington, and Columbia counties by providing air medical transport for critically ill and injured patients to higher levels care in Portland.	$ 950,000.00	$ 665,000.00	$ 285,000.00	77	1	1
Transit	2T0431	Lane Transit Distict	Santa Clara Community Transit Center and Park & Ride	The Santa Clara Community Transit Center/Park-and-Ride project will provide a 5-bay transit station, 66-space park-and ride, secure bike parking, and electric charging stations for the growing Santa Clara area. Facilitating the city's growth vision for the corridor, it will serve as a community hub connecting 20,000 residents to regional jobs and services using transit, walking, and biking.	$ 8,142,502.00	$ 3,000,000.00	$ 5,142,502.00	74	1	2
Bike/Ped	2B0409	Yamhill County	Yamhelas Westsider Trail: Bridge Construction	The project will encompass the planning, design and engineering of three new pedestrian bridges and the construction of a bridge over the Stag Hollow Creek. All proposed bridges will be located along the future Yamhelas Westsider Trail near Yamhill, Oregon. The project area is parallel to OR 47 and this is the first phase of development creating Yamhill County's first multi-modal regional trail.	$ 2,967,456.71	$ 1,012,185.71	$ 1,955,271.00	71	1	3
Aviation	2A0394	City of Corvallis	Rehabilitate Runway 9-27, Install Perimeter Fence	Corvallis Municipal Airport Runway 9-27 rehabilitation, drainage improvements, taxiway realignment, lighting and signage rehab and perimeter fencing. This will benefit all aircraft using the Corvallis Municipal Airport for the next 20+ years. This includes cargo aircraft and charter jets carrying local business and education passengers.	$ 6,422,222.00	$ 642,222.00	$ 5,780,000.00	71	1	4
Rail	2R0360	Marion Ag Service Inc.	Marion Ag Service Rail Spur	Marion Ag Service, Inc. (MAS) is requesting *Connect* Oregon funds to build 5,400' rail spur, consisting of 3 tracks, to serve a new state-of-the-art 28,000 ton bulk fertilizer storage and blending facility. The new facility adds needed rail and storage capacity, adds 22 new jobs, takes trucks off highways, and lowers cost for Oregon businesses.	$ 1,089,700.66	$ 498,565.73	$ 591,134.93	84	1	5
Marine	2M0366	Teevin Bros Land & Timber Co	Mooring Points RM 66.5	Construct seven mooring dolphins and erect two single pile structures at River Mile 66.5 to provide mooring opportunities for tugs, barges and shallow draft vessels midway between Portland and Astoria.	$ 1,125,000.00	$ 750,000.00	$ 375,000.00	72	1	6
Marine	2M0427	Port of Toledo	Boatyard Environmental Work Building	Port of Toledo's Environmental Work Building is the final phase of the Boatyard Expansion project currently in process. This phase constructs a large work building with environmental controls for vessel maintenance, sandblasting and painting. It increases regional capabilities by expanding Oregon's commercial fishing industries, grows maritime related businesses, and supports scientific research.	$ 2,877,000.00	$ 2,013,900.00	$ 863,100.00	70	2	7
Bike/Ped	2B0430	City of Florence	Siuslaw Estuary Trail (City of Florence) Unit 1	The Siuslaw Estuary Trail Unit I is a collaborative project by the City of Florence and the Port of Siuslaw to construct a recreational trail along the Siuslaw River in Old Town, Florence, Oregon. This project will construct Sections 1 and 2 of the trail (about 0.5 mi.). These trail sections, located on Port property, provide stunning views of the Siuslaw estuary wetlands and wildlife.	$ 700,000.00	$ 490,000.00	$ 210,000.00	54	2	8
Bike/Ped	2B0423	City of Eugene	Eugene Bicycle Parking - Access to Jobs and Transit	Eugene Bike Parking: Access to Jobs and Transit will provide secure bike parking at 6 locations in Eugene through 42 electronic bike lockers that are accessed with RFID key cards. Bike lockers will be located at two LTD stations, the Eugene Amtrak station, and in three clusters near employers in downtown Eugene. The project will benefit transit riders, bicycle commuters and downtown employees.	$ 160,000.00	$ 112,000.00	$ 48,000.00	69	2	9
Aviation	2A0364	City of Newport	Newport Communication Ground-Link and AWOS update	The City of Newport proposes to add a Ground-Link communication to Seattle ARTCC- and replace the AWOS Ceilometer. A Ground Link will enable pilots to establish communication with SEA-ARTCC to get flight clearances out of Newport. The second part of this project will update the obsolete AWOS Ceilometer that has reached the end of its service life.	$ 40,000.00	$ 25,000.00	$ 15,000.00	67	2	10
Bike/Ped	2B0411	Chehalem Park and Recreation District	Newberg-Dundee Bypass Parallel Trail	The Newberg-Dundee Bypass Parallel Trail will construct a key one-half mile portion of a proposed 5.5-mile multiuse hard surface trail between Newberg and Dundee. An essential element of the project is the proposed 330-foot elevated boardwalk over the Hess Creek floodplain providing a much needed east-west pedestrian and bicycle connection between Industrial Parkway and Wynooski Street.	$ 1,866,100.00	$ 1,306,265.00	$ 559,835.00	66	2	11
Marine	2M0375	Port of Astoria	Pier 2 West Rehabilitation	Pier 2 Rehabilitation / Upgrade: 1. Replace 35,000 sf of unsafe degraded dock, posts, piles and replace with reinforced concrete and steel pan decking.	$ 2,200,000.00	$ 1,540,000.00	$ 660,000.00	60	2	12
Aviation	2A0397	City of Eugene	Eugene Airport Roadway Improvements	Eugene Airport Roadway Improvements entails structural repairs and improvements to paved roadways around the Eugene Airport and to the ramp area at the Fixed Based Operator on the airfield. The project will include removal and repaving of asphalt surfaces necessary to support additional transport of cargo, fuel and passengers to/from the Airport resulting from documented increases in demand.	$ 791,564.00	$ 554,095.00	$ 237,469.00	66	2	13

ConnectOregon VI Application Log - Region 2

MODE-FULL	APP. #	APPLICANT	PROJECT NAME	Description	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	RRC Ranking
Marine	2M0361	Port of Newport	International Terminal Shipping Facility	Develop existing Port property to accommodate consolidation of different commodities for coast-wise and trans-Pacific shipment by removing prior deposited spoils, grading and preparing compacted rock base, install utilities, develop storm water management system, pave an all-weather surface, add security and lighting, and add infrastructure for future development.	$ 6,532,577.00	$ 4,000,000.00	$ 2,532,577.00	65	2	14
Bike/Ped	2B0374	City of Cannon Beach	Ecola Creek Bike/Ped Bridge	The new 12' wide bridge would provide an evacuation route for several thousand visitors, workers and residents at the north end of the city across Ecola Creek in the event of an earthquake and subsequent tsunami. The bridge would also be part of the city park access/ bikeway system. It is located adjacent to the existing N Fir Street Bridge which is not anticipated to survive an earthquake.	$ 1,800,000.00	$ 1,250,000.00	$ 550,000.00	60	2	15
Rail	2R0419	City of Dallas	Dallas Industrial Area Rail Improvement Project	The project includes upgrading 4.1 linear miles of an existing short line railroad track to bring the line back into service for manufacturing businesses located in the Dallas Industrial Area. The existing rail line would be improved to allow train speeds of 10 mph between the former Dallas Mill site and the closest rail user in Rickreall near OR Highway 99W.	$ 1,066,400.00	$ 745,400.00	$ 321,000.00	30	4	16
Aviation	2A0410	Brim Equipment Leasing, Inc. DBA Brim Aviation	North Coast Air and Marine Facilities Upgrade	The proposed facility will construct a hangar that will house and service locally-based aircraft, visiting transient aircraft, a Fixed Based Operator (FBO) store front/office, and the aircraft, crews, and maritime bar pilots serving the Columbia River Bar.	$ 1,193,000.00	$ 835,100.00	$ 357,900.00	73	1	17
Rail	2R0420	Knife River Corporation - Northwest	Knife River Rock Train System Improvements	Knife River is proposing to utilize *Connect* Oregon funds to invest in new aggregate handling infrastructure that will increase the capacity of the rock train operation, improve operational efficiency & utilization by eliminating bottlenecks within our system, improve safety for Knife River employees, and ensure continued operation for at least the next 20 years.	$ 1,591,500.00	$ 1,114,050.00	$ 477,450.00	53	2	18
Rail	2R0373	Northwest Container Services	NWCS Rail Car Modification and Upgrade	This project involves cutting down 23 existing 5-well double stack rail cars with a current well length of 49 feet, to a well length of 40 feet. It includes making any necessary repairs to the cars while at the shop. This will improve the weight capacity of the rail cars allowing for double stacking of loaded containers up to 120,500 pounds instead of the current 115,300 pound weight limit.	$ 2,072,099.00	$ 1,450,449.00	$ 621,650.00	49	3	19
Marine	2M0388	City of Harrisburg	Harrisburg Boat Landing	With support of the Oregon State Marine Board, local Marine Patrol Units, and the City of Harrisburg, our project is to remove roughly 4,000 cubic yards of gravel from the Willamette River around our boat landing, replace the boat landing with a larger one, armor the boat landing with rip rap, install floating removable docks, and provide bank stabilization with landscaping.	$ 450,000.00	$ 315,000.00	$ 135,000.00	35	3	20

