



## ODA STAFF REPORT

**Action Item:** Aviation Review Committee (ARC) Review and recommendation of funding for COAR Grants.

**Date:** March 7, 2017

**Presented by:** Heather Peck, Planning Manager

### **BACKGROUND/ANALYSIS:**

House Bill 2075 was introduced and passed in the 2015 Legislative Session, and amended ORS 319.020 by increasing aircraft fuel from nine cents to eleven cents per gallon and increasing jet fuel from one cent to three cents per gallon. The programs resulting from this legislation include the COAR Grant Program and are solely funded through fuels tax and are not funded through bonds; therefore the Department must accumulate sufficient monies prior to the disbursement of grant funding. OL 2015 c.700 §7 became effective January 1, 2016 and has a sunset date of January 1, 2022.

This agenda item was prompted following the recommendations received from the Aviation Review Committee (ARC) at the meeting held on February 2, 2017.

### **Submittals**

ODA received a total of 67 grant applications requesting over \$4.9 million in funding assistance for aviation-related projects through the COAR Grant Program. 55 of the applications advanced forward beyond the Department's internal step and were sent to the Area Commissions on Transportation for further review and grading, followed by the Aviation Review Committee (ARC) for ranking and recommendation to the Board.

### **Analysis based upon statute/rule or policy**

#### **Internal Review**

Department staff used OAR Chapter 738, Divisions 124 and 125 to complete an internal review of all applications, which were then given a completeness score.

#### **Review by the Area Commissions on Transportation (ACTs)**

The twelve ACTs reviewed and graded applications for proposed projects within their corresponding ACT region. The ACTs used the Statutory Review Form furnished by the Department to complete their reviews, which addressed the 6 statutory considerations as per OAR 738-125-0035(2). ODA staff participated in all but 2 of the ACT meetings as a means to aid the ACTs in their process and provide program details as appropriate. Upon completion by the ACTs, Department staff compiled a list divided by project priority of all graded projects along with their application scores. Application scores are a combination of the internal review score and the ACT score. The Department presented the collective list, and appropriate review items to the Aviation Review Committee.

## **Review by the Aviation Review Committee (ARC)**

The ARC is composed of one member from each of the ACTs in accordance with OAR 738-125-0045(1). In their review, the ARC was tasked with breaking ties among application scores within each of the priorities, in accordance with OAR 738-125-0035(3).

The ARC meeting on February 2, 2017, the ARC reviewed and discussed the projects in the Priority I and Priority II categories and vetted the final list of projects for recommendation. The Priority I and II projects will be fully funded based upon the revenues in the COAR fund. The ARC then reviewed the completeness scores and the proposed projects in the Priority III funding category. The ARC members discussed a variety of alternative criteria for breaking Priority III ties, ultimately passing a motion that committee members use the following criteria for breaking ties:

- 1) First, the percentage of grant match from the sponsor, with the higher the grant-match amount, the better;
- 2) Second, equity criteria which took into consideration the number of grants that were already selected for that particular airport in priorities I and II;
- 3) Lastly, safety would be used as the third criteria if required.

The ARC took care and diligence in creating sound criteria to break the ties as they were aware that the Priority III funds would be limited not only for this grant cycle but also taking into considerations that future grant cycles would also have similar revenue limitations that will limit the amount of projects recommended for funding.

### **Financial Considerations:**

#### **Priority I projects: 24 grant applications with a total funding request of \$1,120,436**

To be considered a Priority I project, the application must have met OAR 738-125-0035(5)(a), filed with requests for funding assistance with match requirements for Federal Aviation Administration Airport Improvement Program grants. The ARC recommends 24 applications be considered for grant funding (per attachment, Appendix A).

#### **Priority II projects: 4 grant applications with a total funding request of \$314,000**

To be considered a Priority II project, the application must have met OAR 738-125-0035(5)(b), with respect to safety and infrastructure development. The ARC recommends 4 applications be considered for grant funding (per attachment, Appendix A).

#### **Priority III projects: 27 grant applications with a total funding request of \$2,861,275**

To be considered a Priority III project, the application must have met OAR 738-125-0035(5)(c) through (e), with respect to aviation-related economic benefits related to airports. The ARC recommends 27 applications be considered for grant funding, contingent upon available grants (per attachment, Appendix A).

#### **Available funding for first COAR Grant cycle: \$1,737,029**

The ARC recommends the Aviation Board approve the projects in the order as shown in Appendix A for funding.