ConnectOregon VI Application Log - Region 3

MODE-FULL	APP. #	APPLICANT	PROJECT NAME	Description	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	R3 RRC Ranking
Marine	3M0399	Fred Wahl Marine Construction Inc	FWMC Bolon Island Expansion	Fred Wahl Marine Construction (FWMC) is expanding to develop a year- round full-service shipyard. The project consists of dock, rail, and site improvement, construction, wash station, marine repair and construction building, and purchase of a travel lift with haul-out slip and piers. Marine transportation will be enhanced, a rail link created, and a barrier to marine and highway traffic minimized.	$ 8,757,766.00	$ 3,401,250.00	$ 5,356,516.00	75	1	1
Marine	3M0404	Sause Bros.	Drydock	The project will add a new drydock, which will give much needed capacity for drydocking vessels of all types on the Oregon coast. The new dock will have 2500 ton lift capacity and ship transfer system which will serve the marine, highway and rail industries by servicing government vessels, renewable energy devices and commercial equipment.	$ 4,744,000.00	$ 993,450.00	$ 3,750,550.00	74	1	2
Aviation	3A0376	Jackson County/Rogue Valley Intl-Medford	Rehabilitation of Taxiway A - South	Rehabilitation of Taxiway A, connector taxiway geometry reconfiguration, and RSA grading. If awarded, the *Connect* Oregon VI grant will be used as the 6.25 match requirement for FAA AIP entitlement and discretionary grants for the project.	$ 7,146,666.00	$ 446,666.00	$ 6,700,000.00	78	1	3
Aviation	3A0425	Josephine County Airports	Emergency Power Generators for Two Airports (3s8 &3S4)	Installation of an Emergency Power Generator at each of Josephine County's two airports (Grants Pass - 3S8 and Illinois Valley - 3S4) sufficient to keep the airports operating for several weeks in the absence of grid power. This project also includes the modification of the existing airport electrical panels with transfer switches and other required hardware.	$ 197,000.00	$ 137,900.00	$ 59,100.00	71	1	4
Rail	3R0368	Rogue Valley Terminal Railroad Corporation	Western Emulsions/Boise Cascade 286k Track Upgrades	Upgrade three (3) track switches, 1,000' of rail and replace 150 wood ties to accommodate heavier, more efficient 286,000-pound rail cars.	$ 170,000.00	$ 117,300.00	$ 52,700.00	77	1	5
Transit	3T0390	Rogue Valley Transportation District	Passenger Fare Collection and Solar Project	RVTD currently uses a 21-year old farebox system that relies on manual input by drivers who verify paper pass and token fare. The farebox collection industry has changed drastically making the current hardware and software obsolete and expensive to maintain. This project has been awarded 2017 Enhance Funds. RVTD is also seeking to install a solar energy system on the maintenance building.	$ 1,100,000.00	$ 400,000.00	$ 700,000.00	77	1	6
Aviation	3A0362	City of Brookings	Regional Airport Terminal Project	Project consists of construction of an airport terminal building, aircraft apron area and vehicle parking facilities. The passenger terminal will provide a modern commercial travel facility for Wild Rivers Coast residents and be beneficial in attracting other airlines.	$ 17,481,290.00	$ 584,210.00	$ 16,897,080.00	75	1	7
Bike/Ped	3B0378	Coos County	The Coquille River Walk Extension to Johnson Mill Pond Park	The project consists of building the second phase of a 2.67 miles pedestrian trail from the City of Coquille, OR to the Coos County park of Johnson Mill Pond. This trail will create recreational access for people with many different interests to enjoy the pleasure of walking, jogging, running, and other recreational activities in a safe environment away from the hazards of roads and highway.	$ 1,993,000.00	$ 1,395,100.00	$ 597,900.00	54	2	8
Marine	3M0434	Oregon International Port of Coos Bay	Charleston Boatyard Capacity Expansion Development Plan	Develop planning and first level (10%-30% level) design documents to increase boatyard capacity and supporting infrastructure to provide current shipbuilding, refitting, and maintenance services to existing homeported and regional fleets and 3 or more "maximum size" vessels simultaneously.	$ 1,500,000.00	$ 1,000,000.00	$ 500,000.00	31	3	9
Bike/Ped	3B0414	City of Medford	Pedestrain-Bicycle Bridge Over Bear Creek/Main St Connection	A pedestrian/bicycle bridge to connect downtown Medford with the Bear Creek Greenway and Hawthorne Park. The connection would allow pedestrians and bicyclists to safely travel from downtown Medford shopping, restaurants, and/or employment to the Greenway. The Greenway is a pathway that is along Bear Creek from the Ashland to Central Point.	$ 1,000,000.00	$ 700,000.00	$ 300,000.00	51	2	10

ConnectOregon VI Application Log - Region 4

MODE-FULL	APP. #	APPLICANT	PROJECT NAME	Description	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Region 4 Rank
Aviation	**4A0426**	**City of Prineville**	**Prineville Airbase Joint Use Facility**	This project is a collaborative effort consolidating dispersed & obsolete firefighting facilities while enhancing safety & efficiency by separating firefighting ops from the flight academy & public use ramp to a dedicated ramp on an Airbase campus. Also included are a new itinerant apron, fueling system replacement, run-up apron for Rwy 28, and rotating beacon replacement.	**$ 8,859,192.00**	**$ 2,000,000.00**	**$ 6,859,192.00**	88	1	1
Transit	**4T0416**	**Central Oregon Intergovernmental Council**	**Central Station**	Central Station will improve regional access to key employment, education, health, shopping, and other destinations. The hub will provide a transfer point for inter-community transit passengers on the Cascades East Transit system, a park-and ride-lot for persons busing or carpooling from Redmond, and intermodal connectivity for bikers, pedestrians, carpoolers, and transit riders.	**$ 1,573,813.50**	**$ 1,043,813.50**	**$ 530,000.00**	72	1	2
Aviation	**4A0428**	**Lake County**	**Lake County Airport Apron Rehab & Beacon Safety Upgrades**	Lake County proposes to rehabilitate the aprons located near the Airport's Fixed Base Operator and the Interagency Air Tanker Base, as both are nearing failure. The aprons are utilized by transient aircraft and critical US Forest Service, US Bureau of Land Management, and Oregon Dept. of Forestry fire suppression aircraft. The project also includes replacing and relocating the rotating beacon.	**$ 2,055,555.00**	**$ 205,555.00**	**$ 1,850,000.00**	82	1	3
Rail	**4R0421**	**LRY, LLC**	**Lake Railway 5,000 ties to support growth**	Lake Railway as the operator (under lease) of Lake County's railroad is requesting *Connect* Oregon VI fund the purchase and installation of 5,000 railroad ties. These ties will be installed throughout the County's 55-mile long railroad.	**$ 500,000.00**	**$ 325,000.00**	**$ 175,000.00**	51	2	4
Bike/Ped	**4B0387**	**City of Redmond**	**Homestead Canal Trail, Phase II**	Homestead Canal Trail, Phase Two provides about 2.3 miles of paved, multi-use trail as part of a 5.3 mile trail utilizing an active irrigation canal to connect Redmond's most populous neighborhoods to jobs, the historically significant homestead site of Frank and Josephine Redmond, and other amenities.	**$ 1,197,052.60**	**$ 467,052.60**	**$ 730,000.00**	74	1	5
Rail	**4R0401**	**Juhl Enterprises DBA J&P Wholesale**	**Rail Spur Expansion Project**	Build 650 feet of spur line for reloading materials as well as extending existing spur 150 feet.	**$ 310,000.00**	**$ 210,000.00**	**$ 100,000.00**	65	2	6
Aviation	**4A0383**	**City of Bend**	**Bend Airport Helicopter Operations Area Phase 2**	*Connect* Oregon VI will fund Phase 2 of the Bend Helicopter Operations Area (HOA) project. Under *Connect* Oregon V, the City was awarded funding to help match the FAA grant for the construction of the HOA helipad, parking apron, and taxiway. Phase 2 will construct the access road, utilities, a fuel apron, and reconfigurations of the existing westside parking apron.	**$ 4,873,000.00**	**$ 1,100,000.00**	**$ 3,773,000.00**	86	1	7
Aviation	**4A0359**	**City of Klamath Falls**	**Aircraft Maintenance Facility**	Project will entail necessary infrastructure, building and ramp for an aircraft maintenance facility. Infrastructure improvements will include rehabilitation of existing roadway, installation of utilities (gas, water, sewer and electrical) and a 25 space parking lot. A 150' by 200' fabric building will be constructed along with a new 200' by 35' access ramp to existing aircraft apron.	**$ 4,000,000.00**	**$ 2,800,000.00**	**$ 1,200,000.00**	75	1	8
Rail	**4R0417**	**Red Rock Biofuels LLC (RRB)**	**Rail Spur & Lake County RR Bridge Improvements**	RRB proposes to (1) construct a rail spur at its biofuels facility and (2) improve Lake County Railroad bridges for safety & reliability. Working with Lake Railway, two large antiquated bridges will be upgraded to handle modern railcars weighing 286,000 lbs., including RRB cars carrying jet, diesel, & naphtha fuels(classified as HAZMAT). 13 smaller bridges will be repaired or converted to culverts.	**$ 4,757,513.00**	**$ 3,330,259.00**	**$ 1,427,254.00**	80	1	9
Aviation	**4A0365**	**City of Redmond, Oregon - Redmond Municipal Airport**	**Taxiway B Rehabilitation Project**	Taxiway B Rehabilitation Project. All airport users will benefit from this project.	**$ 4,150,000.00**	**$ 259,375.00**	**$ 3,890,625.00**	79	1	10

ConnectOregon VI Application Log - Region 4

MODE-FULL	APP. #	APPLICANT	PROJECT NAME	Description	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Region 4 Rank
Aviation	**4A0384**	**Sunriver Resort Limited Partnership**	**AWOS and Terminal Building**	Installation of an Automated Weather Observation System (AWOS) and construction of a new terminal building. The AWOS will allow for additional corporate aircraft to use the airport as well as enhancing the safety for any aircraft, pilot and passengers using the airport. The current terminal building as outlived its usefulness since its construction in 1973 and attempts to serve 35,000 people annually.	**$ 846,328.00**	**$ 592,430.00**	**$ 253,898.00**	71	1	11
Aviation	**4A0371**	**Sisters Airport Property LLC**	**Sisters Eagle Airport Business Expansion**	Sisters Eagle Airport is experiencing a demand for charter, business and other aviation related activities that will necessitate an additional self serve fuel tank (Jet A), a GPS approach and protecting the new taxiway asphalt with a seal coat. This project will result in a more effective transport link to the greater transportation system.	**$ 650,000.00**	**$ 455,000.00**	**$ 195,000.00**	69	2	12
Aviation	**4A0386**	**Sunriver Resort Limited Partnership**	**Sunriver Airport Capital Improvements**	Reconstruct taxiway for runway 18-36, reconstruct apron for aircraft parking and maneuvering, slurry seal and re-paint runway striping. This project will move us forward on our Master Plan to improve the structural integrity of the taxiway and apron, maintain the facility for optimal safety and function so that the airport is sustainable as a critical link to air transportation.	**$ 2,772,601.00**	**$ 1,940,821.00**	**$ 831,780.00**	70	1	13
Bike/Ped	**4B0372**	**City of The Dalles**	**The Dalles Gorge Hub**	The City of The Dalles, in cooperation with other gorge communities and the Oregon Department of Transportation has developed preliminary designs for a Hub. Gorge Hubs will be located in cities along historic highway 30 along the Columbia River Gorge. These Hubs will include bicycle fix stations, water, restroom facilities, maps and informational kiosks.	**$ 69,900.00**	**$ 48,930.00**	**$ 20,970.00**	49	3	14
Aviation	**4A0433**	**City of The Dalles**	**Airport Taxiway A rehabilitation**	This project will rehabilitate the middle and the last section of taxiway A to complete the line- of -sight hazard for runway 13-31. Construction activities include strengthening and widening the taxiway to accommodate larger aircraft and finish the final section of taxiway A .	**$ 1,300,000.00**	**$ 130,000.00**	**$ 1,170,000.00**	30	4	15
Rail	**4R0424**	**BNSF Railway**	**Bieber Junction Rail Improvements**	Bieber Junction Rail Improvements would power switches at Bieber Junction and UP's Klamath Falls yard where BNSF Railway and Union Pacific Railroad (UP) connect to improve freight train velocity while minimizing community impacts. The proposed project would automate switches that now have to be manually aligned by an operating employee which will improve the speed and efficiency of train movement.	**$ 6,979,160.00**	**$ 4,879,160.00**	**$ 2,100,000.00**	55	2	16