**Other Considerations:**

The Board will review the ARC's prioritized list of projects and make a final selection of grant recipients. Intent to Award Letters will follow the Board's selection.

**Appendix A:** Recommendations from the ARC to the Board for project funding.

**Appendix B:** Spreadsheet with project summaries

**Appendix C:** ACT Statutory Review forms for each project being considered. These are the grading sheets with comments from the ACTs.

**Appendix D:** ARC meeting minutes

**Staff Recommendation:**

Staff recommends the Board accept the project funding recommendations from the Aviation Review Committee in accordance with OAR 738-125-0045.

Furthermore, staff recommends that the Board approve the Department "[a]ward grants to applicants who submitted an eligible grant application but did not receive a first-round grant" in accordance with OAR 738-125-0040(4)(e), if additional grant funds become available at the time of execution of grant agreements.

# **APPENDIX A**

## ARC Recommendations for Project Funding

**APPENDIX A**  
**2016 COAR Grant Cycle - Priority I Projects**

<b>ARC Recommended</b>					
<b>Ranking</b>	<b>Application Number</b>	<b>Airport Name</b>	<b>Project Name</b>	<b>Priority</b>	<b>Requested Grant Amount</b>
				<b>Beginning balance available for Priority I Projects:</b>	<b>\$1,737,029.00</b>
<b>1</b>	C17-3S8-02-FAA	Grants Pass Airport	AIP-11 Match, East Side Parallel Taxiway, Grants Pass Airport	1	\$150,000.00
<b>2</b>	C17-3S4-02-FAA	Illinois Valley Airport	Airfield Lighting and Electrical Improvements and Apron Pavement Reconstruction - Phase 2 Construction	1	\$111,930.00
<b>3</b>	C17-TMK-01-FAA	Tillamook Airport	FAA Match_COAR 2016	1	\$5,693.00
<b>4</b>	C17-ONO-01-FAA	Ontario Municipal Airport	Ontario Municipal Airport Electrical Project AIP 13	1	\$74,712.00
<b>5</b>	C17-4S2-01-FAA	Ken Jernstedt Airfield (Hood River)	South Taxiway & Apron Rehabilitation Construction	1	\$103,500.00
<b>6</b>	C17-SO3-01-FAA	Ashland Municipal Airport	City of Ashland Airport Master Plan/ALP Update	1	\$27,000.00
<b>7</b>	C17-S33-01-FAA	Madras Municipal Airport	Madras Parallel Taxiway Reconstruction - Design	1	\$22,500.00
<b>8</b>	C17-S39-01-FAA	Prineville Airport	FAA Match for Prineville Airport Run-up Apron, Tie-Down Apron, & Airport Beacon Replacement	1	\$124,880.00
<b>9</b>	C17-S39-02-FAA	Prineville Airport	Match 2017 FAA AIP \$300,000 Grant for construction of a public use aircraft parking apron, connector taxiways, fencing, and public helipads	1	\$30,000.00
<b>10</b>	C17-9S9-01-FAA	Lexington Airport	Apron Construction	1	\$60,000.00
<b>11</b>	C17-LGD-01-FAA	La Grande/Union County Airport	Airport Beacon and Beacon Tower Improvements	1	\$20,000.00
<b>12</b>	C17-LGD-02-FAA	La Grande/Union County Airport	RW 16-34 & TW D Rehabilitation Predesign - Environmental (EA) and 30% design in support of the EA	1	\$20,000.00
<b>13</b>	C17-3S8-01R-FAA	Grants Pass Airport	AIP-010 Match W. Hangar Access Taxilane for Grants Pass Airport	1	\$85,500.00