ConnectOregon VI Application Log - Region 5

MODE-FULL	APP. #	APPLICANT	PROJECT NAME	Description	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Region Ranking
Aviation	**5A0412**	**City of Baker City**	**Airport Apron Reconstruction and Fuel Storage Expansion**	This project consists of the reconstruction of two primary aprons at Baker City Municipal Airport and the installation of an additional 6,000 gallon jet fuel above ground storage tank. The General Aviation area apron and the South apron are both in need of rehabilitation and the existing jet fuel storage is not sufficient during the busy fire season each summer and fall.	**$ 1,911,990.00**	**$ 416,199.00**	**$ 1,495,791.00**	77	1	1
Aviation	**5A0377**	**Union County**	**La Grande/Union County Airport Rappel Base Building**	*Connect* Oregon VI will support construction of a 13,760+ square foot Rappel Base building, for immediate expansion of the US Forest Service tanker/helibase, at the La Grande/Union County Airport. The Rappel Base will be a long term, regional hub for USFS aerial fire suppression missions for 44 new employees plus supporting private contractors.	**$ 3,430,055.00**	**$ 1,000,000.00**	**$ 2,430,055.00**	81	1	2
Aviation	**5A0358**	**City of Burns, Oregon**	**Runway 3/21 Concrete Joint Repair Project**	This project will extend the service life of the existing runway 3-21 and a portion of the apron pavement by removing the existing aged and deteriorated joint sealant within the existing concrete joints and re-installing a new watertight joint sealant. Existing pavement damage such a cracks and surface spalling will also be repaired.	**$ 750,000.00**	**$ 75,000.00**	**$ 675,000.00**	68	2	3
Rail	**5R0396**	**Wallowa Union Railroad Authority**	**Elgin Complex Rail Spur Repair**	The main reason for this project is to replace the 85 lb. rail currently running from the rail spur to the Elgin complex mills with 136 lb. rail. The upgrade is required because the Elgin complex has been utilizing the bigger 286 rail cars to ship out plywood and lumber. Along with this the complex will replacing the damaged railroad ties and re-surfacing a half mile of lead track.	**$ 500,000.00**	**$ 350,000.00**	**$ 150,000.00**	53	2	4
Rail	**5R0379**	**Wyoming Colorado Railroad, Inc.**	**Bridge Program #1**	Oregon Eastern Railroad would like to remove 3 small bridges at MP 5.16, MP 5.27, and MP 7.66 and replace them with culverts and repair 2 other bridges MP 14.97 and MP 17.56. By replacing the 3 smaller bridges with culverts it will supply some of the materials needed to repair the other 2 larger bridges.	**$ 173,550.00**	**$ 119,749.00**	**$ 53,801.00**	53	2	5
Aviation	**5A0370**	**City of Vale**	**Miller Memorial Airpark Phase II**	Phase II of the Miller Memorial Airpark Master Plan, Specifically Grading, Paving of the Tie Down/ Parking Area, General Aviation Apron and General Aviation Ramp areas as well as installing new tie down cable and anchors.	**$ 400,000.00**	**$ 280,000.00**	**$ 120,000.00**	51	2	6
Aviation	**5A0357**	**City of Burns, Oregon**	**Burns Airport Master Plan**	The City of Burns needs to perform its Airport Master Plan for the Burns Municipal Airport to meet the needs of the airport in the future. The purpose of the master plan is to forecast airport facility requirements and identify methods to implement airport-related programs for the 20-year planning period. The project is being funded with FAA funds that will provide 90% of the project cost.	**$ 335,000.00**	**$ 33,500.00**	**$ 301,500.00**	55	2	7
Bike/Ped	**5B0367**	**City of Island City, Oregon**	**Grande Ronde River Greenway- Phase II**	The proposed project will construct approximately 6,100 lineal feet of new asphalt concrete paved bicycle/pedestrian path, connecting LaGrande and Island City day use parks. The project will also include right-of-way acquisition, stream bank stabilization/restoration along 600 feet of the south bank of the Grande Ronde River, and new chain link fence.	**$ 1,586,133.00**	**$ 1,110,133.00**	**$ 476,000.00**	63	2	8
Rail	**5R0385**	**Morrow County Grain Growers, Inc**	**Boardman Grain Elevator Unit Train Unloading Project**	We are proposing to expand the existing truck to barge grain handling facility so it will have the capability to unload unit trains of grain coming to markets in the Pacific Northwest from the Mid-west region or the country. The expanded facility would then be able to reload this grain to barge for export or to supply the increasing demand from local dairies and feedlots with grain for feed.	**$ 6,500,000.00**	**$ 2,500,000.00**	**$ 4,000,000.00**	88	1	9

ConnectOregon VI Application Log - Region 5

MODE-FULL	APP. #	APPLICANT	PROJECT NAME	Description	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Region Ranking
Aviation	**5A0400**	**City of Pendleton**	**Pendleton Unmanned Aerial Systems Range (PUR)**	The project will fund the acquisition and installation of a radar and related support infrastructure at Eastern Oregon Regional Airport (EORA). This investment will serve a wide variety of fixed wing and rotor aircraft activity (such as air taxi, air freight, corporate jets, military, medical, firefighting, Ag pilots, general aviation, predator control) as well as unmanned aircraft.	**$ 1,995,000.00**	**$ 1,396,500.00**	**$ 598,500.00**	75	1	10
Bike/Ped	**5B0389**	**Eastern Oregon University (EOU)**	**La Grande/EOU Grand Staircase Pedestrian Link**	Reconstruction of EOU's architecturally-significant Grand Staircase will restore a critical link between campus and downtown La Grande for pedestrians, bus riders, and bicyclists. The project will draw EOU's 1500 on-campus students to downtown shopping, provide improved worker access to the area's third largest employer, and help provide a trained workforce by connecting students to EOU.	**$ 3,177,000.00**	**$ 2,223,000.00**	**$ 954,000.00**	72	1	11
Bike/Ped	**5B0369**	**City of Stanfield**	**Stanfield Multi-Use Pathways**	This project is for the construction of two multi-use paths: Phase 1 is a 10-foot wide approximately 1-mile long asphalt paved multi-use path intended for bicyclists and pedestrians along the US 395 right-of-way from Ball Avenue in Stanfield to I-84. Phase 2 is an 8-foot wide, 4,700 foot long gravel multi-use path along Stage Gulch Ditch in Stanfield between Sherman Street and Edwards Road.	**$ 195,500.00**	**$ 136,850.00**	**$ 58,650.00**	50	3	12
Bike/Ped	**5B0408**	**City of Hermiston**	**Hermiston Multimodal Loop Trail**	Construct approximately 4,600 feet of multimodal bicycle/pedestrian trail on the east side of N First Place between W Hermiston Ave and W Harper Road.	**$ 308,000.00**	**$ 215,600.00**	**$ 92,400.00**	58	2	13

Appendix 4: Memorandum of Collaboration

Oregon
Department of Transportation

*Connect*Oregon VI Final Review Committee

MEMORANDUM OF COLLABORATION

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

I. FRC PURPOSE AND ROLE

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

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

A. Duties and Responsibilities

Members of FRC agree to fulfill their responsibilities through attending and participating in committee meetings, studying the available information prior to meeting, and participating in the development of recommendations. Members of FRC agree to participate in good faith and to act in the best interests of the committee and its charge. For purposes of the FRC, "good faith" means honesty in fact and conduct.

To this end, members agree to consider <u>the state transportation system as a whole, and to place the interests of the entire state above any particular political, modal, and regional affiliations or</u>

other interests in order to bring the selection process to a successful conclusion. Members of FRC accept the responsibility to collaborate in developing recommendations that are fair and constructive for the entire state.

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

(1) To attend committee meetings and work sessions;
(2) To study the available information relevant to the charge prior to meeting;
(3) To participate in developing reasoned, written recommendations to the OTC.
(4) Upon completion of written recommendations to the OTC, to inform their represented groups of the work and the work product of FRC.
(5) To promptly advise the Director of any information that would affect the work of the committee; and
(6) At the start of each meeting session, declare any "actual conflict of interest," ORS 244.020(1), or any "potential conflict of interest," ORS 244.020(12). Members declaring such actual or potential conflict of interest shall comply with the requirements of ORS Chapter 244 concerning conflicts of interest, including ORS 244.120[1].

B. Use of Work Products

The Director and the OTC acknowledge and appreciate the time, effort and resources expended by FRC members in this collaborative process. Although ODOT is not required to implement FRC recommendations verbatim, the Director acknowledges that the recommendations from the committee will be forwarded to the OTC for final voting. FRC work products are to be considered draft working products for FRC use only, not to be shared and distributed, and are intended to aid FRC in producing the final recommended prioritized list to send to the OTC.

C. Membership Composition and Term

The FRC includes representatives from five regional and six modal review committees. A roster of committee members is attached.

The FRC's term of work will commence with review of applications and in-person meetings on June 14 - 15, 2016. The FRC's work will conclude following submission of its recommendations to the

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

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

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

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

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

Director, or at such time ODOT determines it is not reasonable to expect that the committee will be able to fulfill its charge.

II. ODOT ROLE

ODOT will provide technical support, substantive expertise, logistical assistance, administrative assistance, and advice to the FRC, but will not have a vote at committee meetings.
ODOT will comment or make suggestions on relevant decision points. ODOT's comments and suggestions will be given the same consideration as those of other committee members.

III. FACILITATOR ROLE

ODOT has contracted with Christian Watchie, Principal at Cogito, LLC (COG), as an independent, neutral third party whose role is to facilitate the FRC meetings, help develop committee recommendations, and produce a final report. As a neutral collaborative process provider, COG will not act as an advocate on any issue for ODOT, any interest group, or any member of the committee. While COG may make recommendations regarding the committee process, COG will not make any substantive decisions. COG is being compensated by ODOT pursuant to a contract that is available for review.

COG recommends a consensus decision-making process to assist FRC members in developing recommendations to ODOT. COG with assistance from ODOT will use a single text collaborative process designed for the purpose of assisting groups in developing consensus-based documents that reflect a range of perspectives. Other responsibilities of the facilitator include:

(1) Offer recommendations to ODOT relating to the FRC process.
(2) Work collaboratively with all ODOT staff and executive team members to assist the FRC in its work.
(3) Provide procedures to help guide the committee in its work.
(4) Advise ODOT if it appears that the FRC will be unable to fulfill its charge.

COG encourages FRC members to communicate information or concerns to it regarding the process for developing recommendations . FRC members are encouraged to communicate with ODOT regarding technical, logistical and administrative support issues.

IV. FRC OPERATING PROCEDURES

A. Ground Rules

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

(1) **Voting**: During the consensus decision-making process, each member of the FRC will have one equal vote.

(2) **Decision Rules**: The committee will discuss decision rules prior to beginning the formulation of recommendations. Decision rules include the consensus decision-making procedure and the single-text process. Questions relating to the process will be assessed by COG, and the recommendation submitted by COG to the committee will be decided by majority vote of those committee members present if a quorum is in attendance. A quorum is defined as half of the voting members plus one.

(3) **Protocols**. FRC members agree to:

- (a) Participate fully and in good faith;
- (b) Come well prepared
- (c) Comment constructively and specifically, making points concisely to ensure sufficient opportunities for all members to be heard;
- (d) Allow one person to speak at a time;
- (e) Address the issues in neutral terms without personal criticism of individual;
- (f) Explore all options; and
- (g) Keep an open mind.

Members of FRC undertake a commitment to act in the best interests of the committee, and to refrain from activity that would undermine its ability to fulfill its charge.

FRC members are not precluded from taking inconsistent or opposing positions with or from those taken by FRC, and does not preclude the participation of members or their constituents in other forums, such as a legislative session, administrative hearing, or judicial proceeding.

B. Development of Recommendations

COG will use a consensus decision-making model to facilitate FRC's decision-making and to ensure that the committee receives the collective benefit of the individual views, experience, background, training and expertise of its members. This process is to assist the committee in drafting, editing and refining its recommendations.

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

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

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

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

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

If the group is unable to reach consensus, the facilitator will call for a traditional vote to determine the majority view. Participants voting in the minority will have an opportunity to submit a minority report to accompany the majority recommendation.

(2) **Single Text Process.** The committee will use a Single Text Process to accomplish its work. A Single Text Process provides an opportunity for many parties to collaborate in drafting a single document. The process will allow the committee to evaluate an existing draft of recommendations and propose changes to satisfy the concerns of committee members. COG will facilitate a committee discussion to assist in the preliminary phases of formulating recommendations, and in determining the format of recommendations. Throughout the FRC meetings, committee members will have the opportunity to respond to the Discussion Draft with the goal of achieving consensus on proposed recommendations. At the last committee meeting, COG will provide the opportunity for final voting on each recommendation and on whether the recommendations accurately reflect the work of the committee.

Should it appear to COG that the committee will require additional work sessions beyond the June 14-15, 2016 meetings scheduled in order to complete its work, COG will communicate this to ODOT prior to the conclusion of the last scheduled meeting.

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

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

Public Status of FRC Meetings and Records

FRC meetings are open to the public. However, as work sessions, time for public testimony will not be allocated on FRC meeting agendas. ODOT will provide notice to the public regarding the dates, times and locations of meetings.

FRC records, including formal documents, the initial discussion draft, final recommended prioritized list, minutes and exhibits, are public records. Communications of the committee are not confidential because the meetings and records of the committee are open to the public. "Communications" refers to all statements and votes made during committee meetings, memoranda, work projects, records, documents or materials developed to fulfill the charge, including electronic mail correspondence to ODOT or to COG. The personal, private notes of individual committee members might be considered to be public to the extent they "relate to the conduct of the public's business," (ORS 192.410(4)).

C. Communication with the Media

While not precluded from communicating with the media, FRC members agree to:

(1) Defer to the FRC chair and ODOT staff for all media communications related to the FRC process and its recommendations.

(2) Not to negotiate through the media, or to use the media to undermine the work of FRC.

(3) Raise all of their concerns, especially those being raised for the first time, at a FRC meeting and not in or through the media.

V. LEGAL ADVICE.

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

VI. INTERPRETATION OF THE MEMORANDUM OF COLLABORATION.

COG shall interpret the ground rules of this Memorandum pursuant to its position as the neutral facilitator.

Connect Oregon VI
Final Review Committee Roster

First	Last	Affiliation
Meeting Chair		
Lynn	Schoessler	Retired - Business Oregon
Facilitator		
Chris	Watchie	Cogito, LLC
Region 1		
Paul	Savas	R1ACT - Clackamas County
Region 2		
Henry	Heimuller	NWACT - Columbia County
Bob	Andrews	MWACT - Mayor of Newberg
Annabelle	Jaramillo	CWACT - Benton County
Sid	Leiken	LCACT - Lane County
Region 3		
Michael	Quilty	RVACT
Chris	Boice	SWACT - Douglas County
Region 4		
Jeff	Monson	COACT
Jim	Bellet	SCOACT - Klamath County
Michele	Spatz	LJDACT
Region 5		
Tom	Fellows	NEACT - Umatilla County
Boyd	Britton	SEACT - Grant County
Freight		
Jana	Jarvis	Oregon Trucking Association
Martin	Callery	Retired
Aviation		
Mark	Gardiner	State Aviation Board
Martha	Meeker	State Aviation Board - City of McMinnville
Public Transit		
Aaron	Deas	TriMet
Phil	Warnock	Cascades West Council of Governments
Marine		
Allan	Rumbaugh	Retired
Carole	Knapel	Knapel and Associates
Rail		
Rob	Eaton	AMTRAK
Craig	Levie	Tangent Services
Bicycle/Pedestrian		
Wayne	Baum	OBPAC

Updated June 7, 2016

*CONNECT*OREGON VI FINAL REVIEW COMMITTEE

MEMORANDUM OF COLLABORATON

This Memorandum of Collaboration sets forth the operating agreements and expectations of the ConnectOregon VI Final Review Committee and the Oregon Department of Transportation and is not intended to create binding legal obligations among members or between members and ODOT. By signing below, ConnectOregon VI Final Review Committee Members agree to the terms of this Memorandum of Collaboration.

(Members listed alphabetically)

Bob Andrews

(Signature) Date 6/14/16

Wayne Baum

(Signature) Date 6/14/16

Jim Bellet

(Signature) Date 6/14/16

Chris Boice

(Signature) Date 6/14/16

Boyd Britton

(Signature) Date 6/14/2016

Martin Callery

(Signature) Date 06-14-2016

Aaron Deas

(Signature) Date 06/14/2016

Rob Eaton

(Signature) Date 6/14/16

Tom Fellows

(Signature) Date 6/14/16

Mark Gardiner

(Signature) Date 6/14/16

Henry Heimuller

(Signature) 6-14-16 Date

Annabelle Jaramillo

(Signature) 6/14/2016 Date

Jana Jarvis

(Signature) 6/14/16 Date

Carole Knapel

(Signature) 6/14/16 Date

Sid Leiken

(Signature) 6/14/2016 Date

Craig Levie

(Signature) June 14, 2016 Date

Martha Meeker

(Signature) Date 6/14/2016

Jeff Monson

(Signature) Date 6/14/16

Mike Quilty

(Signature) Date June 14, 2016

Paul Savas

(Signature) Date 6-14-16

Allan Rumbaugh

(Signature) Date 6/14/2016

Michele Spatz

(Signature) Date 6-14-16

Phil Warnock

(Signature) Date 6/14/16

Lynn Schoessler

(Signature) Date 6-14-16

Jerri L. Bohard, Administrator
Transportation Development Division
Oregon Department of Transportation

6 - 14 - 16
Date

Christian Watchie, Principal
Cogito, LLC

6·14·16
Date

Appendix 5: Staff Presentation of Projects for Review (06/14/16)

RANKING MATRIX DESCRIPTION & APPLICATIONS SUMMARY

The *Connect*Oregon VI Final Review Committee uses a matrix to organize information about each application and the results of the review and project ranking conducted by previous committees prior to the Final Review Committee. The matrix includes the following information for each application:

- Applicant and Project Name
- Total project cost
- Grant request
- Matching funds provided
- Score and tier based on statutory and economic benefit evaluation conducted by *Connect*Oregon staff
- Modal review committee rankings
- Regional review committee rankings
- Starting order based on common comparison of modal and regional review committee rankings (see next page for details)

Summary of Applications by Mode and Region

The matrix lists the 75 applications currently under review in the *Connect*Oregon VI program. The following illustrates the number of applications for each mode of transportation (including projects with a freight transportation nexus) and each of the five *Connect*Oregon regions.

Mode	Applications	Review Committee
Aviation	24	Oregon State Aviation Board
Bike/Ped	22	Oregon Bicycle and Pedestrian Advisory Committee
Marine	9	Marine Review Committee (staffed by Business Oregon)
Rail	14	Oregon Rail Advisory Committee
Transit	6	Oregon Public Transportation Advisory Committee

Region	Applications	Review Committee
1	16	Region 1 Area Commission on Transportation
2	20	Region 2 Joint Area Commission on Transportation
3	10	Region 3 Joint Area Commission on Transportation
4	16	Region 4 Joint Area Commission on Transportation
5	13	Region 5 Joint Area Commission on Transportation

Freight Mode	Applications	Review Committee
Aviation	4	Oregon Freight Advisory Committee
Marine	8	
Rail	14	
Total	26	

Ranking Matrix Description: Comparing Rankings from each Committee

In the matrix, Columns AD through AI list the rankings for each project as provided by each Modal Review Committee. For example, Column AD lists the Modal Ranking provided by the State Aviation Board to each of the 24 aviation projects. Freight projects were also reviewed by the Freight Advisory Committee and its rankings are listed in Column AE. The following lists the modal priorities associated with each column:

Column AD = Aviation priorities
Column AE = Freight priorities
Column AF = Transit priorities
Column AG = Rail priorities
Column AH = Marine priorities
Column AI = Bike/Ped priorities

Column AJ lists rankings from each of the five *Connect*Oregon regions (see previous page for the number of projects reviewed by each Regional Review Committee). For example, Region 2 has 20 projects, thus projects in Region 2 will have a ranking from 1 to 20 listed in Column AJ.

Comparing Committee Rankings

It is important to remember that each Modal and Regional Review Committee reviewed and ranked a different number of applications. For example, the Rail Advisory Committee reviewed the 14 rail applications and ranked them 1 through 14, while the Public Transportation Advisory Committee reviewed the 6 transit applications and ranked them 1 through 6.

In order to provide for a common comparison between rankings received from each committee, matrix Columns AL through AR convert the rankings (listed in Columns AD through AJ) into a priority ratio, shown as a decimal between 0 and 1. Column AT sums the decimals from each committee that ranked the project, and divides the sum by the number of committees that ranked the project. For instance, a rail project would show a decimal in Column AO based on its rank by the Rail Advisory Committee, another decimal in Column AM based on its rank by OFAC, and another decimal in Column AR based on its rank by the Regional Review Committee. These three decimals are added together, then divided by three (since three committees ranked the project) to indicate the project's average committee priority.

The colors shown for the values listed in Columns AL through AR are based on the following:

0.15	Green cells indicate a priority ratio between 0.00 and 0.33
0.50	Yellow cells indicate a priority ratio between 0.33 and 0.66
0.71	Red cells indicate a priority ratio between 0.66 and 1.00

Starting Order: The initial project order in the matrix (Column AU) is based on each project's average committee priority ratio. The project with the highest average priority ratio (indicated by the lowest number) is placed at the top of the list followed by projects listed in rank order.

The color-coded cells in Columns AL through AR demonstrate agreement or disagreement among the committees related to the priority given for each particular project. For example, a project that shows all of a single color demonstrates agreement among the committees that ranked the project. By contrast, a project that shows a mix of colors demonstrates potential disagreement among the committees that ranked the project.