**APPENDIX A**  
**2016 COAR Grant Cycle - Priority I Projects**

<b>14</b>	C17-RBG-02-FAA	Roseburg Regional Airport	Obstruction Removal/Lighting	1	\$27,000.00
<b>15</b>	C17-3S4-01-FAA	Illinois Valley Airport	Airfield Lighting and Electrical Improvements and Apron Pavement Reconstruction - Phase 1 Design	1	\$38,070.00
<b>16</b>	C17-SPB-01R-FAA	Scappoose Industrial Airpark	Future AIP 23 Match - Phase II Taxiway Relocation Design.	1	\$22,500.00
<b>17</b>	C17-HRI-01-FAA	Hermiston Municipal Airport	Master Plan Update 2017	1	\$30,000.00
<b>18</b>	C17-PDT-01-FAA	Eastern Oregon Regional Airport	Runway Hot Spot: Environmental and Design	1	\$27,805.00
<b>19</b>	C17-4S1-01-FAA	Gold Beach Municipal Airport	AIP Match Master Plan Update, Beacon, and AGIS Survey	1	\$42,403.00
<b>20</b>	C17-BOK-01R-FAA	Brookings Airport	BOK AIP Match AGIS	1	\$10,125.00
<b>21</b>	C17-RBG-01-FAA	Roseburg Regional Airport	Roseburg Master Plan/ALP Update	1	\$25,000.00
<b>22</b>	C17-EUG-01-FAA	Mahlon Sweet Field Airport (Eugene)	Alpha Rehab Deisgn	1	\$12,518.00
<b>23</b>	C17-RDM-01-FAA	Redmond Municipal Airport	Master Plan Study	1	\$25,000.00
<b>24</b>	C17-S12-01R-FAA	Albany	Taxiway extension/connectors, Apron Rehab, AGIS	1	\$24,300.00

**Total Priority I Projects** **\$1,120,436.00**

**Remaining available balance for Priority II Projects:** **\$616,593.00**

**APPENDIX A**  
**2016 COAR Grant Cycle - Priority II Projects**

ARC Recommended Ranking	Application Number	Airport Name	Project Name	Priority	Requested Grant Amount
			<b>Beginning balance available for Priority II Projects:</b>		<b>\$616,593.00</b>
<b>1</b>	C17-3S8-03-ORP	Grants Pass Airport	Airport Improvement Triple Play - New runway non-precision instrument approach markings; Jet-A fuel storage tank; auto-power transfer switches for the Grants Pass Airport emergency power generator	2	\$150,000.00
<b>2</b>	C17-RBG-03-ORP	Roseburg Regional Airport	Roseburg Runway Justification Study	2	\$54,000.00
<b>3</b>	C17-ONP-01-ORP	Newport	Resiliency Study for Cascadia Subduction Zone event	2	\$45,000.00
<b>4</b>	C17-RDM-02-ORP	Redmond Municipal Airport	Aviation Fuel System - Phase II	2	\$65,000.00
<b>Total Priority II Projects</b>					<b>\$314,000.00</b>
<b>Remaining available grant balance for Priority III projects:</b>					<b>\$302,593.00</b>

**APPENDIX A**  
**2016 COAR Grant Cycle - Priority III Projects**

ARC Recommended Ranking	Application Number	Airport Name	Project Name	Priority	Requested Grant Amount
			<b>Beginning balance available for Priority III Projects:</b>		<b>\$302,593.00</b>
1	C17-LGD-03-E	La Grande/Union County	Union County Airport Sewer Rehabilitation	3	\$150,000.00
2	C17-TMK-02-E	Tillamook	Equipment Match/Equipment	3	\$29,893.00
3	C17-S21-01-E	Sun River	Taxiway Reconstruction	3	\$150,000.00
4	C17-7S3-02-E	Twin Oaks	Taxiway rehabilitation	3	\$112,682.00
5	C17-8S4-01-E	Enterprise	Enterprise Municipal Airport Runway Light Replacement	3	\$133,000.00
6	C17-S49-01-E	Miller Memorial Park	Miller Memorial Airpark Parking Area and Taxi Way Phase 1	3	\$142,500.00
7	C17-LMT-01-E	Crater Lake	Airport Wayfinding/Signs Update	3	\$80,000.00
8	C17-LKV-01-E	Lakeview Airport	Emergency generator installation	3	\$150,000.00
9	C17-1S8-01-E	Arlington	Runway 6-24 Paving and Parking Apron - Phase I	3	\$120,650.00
10	C17-TMK-03-E	Tillamook	Preliminary Hangar Development	3	\$54,000.00
11	C17-4S1-02-E	Gold Beach	Fuel Tank Replacement	3	\$150,000.00
12	C17-3S4-04-E	Illinois Valley	Airport Equipment/Maintenance Building Upgrades	3	\$90,000.00
13	C17-6K5-04R-E	Sisters	Infrastructure for Growth - Jet A Fuel Tank	3	\$150,000.00
14	C17-6K5-02R-E	Sisters	Infrastructure for Growth - Water Project	3	\$150,000.00
15	C17-GCD-01-E	Grant County	Helicopter Concrete Parking Pads	3	\$45,000.00
16	C17-6K5-05R-E	Sisters	Infrastructure for Growth - Hangar Space	3	\$150,000.00
17	C17-EUG-02R-E	Eugene	Access Control Upgrades	3	\$150,000.00
18	C17-7S3-01R-E	Twin Oaks	Back up electrical generator	3	\$51,000.00
19	C17-16S-01-E	Myrtle Creek	2016 Hangar and Sweeper Project	3	\$84,015.00
20	C17-6K5-01R-E	Sisters	Infrastructure for Growth - Electrical & Sewer	3	\$150,000.00
21	C17-AST-01-E	Astoria	Airport Maintenance Equipment	3	\$28,875.00
22	C17-6K5-03R-E	Sisters	Infrastructure for Growth - GPS Approach & Maintenance Equipment	3	\$150,000.00
23	C17-5S5-01R-E	Lake Billy Chinook	Runway chip seal Runway 16/34	3	\$35,910.00
24	C17-4S7-01-E	Malin	Malin Airport secure fencing and chip seal project	3	\$142,500.00
25	C17-RDM-03-E	Redmond	Airport Airfield Combination Sweeper/Blower	3	\$150,000.00
26	C17-2S2-01-E	Beaver Marsh	Safety widening and lengthening	3	\$23,750.00
27	C17-UAO-01-E	Aurora	UGB Analysis	3	\$37,500.00
				<b>Total Priority III Projects:</b>	<b>\$2,861,275.00</b>