*DRAFT - Connect*Oregon VI
Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	Fund? (Y/N)	TIER	Aviation Priority	OFAC Priority	Transit Priority	Rail Priority	Marine Priority	Bike/Ped Priority	Region Priority
	ODOT	Project Selection, Administration, and Debt Service	Y								
1M0407	Port of Portland	Terminal 6 Auto Staging Facility		1		2			1		1
4T0416	Central Oregon Intergovernmental Council	Central Station		1			1				2
1B0380	City of Tigard	Tigard Street Trail: A Path to Employment		1						2	2
4A0426	City of Prineville	Prineville Airbase Joint Use Facility		1	4						1
5A0358	City of Burns, Oregon	Runway 3/21 Concrete Joint Repair Project		2	2						3
2B0409	Yamhill County	Yamhelas Westsider Trail: Bridge Construction		1						4	3
4B0387	City of Redmond	Homestead Canal Trail, Phase II		1						1	5
1R0413	Union Pacific Corporation & Subsidiaries	Portland Passenger-Freight Rail Speed Improvement Project		1		6		1			4
3M0399	Fred Wahl Marine Construction Inc	FWMC Bolon Island Expansion		1		9			2		1
5A0377	Union County	La Grande/Union County Airport Rappel Base Building		1	6						2
3A0376	Jackson County/Rogue Valley Intl-Medford	Rehabilitation of Taxiway A - South		1	5	3					3
4A0428	Lake County	Lake County Airport Apron Rehab & Beacon Safety Upgrades		1	7						3
5A0412	City of Baker City	Airport Apron Reconstruction and Fuel Storage Expansion		1	10						1
2M0366	Teevin Bros Land & Timber Co	Mooring Points RM 66.5		1		4			3		6
1A0398	Port of Hood River	Aviation Technology & Emergency Response Center		1	8						3
2A0364	City of Newport	Newport Communication Ground-Link and AWOS update		2	1						10
4A0383	City of Bend	Bend Airport Helicopter Operations Area Phase 2		1	3						7
2R0360	Marion Ag Service Inc.	Marion Ag Service Rail Spur		1		1		8			5
3M0404	Sause Bros.	Drydock		1		8			4		2
2A0418	Life Flight Network, LLC	Life Flight Network Hangar		1	13						1
1B0402	City of Portland	Flanders Crossing Active Transportation Bridge		2						3	8
1T0391	South Clackamas Transportation District	SCTD - Transit & Operations Center		1			2				7
3R0368	Rogue Valley Terminal Railroad Corporation	Western Emulsions/Boise Cascade 286k Track Upgrades		1		5		6			5
5R0385	Morrow County Grain Growers, Inc	Boardman Grain Elevator Unit Train Unloading Project		1		7		2			9
1B0405	Tualatin Hills Park & Recreation District	Waterhouse Trail Segment 4		1						8	6
4R0421	LRY, LLC	Lake Railway 5,000 ties to support growth		2		18		3			4
5R0396	Wallowa Union Railroad Authority	Elgin Complex Rail Spur Repair		2		15		5			4
2A0394	City of Corvallis	Rehabilitate Runway 9-27, Install Perimeter Fence		1	11	14					4
2T0431	Lane Transit Distict	Santa Clara Community Transit Center and Park & Ride		1			5				2
5B0367	City of Island City, Oregon	Grande Ronde River Greenway- Phase II		2						5	8
1T0406	Clackamas Community College	Clackamas Community College Transit Center		1			4				5
3A0425	Josephine County Airports	Emergency Power Generators for Two Airports (3S8 &3S4)		1	12						4
1B0432	City of Milwalkie	Kronberg Park Multi-Use Trail		2						7	9

*DRAFT - Connect*Oregon VI
Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	Fund? (Y/N)	TIER	Aviation Priority	OFAC Priority	Transit Priority	Rail Priority	Marine Priority	Bike/Ped Priority	Region Priority
5R0379	Wyoming Colorado Railroad, Inc.	Bridge Program #1		2		19		4			5
3T0390	Rogue Valley Transportation District	Passenger Fare Collection and Solar Project		1			3				6
2M0427	Port of Toledo	Boatyard Environmental Work Building		2		16			5		7
4A0365	City of Redmond, Oregon - Redmond Municipal Airport	Taxiway B Rehabilitation Project		1	9						10
4A0359	City of Klamath Falls	Aircraft Maintenance Facility		1	16						8
2M0375	Port of Astoria	Pier 2 West Rehabilitation		2		21			7		12
2R0420	Knife River Corporation - Northwest	Knife River Rock Train System Improvements		2		10		10			18
2B0411	Chehalem Park and Recreation District	Newberg-Dundee Bypass Parallel Trail		2						9	11
4R0417	Red Rock Biofuels LLC (RRB)	Rail Spur & Lake County RR Bridge Improvements		1		20		12			9
5A0370	City of Vale	Miller Memorial Airpark Phase II		2	23						6
4R0401	Juhl Enterprises DBA J&P Wholesale	Rail Spur Expansion Project		2		12		13			6
2A0397	City of Eugene	Eugene Airport Roadway Improvements		2	19	24					13
2B0423	City of Eugene	Eugene Bicycle Parking - Access to Jobs and Transit		2						11	9
3B0378	Coos County	The Coquille River Walk Extension to Johnson Mill Pond Park		2						6	8
1B0393	City of Wilsonville	Memorial Park to Boones Ferry Park Trail Improvements		2						10	10
5A0400	City of Pendleton	Pendleton Unmanned Aerial Systems Range (PUR)		1	15	13					10
2B0430	City of Florence	Siuslaw Estuary Trail (City of Florence) Unit 1		2						19	8
5A0357	City of Burns, Oregon	Burns Airport Master Plan		2	18						7
2B0374	City of Cannon Beach	Ecola Creek Bike/Ped Bridge		2						12	15
2M0361	Port of Newport	International Terminal Shipping Facility		2		17			6		14
2R0373	Northwest Container Services	NWCS Rail Car Modification and Upgrade		3		11		9			19
4R0424	BNSF Railway	Bieber Junction Rail Improvements		2		22		7			16
4A0384	Sunriver Resort Limited Partnership	AWOS and Terminal Building		1	17						11
2A0410	Brim Equipment Leasing, Inc. DBA Brim Aviation	North Coast Air and Marine Facilities Upgrade		1	14						17
1B0403	City of Portland	Naito Parkway Railroad Crossing Safety Project		2						18	11
1B0392	City of Portland	Red Electric Trail - Off Street Section (Portland, OR)		2						15	14
5B0389	Eastern Oregon University (EOU)	La Grande/EOU Grand Staircase Pedestrian Link		1						16	11
1B0382	City of Gresham	Gresham Fairview Trail Phase IV		2						17	13
4A0371	Sisters Airport Property LLC	Sisters Eagle Airport Business Expansion		2	20						12
3B0414	City of Medford	Pedestrain-Bicycle Bridge Over Bear Creek/Main St Connection		2						14	10
1T0395	City of Portland	Portland Streetcar Vehicle Acquisition		2			6				12
3A0362	City of Brookings	Regional Airport Terminal Project		1	24						7
4A0386	Sunriver Resort Limited Partnership	Sunriver Airport Capital Improvements		2	21						13
1R0381	Northwest Container Services	NWCS Container Lift Equipment		3		23		11			15

*DRAFT - Connect*Oregon VI
Final Review Committee Prioritized Funding Recommendation

APP. #	APPLICANT	PROJECT NAME	Fund? (Y/N)	TIER	Aviation Priority	OFAC Priority	Transit Priority	Rail Priority	Marine Priority	Bike/Ped Priority	Region Priority
4B0372	City of The Dalles	The Dalles Gorge Hub		3						20	14
2M0388	City of Harrisburg	Harrisburg Boat Landing		3					8		20
3M0434	Oregon International Port of Coos Bay	Charleston Boatyard Capacity Expansion Development Plan		3		25			9		9
4A0433	City of The Dalles	Airport Taxiway A Rehabilitation		4	22						15
5B0369	City of Stanfield	Stanfield Multi-Use Pathways		3						21	12
2R0419	City of Dallas	Dallas Industrial Area Rail Improvement Project		4		26		14			16
1B0422	Mt. Hood Bicycle/Pedestrian Coalition	Mt. Hood Villages Bike Hub Project		3						22	16
5B0408	City of Hermiston	Hermiston Multimodal Loop Trail		2						13	13

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 *(office)*

August 10, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Denise Walters, LCOG

SUBJECT: Agenda item 8: Joint Interim Committee on Transportation Preservation and Modernization

Background
The Oregon Legislature's Joint Interim Committee on Transportation Preservation and Modernization (JIC) visited Lane County on July 20, 2016 to discuss issues with LaneACT and members of the Metropolitan Planning Organization (MPO) Policy Board. The JIC toured metro are projects prior to conducting a public hearing on transportation issues.

Discussion
The purpose of this agenda item is two-fold:

1. Provide an opportunity for those who participated in the July 20th events to debrief and fill in other LaneACT members on the proceedings; and
2. Provide direction to staff on a potential follow-up letter of testimony to the Joint Committee.

Testimony and presentations presented to the Joint Committee at the July 20th public hearing are now available at https://olis.leg.state.or.us/liz/2015I1/Committees/JTPM/2016-07-20-12-30/MeetingMaterials.

At its June 8th meeting LaneACT expressed the desire to submit a letter of testimony at the July 20th public hearing. However, after learning more about the interests of the JIC, LaneACT's Steering Committee determined a more effective letter of testimony could be submitted after the JIC's July 20th visit, should LaneACT desire to do so. Staff requests discussion and direction regarding the content of the letter, and, ultimately, direction to submit the additional letter of testimony. (Direction on whether or not to submit a letter of testimony may be provided at the August LaneACT meeting, or after review of a revised draft letter at the September meeting.) For reference a draft letter being considered by the Metropolitan Policy Committee (MPC) is attached.

Recommended Action

Debrief Joint Committee's visit to Lane County. Provide staff feedback and direction on potential follow-up letter of testimony to Joint Committee.

Attachments

A. Draft MPC Letter of Testimony

Joint Interim Committee on Transportation Preservation and Modernization

The Central Lane Metropolitan Planning Organization (MPO), acting through the Metropolitan Policy Committee, would like to thank the Oregon Joint Committee on Transportation Preservation and Modernization for the hard work the Committee is engaged in to support Oregon's transportation system. And in particular, we would like to thank the Committee for its visit to the Eugene/Springfield/Coburg metropolitan area on July 20, 2016. The members of the MPO Policy Board appreciated the invitation to have lunch with the Committee and the opportunity to provide input at both the lunch and the evening's public hearing.

The MPO calls for the Joint Committee to be truly visionary for all of Oregon in crafting a transportation package for the 2017 legislative session. It is important that the efforts of the Joint Committee, and the full Legislature in 2017, not only provide significant support for the state's transportation system in the near term, but also create a solid and lasting foundation for ongoing support. The efforts of the Joint Committee can be a springboard for leadership in the area of transportation in Oregon.

The MPO feels that not only is the need obviously great, but that the time is right to raise additional sustainable revenue to support all modes of transportation in Oregon. Consideration needs to be given to a full spectrum of measures, not just traditional highway or gas tax approaches. Revenue sources that support transit capital and operations, bicycle and pedestrian improvements, special needs transportation, passenger rail improvements, and more – as well as highway and road improvements, operations, and maintenance – must all be part of the mix.

The Central Lane metropolitan region is focused on developing a true multimodal transportation system that provides maximum transportation options for all users in our community. In particular, we strongly advocate for support of the following in any transportation package considered by the Oregon Legislature in 2017.

1. **Prioritize Safety and Universal Access.** It is important to prioritize safety and universal access to the transportation system above and beyond reducing congestion or any other consideration. We would like to see cost effective investments that focus on increasing mobility of people in an equitable manner. There should be more of an emphasis on, and support for, the Mayor's Challenge, Vision Zero, complete streets, mobility hubs, and ADA improvements. Multimodal and mixed-use design focused on safety for *all* users can save lives, enhance economic development in communities, and increase healthy transportation options for residents and visitors, which, when everything is accounted for, saves the state and local jurisdictions more money than congestion reduction investments.

2. **Transit funding**. We would like to see increased support for transit operation funding as well as providing funds for new system build out. It should also include funding for expanding accessible services, especially with the aging population in Oregon. Such funding should also recognize transit's contributions to roadway congestion reduction.