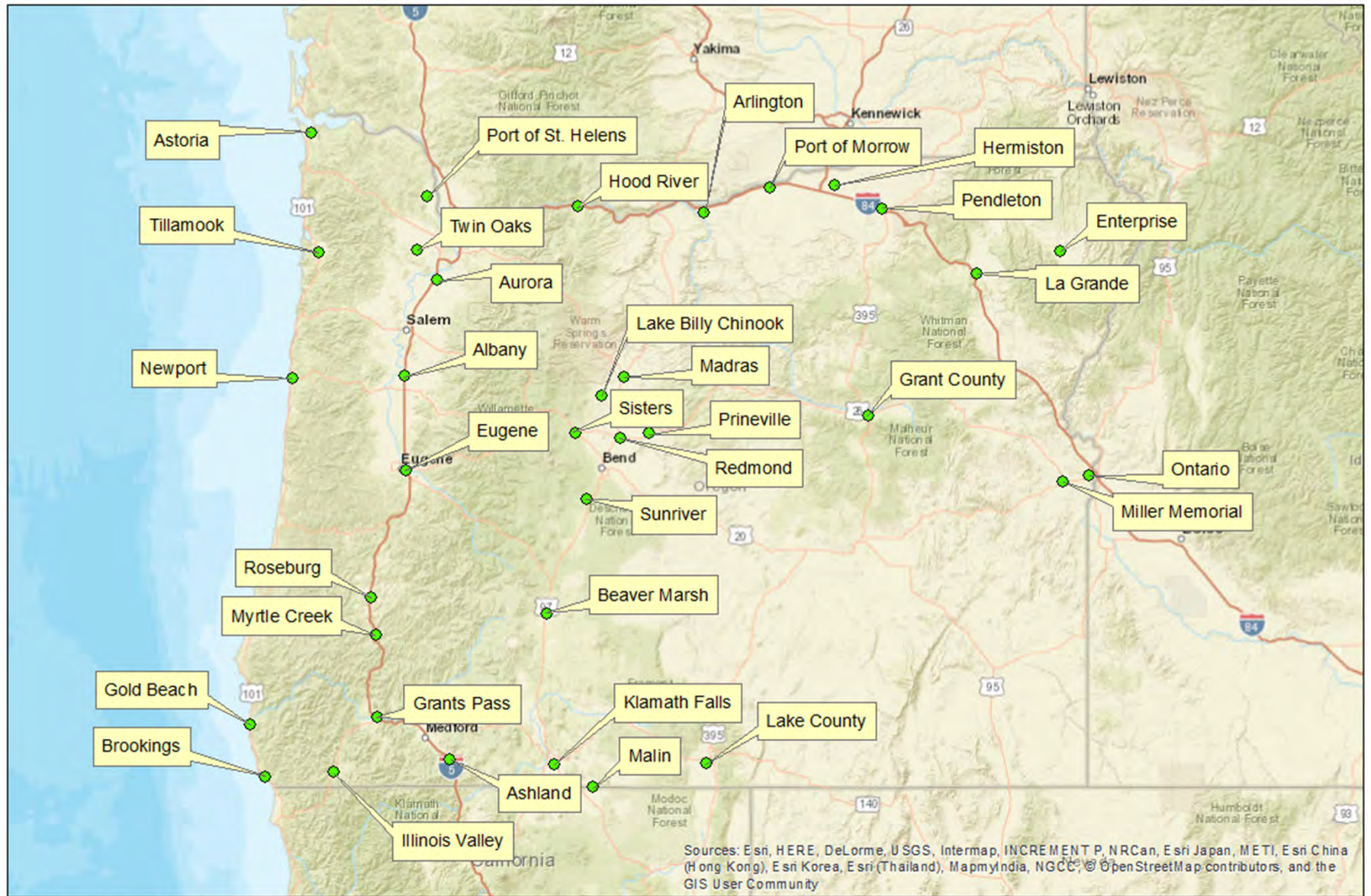


# **APPENDIX B**

## Statewide Project Summaries

# APPENDIX B

## Statewide Project Applications for 2016 COAR Grants



COAR 2016

# State Wide Applications

**APPENDIX B**  
Statewide Project Applications for 2016 COAR Grants

Application #	Priority	ACT	Region	Applicant	Airport	Project Name	Project Summary	Grant Request	Match	% of Grant Match	Total Project Cost or Total FAA Grant Match Amount required	Final App Score
C17-S12-01R-FAA	1	Cascades West	2	City of Albany	Albany	Taxiway extension/connectors, Apron Rehab, AGIS	Environmental and predesign of taxiway extensions and connectors, design for apron rehab work	\$24,300.00	\$2,700.00	10.00%	\$27,000.00	110
C17-RDM-01-FAA	1	COACT	4	Redmond Municipal Airport	Redmond Municipal Airport	Master Plan Study	The Redmond Municipal Airport is preparing a Master Plan Update Study.	\$25,000.00	\$25,000.00	50.00%	\$50,000.00	115
C17-S33-01-FAA	1	COACT	4	City of Madras	Madras Municipal Airport	Madras Parallel Taxiway Reconstruction - Design	This project's scope is to perform design work for reconstructing the parallel taxiway which is scheduled for construction in 2018.	\$22,500.00	\$2,500.00	10.00%	\$25,000.00	175
C17-S39-01-FAA	1	COACT	4	Crook County	Prineville Airport	FAA Match for Prineville Airport Run-up Apron, Tie-Down Apron, & Airport Beacon Replacement	This Grant Application will match a \$1,248,799 FAA AIP Grant 3-41-0051-013-2016 and will result in construct new itinerant tiedown apron, a run up apron for Rwy 28, and relocate and replace an obsolete rotating beacon.	\$124,880.00	\$13,875.00	10.00%	\$138,755.00	175
C17-S39-02-FAA	1	COACT	4	Crook County	Prineville Airport	Match 2017 FAA AIP \$300,000 Grant for construction of a public use aircraft parking apron, connector taxiways, fencing, and public helipads	This Grant application is to match a \$300,000 FAA AIP 2017 Grant to construct new public aircraft parking apron to improve parking capacity, including space for SEAT (single engine air tanker) and other fire fighting operations by and connecting taxiways, fencing, and public helipads.	\$30,000.00	\$3,333.00	10.00%	\$33,333.00	175
C17-EUG-01-FAA	1	Lane County ACT	2	City of Eugene	Mahlon Sweet Field Airport (Eugene)	Alpha Rehab Deisgn	Design is for approx 3300 LF of existing taxiway alpha. The current taxiway centerline profile does not comply with current FAA standards. The taxiway segment is badly weathered and deteriorated pavement. The pavement is showing significant distress and has reached the end of its useful life. Design will address these issues as well as geometry change recommendations outlined in the Eugene Master Plan.	\$12,518.00	\$12,519.00	50.00%	\$25,037.00	115
C17-9S9-01-FAA	1	North East ACT	5	Morrow County	Lexington Airport	Apron Construction	Construction of a parking and fuel apron to accommodate ADG-II aircraft that currently have no location to park	\$60,000.00	\$6,667.00	10.00%	\$66,667.00	175
C17-HRI-01-FAA	1	North East ACT	5	City of Hermiston	Hermiston Municipal Airport	Master Plan Update 2017	Update the existing Hermiston Airport Master Plan to facilitate logical and cost effective future development of the airport.	\$30,000.00	\$3,333.00	10.00%	\$33,333.00	155
C17-LGD-01-FAA	1	North East ACT	5	Union County	La Grande/Union County Airport	Airport Beacon and Beacon Tower Improvements	2017 FAA-AIP (NPE) project planned for completion in 2017. Project will replace and relocate the airport rotating beacon and beacon tower	\$20,000.00	\$2,222.00	10.00%	\$22,222.00	175
C17-LGD-02-FAA	1	North East ACT	5	Union County	La Grande/Union County Airport	RW 16-34 & TW D Rehabilitation Predesign - Environmental (EA) and 30% design in support of the EA	2017 FAA-AIP (NPE) project planned for completion in 2017 Environmental (EA) in support of 2018 RW 16-34 & TW D Rehabilitation.	\$20,000.00	\$2,222.00	10.00%	\$22,222.00	175
C17-PDT-01-FAA	1	North East ACT	5	Pendleton	Eastern Oregon Regional Airport	Runway Hot Spot: Environmental and Design	Environmental and Design for mitigation of FAA documented hot spot associated with Runway 29. Project will include environmental and design services and sponsor administrative services.	\$27,805.00	\$14,972.00	35.00%	\$42,777.00	155
C17-SPB-01R-FAA	1	North West Oregon ACT	2	Port of St. Helens	Scappoose Industrial Airpark	Future AIP 23 Match - Phase II Taxiway Relocation Design.	Provide match for 2017 FAA AIP for Phase II - Design, for the Relocation of Taxiway B 15' to the west to meet FAA runway-to-taxiway separation standards, and eliminate direct ramp-to-runway connections to improve safety. See project location schematic - Attachment 1.	\$22,500.00	\$7,500.00	25.00%	\$30,000.00	155
C17-TMK-01-FAA	1	North West Oregon ACT	2	Port of Tillamook Bay Airport and Industrial Park	Tillamook Airport	FAA Match_COAR 2016	Apron A2 Rehab, Phase I, Environmental and engineering /FAA AIP Grant Match (FAA Grant 3-4-0060-015-2016) to rehab and improve a parking apron: reconfigure security fence, add a heliport area. Existing apron space was lost with recent construction at the FBO. Improves safety for daily air cargo facility operations, increases tie down capacity, and provides transient tie down for Near Space Corporation UAS Test Range Operations customers.	\$5,693.00	\$57,567.00	91.00%	\$63,260.00	191
C17-4S2-01-FAA	1	Region ACT 1	1	Port of Hood River	Ken Jernstedt Airfield (Hood River)	South Taxiway & Apron Rehabilitation Construction	FAA grant match for south taxiway and apron rehan and extension - Phase 2 Construction	\$103,500.00	\$11,500.00	10.00%	\$115,000.00	180
C17-3S4-01-FAA	1	Rogue Valley ACT	3	Josephine County Airports	Illinois Valley Airport	Airfield Lighting and Electrical Improvements and Apron Pavement Reconstruction - Phase 1 Design	Phase 1 Design - To improve safety for aircraft operations, this project will replace and upgrade runway edge lighting and navigational visual aids which have reached the end of their design life and are exhibiting failures. Work will also include reconstruction of failed aircraft parking apron pavements to allow for parking of transient aircraft.	\$38,070.00	\$4,230.00	10.00%	\$42,300.00	160