3. **Support increasing investment in Safe Routes to School Programs.** Not only is continued support for Safe Routes to School programs essential, we would also like to suggest expanding the programs to include middle school and high school students to reflect the needs of our local community's programs.

4. **Support for both Freight and Passenger Rail.** The MPO believes that there should be more emphasis in both of these areas. Freight rail presents significant opportunities for improving the movement of freight in Oregon, which is vital to Oregon's economy, while at the same time providing congestion relief on the state's highways. Passenger rail is an essential component of moving Oregon's transportation system efficiently into the future as the state, and the west coast corridor, grows.

5. **Support investments in community bicycle and pedestrian improvements.** It would greatly benefit Eugene, Springfield, Coburg, and Lane County if the funding eligibility for bicycle and pedestrian infrastructure could be expanded beyond existing "in the right of way" constraints to also include projects that are adjacent to and beyond the right of way. Overall, increased investments in this area are critical. Lane County jurisdictions have a desire, and great need, to connect communities and other destinations via bicycle and multi-use paths and trails that are not always in the right-of-way. These investments are also significant when it comes to attracting and leveraging tourism dollars. Overall, the MPO supports increasing bicycle/pedestrian infrastructure funding by dedicating additional federal funds and increasing the share of the State Highway Fund dedicated to active transportation. Funding should be restructured to emphasize and prioritize cost effective investments, including walking, biking, and other transportation options infrastructure and programming. For instance, the state could more strongly emphasize transportation options by requiring all large employers to have transportation options programs, providing flexibility for employers to develop their own programs. It is important to connect utilitarian active transportation system needs with recreational trail systems, which can also serve as resiliency resources in the case of earthquakes or other catastrophic disasters.

6. **Jurisdictional transfers.** This topic needs to be explored by local jurisdictions along with the state to ensure that the level of funding would be adequate to make the arrangements work from the local perspective. Adequate funding is critical; funding needs to cover costs to modernize and maintain the facilities in question.

7. **Intra-city Transit.** Intercity transit is often the focus of transit discussions at the state level, but intra-city transit improvements are just as often overlooked. There is a need for the metropolitan areas across the state to expand, operate, and maintain robust intra-city and intra-metro transit services. Intra-city transit investments will be cost effective and help achieve the state's greenhouse gas reduction goals.

8. **Transit Student Youth Pass.** Funding for a comprehensive transit student youth pass is a proven and cost effective approach to serving the transportation needs of this demographic, reducing reliance on the automobile, creating a safer and more secure transportation option for students, and creating the potential for life-long transit users.

9. **Improve Efficiency and Coordination in the Provision of Special Transportation Services.** The state estimates that between the Oregon Department of Transportation, the Department of Human Services, and the Oregon Health Authority, hundreds of millions of dollars are spent annually providing special transportation services, with significant opportunities for improving coordination and efficiency among providers. The opportunities for improving the efficiency,

cost-effectiveness, and service to the end users in this area should be emphasized in the Legislature's deliberations.

10. **Climate Change.** Climate change should be a leading element in the Vision Panel's various findings to direct transportation investments and priorities across Oregon. Given that the transportation sector is responsible for more than one-third of the greenhouse gas emissions in Oregon, it is not emphasized enough throughout the various findings. While leaving flexibility for jurisdictions and regions to address greenhouse gas emissions and climate change in both the transportation arena and other areas in ways best suited to those local areas, this Report can provide leadership and a clearer call for the importance of considering this issue. At a minimum, the Report should identify how the findings address greenhouse gas emissions and goals already established by the State, as well as how the findings dovetail with the Scenario Planning work already completed within many of the state's metropolitan areas.

11. **Direct more Funding and Authority to Local Communities.** There are diverse needs and priorities. Let local communities choose more often where to invest as long as there is proven efficiency, such as prioritizing projects that accomplish multiple goals. ODOT should provide more flexibility in design standards and more local authority in the process for establishing speed limits to be able to accomplish local safety and mobility goals.

To accomplish even a subset of these initiatives, it is clear that new revenue is essential. There are established funding sources that *need to be increased,* such as the gas tax. Be bold – do as many other states in the nation have already done in recent years, front-load a significant increase in the gas tax to address the tremendous backlog in need just in the area of maintaining and preserving our existing transportation assets alone. A slow incremental increase in the gas tax may only end up finding the state falling further behind. And this should be coupled with true and rapid innovations in transportation revenue generation such as implementing Pay-As-You-Drive concepts. The MPO believes that the state should prioritize and accelerate a program for full implementation of pay by the mile for high efficiency vehicles. Indeed, new federal legislation (the Fixing America's Surface Transportation, or FAST, Act) provides incentives for states to do so.

Thank you for your consideration of these comments.

Central Lane MPO

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 *(office)*

August 10, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Denise Walters, LCOG

SUBJECT: Agenda item 9: Member Presentation Concept

Background
A proposal for city presentations to LaneACT was brought to the Steering Committee. These presentations would provide LaneACT with a deeper understanding of the issues and opportunities the region is facing so when the time comes to rank projects or provide letters of support, LaneACT has a strong background from which to consider the questions before it. The Steering Committee supports the idea and is bringing it to the full LaneACT for refinement.

Discussion
The proposal was for eachmember to give a 10 – 15 minutes presentation highlighting current transportation issues. Presentations would be followed by a five (5) minute question-answer period. Presentations would be voluntary. Those who do participate could choose an individual to do their presentation. For example, the city's designated representative, mayor, city manager or some other official or staff of their choosing could make the presentation.
The proposal was for one presentation per meeting, perhaps in alphabetical order.

Questions to frame the presentations include, but are not necessarily limited to:

- What are the most pressing transportation issues you are facing within your community?
- What transportation projects do you plan for the future?
- How do you plan to implement a Vision Zero program? If Vision Zero is not a policy you are pursuing, how do you plan to ensure safety and reduce risks of transportation-related injuries and fatalities?
- Are there any governmental or commercial developments that will significantly impact your transportation networks?
- Are there issues with the modes of transportation around your jurisdiction that are not your responsibility?

Action
Approve, modify, or reject concept. If approved or modified, provide staff direction on a method for defining the order of presentations.

Attachments
None.

M I N U T E S

Metropolitan Policy Committee
Coburg City Hall—Council Chambers—91136 N. Willamette Street
Coburg, Oregon

July 7, 2016
11:30 a.m.

PRESENT: Alan Zelenka, Chair; Kitty Piercy (City of Eugene); Christine Lundberg, Sean VanGordon (City of Springfield); Sid Leiken (Lane County); Jerry Behney (City of Coburg); Frannie Brindle (Oregon Department of Transportation), Gary Wildish (Lane Transit District); members; David Reesor for Steve Mokrohisky (Lane County), Emma Newman for Gino Grimaldi (City of Springfield), Rob Inerfeld for Jon Ruiz (City of Eugene), A.J. Jackson (Lane Transit District); Petra Schuetz (City of Coburg); *ex officio* members.

Brenda Wilson, Paul Thompson, Howard Schussler (Lane Council of Governments); Tom Schwetz, Theresa Brand, Kelly Hale (Lane Transit District); Jeff Kernen (City of Coburg); Lindsay Selser (City of Eugene); Bill Johnston (Oregon Department of Transportation); Carleen Riley (River Road).

WELCOME AND INTRODUCTIONS

Mr. Zelenka welcomed everyone to the Metropolitan Policy Committee (MPC) meeting. He said action items on the agenda would be postponed until a quorum was present. Those in attendance introduced themselves.

CALL TO ORDER

Mr. Zelenka called the meeting to order.

APPROVE JUNE 2, 2016, MEETING MINUTES

Ms. Piercy, seconded by Mr. Wildish, moved to approve the June 2, 2016, meeting minutes as submitted. The motion passed unanimously, 7:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda.

Ms. Lundberg thanked Ms. Brindle for her efforts to move forward installation of a new marker along Interstate 5.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Amendments to Metropolitan Transportation Improvement Program (MTIP)

Mr. Zelenka opened the public hearing. He determined there was no one wishing to speak and closed the hearing.

Mr. VanGordon arrived at 11:35 a.m.

Mr. Thompson explained that the purpose of the amendments was to reprogram unused funds from the 18th Avenue to Bertelsen Street project to the South Bank Path project. He said both projects had been previously supported by the MPC with the MPO's Surface Transportation Program-Urban (STP-U) funds, and the City of Eugene is requesting the transfer, which requires the MPC's approval. He said the 18th Avenue project did not need all of the funds allocated for it and the South Bank project required additional funding. He said local funding would also be added to the South Bank project so that it was fully funded.

Mr. Thompson said the Transportation Planning Committee (TPC) asked that the MPC approve the amendment at this meeting because of time constraints and requested that the public comment period be closed immediately prior to the MPC's decision.

Mr. Inerfeld said the City of Eugene foresaw a funding shortfall and applied for funds from the Oregon Department of Transportation's (ODOT) Transportation Alternatives discretionary program. The City received bids in excess of the estimated project costs due to considerable local construction activity and the reprogrammed funds from the 18th Avenue project would fill the funding gap on the South Bank project.

Hearing no objections, Mr. Zelenka closed the public record.

> Ms. Piercy, seconded by Ms. Lundberg, moved to approve Resolution 2016-05, amending the MTIP to adjust funding for City of Eugene projects. The motion passed unanimously, 8:0.

Eugene Smart Trips Program

Ms. Selser said Smart Trips was the cornerstone of the City's Transportation Options Program, which worked with interested households to increase walking, biking, transit, carpool and car share trips. Each year a section of the City was targeted, with outreach, activities, and materials tailored to individual neighborhoods. Households that opted into the program were provided with custom toolkits delivered to their doors in order for staff to have in-person conversations and consultations. She described the variety of products, tools and activities available to participants for the duration of the three-month program that was held during the summer. She said the annual programs were evaluated through robust pre- and post-program surveys of residents in the target area.

Ms. Selser said there had been four previous programs, reaching nearly 24,000 households in eight neighborhoods with materials and information. She said the City had seen great success in participation in the programs and subsequent increases in use of alternate modes. She reviewed statistics for the 2015 Smart Trips program, which saw the largest participation rate to date. She said Eugene's Sunday Streets events were part of the Smart Trips program, with over 7,000 people participating in 2015. She reviewed survey results that demonstrated Smart Trips was a good investment and promoted mode shifts, as well as more active and healthier lifestyles, among participants.

Ms. Selser said future Smart Trips programs would focus on the River Road corridor and the West Eugene EmX corridor neighborhoods. She said the City was seeking funding to complete the Smart Trips residential program in all Eugene neighborhoods, as well as programs to help people choose transportation options as they age out of driving, to work with downtown business to reduce employee parking demand, and to educate new residents about transportation choices. She listed a variety of events to be held during the summer of 2016, as well as activities planned with partner agencies.

Ms. Brindle suggested a parade of decorated bicycles as part of the summer events. She asked if there were plans for outreach to residents in conjunction with the restriping of South Willamette Street to educate them about improved opportunities for walking and biking. Ms. Selser said the restriping was in a test phase and those types of activities were typically used when new infrastructure was constructed. She agreed that once the test period was completed outreach could be done, particularly since the Smart Trips program already had established relationships with those neighborhoods. She said neighborhood associations were encouraged to host bike parades as part of Sunday Streets.

Ms. Piercy commended the program, particularly its connection with public health. She said working with the aging population to help them stay active and health created an age-friendly community. She said Eugene was also interested in data regarding the reduction in greenhouse gas emissions to use in development of a climate ordinance and document the impact of transportation choices on community health. Ms. Selser said the program had a method to calculate greenhouse gas and emissions reductions.

Mr. VanGordon was pleased with the data collection aspect of the program. He suggested conducting follow-up surveys two or three years later to determine if changes in routines had become permanent, as well as assuring that sample sizes provided a confidence level for conclusions based on the data. Ms. Selser said the full reports were available online. She said staff had discussed building the cost of follow-up surveys into the program's budget. She noted that data collection was one of the most expensive elements.

Mr. VanGordon asked if any information was produced on time and cost savings associated with different travel scenarios. Ms. Selser said the information was included in program marketing materials. Mr. Inerfeld said the City publishes a monthly e-newsletter that included information on transportation issues from jurisdictions around the region.

Ms. Piercy commented that the MPC could be helpful in supporting the need for funding for data collection along with program activities.

Connect*Oregon* VI Report

Mr. Thompson stated that the agenda packet included a table provided by ODOT entitled **Connect*Oregon* VI: Final Review Committee Prioritized Funding Recommendation**. He said 20 projects on the list highlighted in yellow were from Region 2; five of those were from the LaneACT (Area Commission on Transportation) area: Area 5. He said $45 million in funds were available, which meant the funding cut-off would occur at about project #36 or #37, leaving only one Area 5 project funded. That project was the Lane Transit District (LTD) Santa Clara Community Transit Center and Park & Ride. He noted that the LTD project was the seventh Region 2 project list recommended for funding by the statewide committee, but that the Region 2 committee made up of local representatives responsible for prioritizing the Region 2 projects had listed it as the second priority in Region 2.

Mr. Thompson distributed a table entitled **Connect*Oregon* VI – Region 2 Priorities**. He compared the placement of Region 2 projects on the two priority lists, pointing out that the order of Region 2 projects had been reordered on the Final Statewide Review Committee list. He distributed a spreadsheet of projects

developed by ODOT staff and provided to the final statewide review committee at the beginning of its meeting. He said the spreadsheet was described as a starting point for the committee to determine the priorities for all 75 projects. He explained the methodology used by ODOT staff for the order of projects, which included combining all of the other rankings during the process. Those rankings included ODOT staff statutory consideration scores, modal committee scores and region priorities. He said the concern was that all of those scores received equal weight, which scrambled the regions' priorities. This approach did not acknowledge that regions had already taken into consideration the statutory and modal committee scores in developing their prioritized lists. He said this raised two issues: 1) the regions' rankings were not followed and 2) ACTs, the SuperACT and MPOs were asked to do a lot work and then a completely different methodology and ranking was used.

Mr. Leiken said it was obvious that rail, marine and air received a majority of the funding. He said some funds went to transit, but there was no interest in the City of Florence Estuary Trail project, even though it had a connection to economic development. He said a Union Pacific rail project received almost 20 percent of the funding. He felt there would be questions raised by the Oregon Transportation Commission when it considered the prioritized list of funding recommendations.

Ms. Piercy commented that MPOs and ACTs were asked to play by the rules, but those rules were discarded when final decisions were made. She said it was important to convey that frustration with the process.

Mr. Thompson described how Area 2 projects were moved up and down the list of prioritized funding recommendations and said that ODOT had tentatively agreed to fund Eugene's bicycle parking project from an alternative funding source so its low ranking on the final prioritized list was no longer a concern. He indicated he would make a similar presentation on the Connect*Oregon* VI funding process to the LaneACT at its August meeting. He said the MPO could convey its concerns to the ACT and offer support for the ACT's communication with the OTC expressing both appreciation for the funding that was received for Area 2 projects and concern about the process involved in developing a final list of funding recommendations. He said testimony could also be offered at the OTC's next meeting on July 21 in Salem.

There was general discussion of options for providing feedback to the OTC regarding the need to be fair, transparent and respectful of the process when making funding decisions.

Ms. Piercy observed that passenger rail faced many challenges in the state, particularly around funding, and the Union Pacific project was intended to address some of those challenges in the Portland area. She recognized the need to convey concerns about the funding process, but cautioned against giving the impression that there was opposition to passenger rail.

Ms. Brindle said the October OTC/ACT workshop would provide another opportunity to discuss concerns about the funding process.

Mr. Zelenka determined there were no objections to sending a letter to the OTC and providing testimony at the July, August and October OTC meetings.

Mr. Leiken said talking points should include the question of why Region 1's priorities essentially remained intact on the final list while other regions' priorities were scrambled. He stressed that the process and local priorities should be respected.

Mr. Thompson pointed out that not all projects had the same number of modal committee scores, putting them at a disadvantage when those scores were added into a final ranking. He added there were no presentations by applicants or public input when the statutory and modal scores were assigned.

Ms. Brindle commented that the process could recognize regional priorities by giving them greater weight.

Mr. Zelenka summarized that staff would develop talking points for the OTC's July 21 meeting, a letter would be submitted to the OTC and public testimony would be given at the August and October OTC meetings.

Oregon Legislature's Joint Committee on Transportation Preservation and Modernization

Mr. Thompson briefly reviewed the schedule and tour itinerary for the committee's July 20 visit to the Eugene/Springfield area. He said MPC and ACT members were invited to the luncheon, with the location still to be determined. In response to a question from Mr. Behney, he said the Coburg Interstate 5 interchange was not included on the final version of the tour itinerary due to time constraints; several other area projects were also removed from the tour. He said there would be opportunities during lunch and at the public hearing in the evening to discuss other projects and provide written information.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Mr. Zelenka stated that the MPO had originally been determined ineligible for CMAQ funds, but that decision was determined to be in error and both the Eugene-Springfield and Salem-Keizer MPOs were eligible for the funds. He said ODOT had allocated CMAQ funds through 2018 and did not want to reallocate funds until 2019. The MPC had decided at its previous meeting to partner with the Salem-Keizer MPO to address the issue.

Mr. Thompson said information about the CMAQ program and funding was included in the agenda packet. He said ODOT staff was developing a recommendation to be presented to the OTC for action at either its October or November meeting. He stressed that the Federal Highway Administration (FHWA) had determined that the two MPOs had been eligible for CMAQ funds since 2013, although Lane Council of Governments staff had researched the issue and felt they had probably been eligible for more than 20 years.

Mr. Thompson distributed copies of a letter and information submitted by the Rogue Valley MPO to the OTC stating a belief that there was a significant difference between the Medford-Grants Pass area's need for the CMAQ funds and Eugene's and Salem's needs for the funds. The Rogue Valley letter included a recommendation to wait to alter the current CMAQ funding distribution in the state until the results of the 2020 Census were available. That meant CMAQ funding would not be available to Eugene and Salem until approximately 2022. He refuted the claims made in the letter and attached information that the Medford-Grants Pass area was at greater risk of violating air quality standards and therefore had a greater need for CMAQ funds. He asked the MPC subcommittee to develop a response to the Rogue Valley MPO claims.

Ms. Piercy said the other question was how ODOT proposed to make right the funding loss that the Central Lane and Salem-Keizer MPOs had experienced in past CMAQ distributions.

Ms. Lundberg said the MPO had missed out on approximately $8 million in funds since 2013 and that should be addressed. She said the MPO should take a strong position on the fact that the MPO's funds had been programmed to other MPOs through 2018 and that needed to be rectified. She said a meeting of policy leaders from CMAQ-eligible areas was being convened sometime in August/September and the Central Lane MPO should be represented at that meeting.

Mr. Behney asked that Coburg be identified as a part of the Central Lane MPO in correspondence and other documents.

Ms. Piercy recommended informing the local legislative delegation about the issue and the large amount of funds the MPO was eligible for but had not received.

Mr. Thompson said the Salem-Keizer MPO was also crafting a message to OTC and he hoped to combine forces in order to pursue the matter.

Follow-up and Next Steps

- **ODOT Update—**Ms. Brindle reported that a was a project was under way to repair the chip seal work done on Highway 58 between Dexter and Oakridge in 2015. She said heavy traffic and hot temperatures had caused the chip binder to adhere to tires and another project would be delayed in order to make that stretch of highway safe.

- **STIP Non-Highway Enhance—**Ms. Brindle said ODOT was waiting for scoping results for the Non-Highway Enhance projects.

- **Legislative Update—**Mr. Thompson reported on the recent Oregon Transportation Forum (OTF) meeting. He said the OTF was developing a recommended transportation package for 2017, with $300 million as a starting point. He said that some MPOs had expressed a desire to develop a larger package, but legislators wanted support for raising funds for a transportation package.

- **Springfield Main Street Safety Update**— Ms. Lundberg said the corridor study was in progress and a Governance Team meeting would be held once maps were reviewed and improvements identified. She said all improvements were related to safety.

- **Rail Update**—There was no report.

- **OMPOC Update**—Mr. Thompson said the OMPOC meeting originally scheduled for August had been moved to October 7.

- **LaneACT**—Ms. Brindle no meeting would be held in July.

- **MTIP Amendments**—Mr. Thompson reported that the housekeeping amendments approved by the TPC were summarized in the agenda packet.

Mr. Zelenka asked that the August meeting include a briefing on the Cascade Uprising. The next MPC meeting was scheduled for August 4, 2016, in Springfield.

The meeting was adjourned at 1:23 p.m.

(Recorded by Lynn Taylor)

Lane Area Commission on Transportation

2016-2017

July 13, 2016 Recess	***August 10, 2016*** • STIP Enhancement Update • OReGO Update • *Connect*Oregon Update • Debrief Joint Interim Committee • Jurisdiction Presentation Concept	***September 14, 2016*** • Transit Plan • FY '16-'17 Work Plan • Preparation Joint Meeting Oregon Freight Advisory Committee	***October 12, 2016*** • Joint Meeting with Oregon Freight Advisory Committee • Appoint Nominating Committee • Legislative Concepts
November 9, 2016	***December 14, 2016*** • Election of Officers • Possible Recess	***January 11, 2017*** • Possible Recess	***February 8, 2017***
March 8, 2017	**April 12, 2017**	**May 10, 2017**	**June 14, 2017**

***Schedule is tentative and still to be determined**

Lane Area Commission on Transportation

2016-2017

Other Pending Items (schedule still to be determined):

- ADA Regulations, PROW/DOJ
- Tom Bowerman: OSU statewide Oregon Values and Beliefs Survey
- Main Street in Rural Oregon, Economic Opportunities and Transportation / Main Street TGM Program Annual Cycle
- Oregon Scenic Byways Update
- Regional Safety and Security Plan Update
- Zero Emissions Electric Vehicles/LARAPA
- Beltline Ramp Meters
- Designated Stakeholder Development: Statewide Significance
- OTC Commissioner-Susan Morgan
- Safety of Crude Oil transport
- Funding for transportation overview
- Follow-up on OHA/ODOT MOU
- Karmen Fore, Governor's Sustainable Communities and Transportation Policy Advisor
- Bob Russell, Oregon Trucking Association and Truck Freight Fair Share Contributions

LaneACT Attendance 2015-2016

Stakeholder	JUL'15	AUG'15	SEP'15	OCT'15	NOV'15	DEC'15	JAN'16	FEB'16	MAR'16	APR'16	MAY'16	JUN'16
Coburg		X	X	X		X		X	X	X	X	X
Cottage Grove		X	X	X		X		X	X	X	X	X
Creswell		X	X	X		X		X	X	X	X	X
Dunes City		A	X	A		X		A	A	A	A	A
Eugene		X	X	X		X		X	A	X	X	X
Florence		X	X	X		X		X	X	X	X	X
Junction City		X	A	X		A		X	A	X	A	A
Lowell		X	X	X		X		X	X	X	X	X
Oakridge		A	X	X		X		X	A	X	X	X
Springfield	R	X	X	X	R	X	R	X	X	X	X	X
Veneta	E	X	X	X	E	X	E	X	X	X	X	A
Westfir	C	A	A	A	C	A	C	A	A	A	A	A
Lane County	E	X	X	X	E	X	E	X	X	X	X	X
Port of Siuslaw	S	X	X	X	S	X	S	X	A	X	X	X
Lane Transit District	S	X	X	X	S	X	S	X	X	X	X	X
CTCLUSI		X	A	A		X		X	X	X	X	X
ODOT Area 5		X	X	X		X		X	X	X	X	X
Central Lane MPO		X	X	X		X		X	X	X	X	X
LC Road Advisory		A	A	X		X		X	A	X	X	X
Highway 126 E		X	X	X		X		X	X	X	X	X
DS Trucking - Muggy		A	A	vacant		vacant		vacant	X	X	X	X
DS Rail - Parkinson		vacant	X	A		X		X	X	X	A	X
DS Bike/Ped - McRae		A	X	X		X		X	X	X	X	X
DS Envir LU - Zako		vacant	X	X		X		X	X	X	X	X
OS - Eugene Organ		A	X	X		X		X	X	X	X	X
OS - George Grier		X	X	X		X		X	X	A	X	X
OS - Ryan Pape'		A	A	A		A		X	X	X	A	X
OS - Jennifer Jordan		X	X	A		X		A	X	X	X	X
OS - Shelley Humble		X	A	A		X		A	X	X	X	X
TOTAL	No Meeting	18 (29)	22 (29)	22 (29)	No Meeting	26 (29)	No Meeting	25 (29)	22 (29)	27 (29)	24 (29)	25 (29)

LaneACT Attendance 2016-2017

Stakeholder	JUL'16	AUG'16	SEP'16	OCT'16	NOV'16	DEC'16	JAN'17	FEB'17	MAR'17	APR'17	MAY'17	JUN'17
Coburg												
Cottage Grove												
Creswell												
Dunes City												
Eugene												
Florence												
Junction City												
Lowell												
Oakridge												
Springfield	R											
Veneta	E											
Westfir	C											
Lane County	E											
Port of Siuslaw	S											
Lane Transit District	S											
CTCLUSI												
ODOT Area 5												
Central Lane MPO												
LC Road Advisory												
Highway 126 E												
DS Trucking - Muggy												
DS Rail - Parkinson												
DS Bike/Ped - McRae												
DS Envir LU - Zako												
OS - Eugene Organ												
OS - George Grier												
OS - Ryan Pape'												
OS - Jennifer Jordan												
OS - Shelley Humble												
TOTAL	No Meeting											

Lane Area Commission on Transportation
859 Willamette Street, Suite 500, Eugene, Oregon 97401
541.682.4283 *(office)*

Membership 2016

Last Update July 1, 2016

Jurisdiction	Member	Email	Phone	Address
Lane County				
Primary Rep	Sid Leiken Commissioner [LaneACT Chair]	sid.leiken@co.lane.or.us	541.682.4203	125 E 8th Avenue, PSB Eugene, OR 97401
Alternate Rep	Jay Bozievich Commissioner	jay.bozievich@co.lane.or.us	541.682.3719	125 E 8th Avenue, PSB Eugene, OR 97401
Coburg				
Primary Rep	Jerry Behney Councilor	rdy876@gmail.com	541.683.6544	32738 E. Dixon Street Coburg OR 97408
Alternate Rep	Ray Smith Councilor	coburgray@gmail.com	541.485.3498	32790 E. Maple Street Coburg OR 97408
Cottage Grove				
Primary Rep	Thomas Munroe Mayor	mayor@cottagegrove.org	541.942.5501	400 E. Main St. Cottage Grove OR 97424
Alternate Rep	Garland Burback Councilor	councilorburback@cottagegrove.org	541.337.3702	PO Box 1498 Cottage Grove OR 97424
Creswell				
Primary Rep	Dave Stram Mayor	dstram@creswell-or.us	541.895.2531	PO Box 276 Creswell OR 97426
Alternate Rep	Michelle Amberg City Administrator	mdamberg@creswell-or.us	541.895.2913	PO Box 276 Creswell OR 97426
Dunes City				
Primary Rep	Maurice Sanders Councilor	maurice.sanders@dunecity.com	541.997.3338	PO Box 97 Westlake OR 97493
Alternate Rep	Jamie Mills City Recorder	recorder@dunescityor.com	541.997.3338	PO Box 97 Westlake OR 97493
Eugene				
Primary Rep	Claire Syrett Councilor	claire.m.syrett@ci.eugene.or.us	541.682.8347	125 East 8th Avenue 2nd Floor, PSB Eugene OR 97401
Alternate Rep	Alan Zelenka Councilor	alan.zelenka@ci.eugene.or.us	541.682.8343	125 East 8th Avenue 2nd Floor, PSB Eugene OR 97401

Florence				
Primary Rep	Joe Henry Mayor	joe.henry@ci.florence.or.us	541.999.2395	250 Hwy 101 Florence OR 97439
Alternate Rep	Mike Miller Public Works Manager	mike.miller@ci.florence.or.us	541.997.4106	250 Hwy 101 Florence OR 97439
Junction City				
Primary Rep	Mike Cahill Mayor	mcahill@ci.junction-city.or.us	541.998.2153	PO Box 250 Junction City OR 97448
Alternate Rep	Jim Leach City Council	leaco@comcast.net	541.998.8489	385 Timothy Street Junction City OR 97448
Lowell				
Primary Rep	Steve Paulson Councilor	steve.paulson@ci.lowell.or.us	541.937.5004	PO Box 490 Lowell, OR 97452
Alternate Rep	Don Bennett Mayor	donbennett47@q.com	541.937.2312	540 Sunridge Lane Lowell OR 97452
Oakridge				
Primary Rep	Jim Coey Mayor	jbryan522@msn.com	704.400.4605	PO Box 122 Oakridge, OR 97463
Alternate Rep	Rick Zylstra City Councilor	rzylstra37@gmail.com	541.782.2256	48426 Sunnynook Oakridge, OR 97463
Springfield				
Primary Rep	Hillary Wylie City Councilor	hwylie@springfield-or.gov	541.852.2147	339 South E Street Springfield OR 97477
Alternate Rep	Christine Lundberg Mayor	mayor@springfield-or.gov	541.520.9466	2031 Second Street Springfield OR 97477
Veneta				
Primary Rep	VACANT		541.935.4281	Veneta OR 97487
Alternate Rep	Ric Ingham City Administrator	ringham@ci.veneta.or.us	541.935.2191	PO Box 458 Veneta OR 97487
Westfir				
Primary Rep	Matt Meske Mayor	westfircity@gmail.com		PO Box 296 Westfir OR 97492
Alternate Rep				
Confederated Tribes				
Primary Rep	Chief Warren Brainard	wbrainard@ctclusi.org	541.297.1655	1245 Fulton Avenue Coos Bay OR 97420
Alternate Rep	Jeff Stump	jstump@ctclusi.org	541.888.9577	1245 Fulton Avenue Coos Bay OR 97420

Port of Siuslaw				
Primary Rep	Nancy Rickard Board Commissioner	n.rickard@portofsiuslaw.com	541.997.4961	3105 Munsel Lake Road Florence OR 97439
Alternate Rep	Steven Leskin Port Manager	manager@portofsiuslaw.com	541.997.3426 (W)	PO Box 1220 Florence OR 97439
Lane Transit District				
Primary Rep	Don Nordin Board Member	don.nordin@ltd.org dnordin@efn.org	541.942.7895 (C) 541.942.5257 (H)	346 Elk Drive Cottage Grove OR 97424
Alternate Rep	A J Jackson General Manager	aurora.jackson@ltd.org		PO Box 7070 Eugene OR 97401
ODOT Area Manager				
Primary Rep	Frannie Brindle Area 5 Manager	frances.brindle@odot.state.or.us	541.726.5227 (W)	644 A Street Springfield OR 97477
Alternate Rep	Bill Johnston Area 5 Planner	Bill.W.JOHNSTON@odot.state.or.us	541.747.1354 (W)	644 A Street Springfield OR 97477
Central Lane MPO				
Primary Rep	Paul Thompson Transportation and Infrastructure Program Manager	pthompson@lcog.org	541.682.4405 (W)	859 Willamette St., Suite 500 Eugene OR 97401
Alternate Rep	Brenda Wilson Executive Director	bwilson@lcog.org	541.682.4395 (W)	859 Willamette St., Suite 500 Eugene OR 97401
LC RAC				
Primary Rep	Jeff Paschall Member	jpaschall@springfield-or.gov	541.726.1674	225 5TH Street Springfield OR 97477
Alternate Rep				
Highway 126 East				
Primary Rep	Charles Tannenbaum	caroltan@q.com	541.736.8575	40882 McKenzie Hwy Springfield OR 97478
Alternate Rep	Dennis Ary	dary@orcasinc.com	541.896.3059 (H) 541.953.8584 (C)	90399 Mountain View Ln Leaburg OR 97489

Designated Stakeholders					
Trucking	Jason Muggy	jmuggy@papekenworth.com	541-868-8918	9115 Coburg Industrial Wy. Coburg, OR 97408	Term Expires June 30, 2017
Rail	Scott Parkinson	scott@argtrans.com	541.334.4314 (W) 541.687.4795 (H)	PO Box 10456 Eugene OR 97440	Term Expires June 30, 2019
Bicycle & Pedestrian	Holly McRae	hollymcrae@yahoo.com	541.345.1718	2584 Friendly Street Eugene OR 97405	Term Expires June 30, 2017
Environmental Land Use	Rob Zako	robzako@gmail.com	541.343.5201 (H) 541.346.8617 (W)	1280-B East 28th Ave Eugene OR 97403-1616	Term Expires June 30, 2019
Other Stakeholders					
	George Grier	ggrier@efn.org	541.726.6131	1342 ½ 66th Street Springfield OR 97478	Term Expires June 30, 2017
	Eugene Organ	eorgan@lilaoregon.org	541.683.6556 (H) 1.866.790.8686 (W)	2850 Pearl Street Eugene OR 97405	Term Expires June 30, 2017
	Ryan Papé	rpape@pape.com	541.915.7286 (H) 541.868.8912 (W)	PO Box 407 Eugene OR 97440	Term Expires June 30, 2019
	Shelley Humble	shumble@creswell-or.us	541.895.2913 (W) 541.953.9197 (C))	PO Box 276 Creswell OR 97405	Term Expires June 30, 2017
	Jennifer Jordan	jennifer.jordan@co.lane.or.us	541 682 3781 (W)	151 W 7th Ave, Suite #410 Eugene OR 97401	Term Expires June 30, 2017