**APPENDIX B**  
**Statewide Project Applications for 2016 COAR Grants**

C17-354-02-FAA	1	Rogue Valley ACT		3	Josephine County Airports	Illinois Valley Airport	Airfield Lighting and Electrical Improvements and Apron Pavement Reconstruction - Phase 2 Construction	Phase 2 Construction - To improve safety for aircraft operations, this project will replace and upgrade airport electrical service, runway edge lighting and navigational visual aids which have reached the end of their design life and are exhibiting failures. Work will also include reconstruction of failed aircraft parking apron pavements to allow for parking of transient aircraft.	\$111,930.00	\$99,181.00	46.98%	\$211,111.00	196
C17-358-01R-FAA	1	Rogue Valley ACT		3	Josephine County Airports	Grants Pass Airport	AIP-010 Match W. Hangar Access Taxiway for Grants Pass Airport	Construct the first phase of access into the West Hangar Area to facilitate expansion of airport hangar capacity.	\$85,500.00	\$9,500.00	10.00%	\$95,000.00	170
C17-358-02-FAA	1	Rogue Valley ACT		3	Josephine County Airports	Grants Pass Airport	AIP-11 Match, East Side Parallel Taxiway, Grants Pass Airport	This grant will provide matching funds for FAA AIP-11 Grant to construct a new parallel taxiway on the east side of the airport.	\$150,000.00	\$72,222.00	32.50%	\$222,222.00	197
C17-SO3-01-FAA	1	Rogue Valley ACT		3	City of Ashland	Ashland Municipal Airport	City of Ashland Airport Master Plan/ALP Update	The project will provide a much needed update to the 2005 adopted Master Plan and Airport Layout Plan.	\$27,000.00	\$273,000.00	91.00%	\$300,000.00	176
C17-ONO-01-FAA	1	South East ACT		5	City of Ontario	Ontario Municipal Airport	Ontario Municipal Airport Electrical Project AIP 13	This project includes construction of parallel taxiway edge lighting, Runway 14 PAPI, Runway 14 REILs, Lighted Guidance Signs, Apron Lighting, and updated Runway designation Marking. All components are AIP eligible.	\$74,712.00	\$8,301.00	10.00%	\$83,013.00	190
C17-4S1-01-FAA	1	Southwest ACT		3	Port of Gold Beach	Gold Beach Municipal Airport	AIP Match Master Plan Update, Beacon, and AGIS Survey	This project will revise the existing Airport Layout Plan Update Study and develop a Master Plan for Gold Beach Airport. It also includes conducting an Airport Geographical Information System (AGIS) survey and installing Runway End Identifier Lights (REILs). A new rotating beacon will be installed as a third project element. See Attachment 1 for project location.	\$42,403.00	\$4,712.00	10.00%	\$47,115.00	140
C17-BOK-01R-FAA	1	Southwest ACT		3	Curry County	Brookings Airport	BOK AIP Match AGIS	This FAA AIP funded project will conduct an Airport Geographical Information Survey (AGIS) Obstruction Survey.	\$10,125.00	\$1,125.00	10.00%	\$11,250.00	130
C17-RBG-01-FAA	1	Southwest ACT		3	City of Roseburg	Roseburg Regional Airport	Roseburg Master Plan/ALP Update	The project will update the Airport Master Plan (1995) and Airport Layout Plan (2006).	\$25,000.00	\$2,778.00	10.00%	\$27,778.00	125
C17-RBG-02-FAA	1	Southwest ACT		3	City of Roseburg	Roseburg Regional Airport	Obstruction Removal/Lighting	The project will light or remove obstructions within the 20:1 approach surfaces and bring the Visual Approach Slope Indicator into compliance to improve safety at the airport and allow for nighttime approaches to be re-established.	\$27,000.00	\$3,000.00	10.00%	\$30,000.00	170
C17-ONP-01-ORP	2	Cascades West		2	City of Newport	Newport	Resiliency Study for Cascadia Subduction Zone event	The city of Newport is proposing a project that will improve resilience for the state and the region by providing a clear assessment of the Newport Municipal Airport's ability to withstand and support recovery from natural disasters to include a Cascadia Subduction Zone event. Work will include an initial assessment of infrastructure and evaluation of structural and geotechnical vulnerabilities to allow for future projects that will increase the emergency preparedness and aid in recovery of the entire Central Oregon Coast.	\$45,000.00	\$15,000.00	25.00%	\$60,000.00	97
C17-RDM-02-ORP	2	COACT		4	Redmond Municipal Airport	Redmond Municipal Airport	Aviation Fuel System - Phase II	The Redmond Airport constructed a 20,000 gallon jet A and 12,000 avgas gallon aviation fuel system in 2014 as part of phase I of the project. Phase II is to construct a permanent fuel spill containment system for the facility. This will provide a method of capturing potential fuel spills and minimize the affects on the environment.	\$65,000.00	\$65,000.00	50.00%	\$130,000.00	97
C17-358-03-ORP	2	Rogue Valley ACT		3	Josephine County Airports	Grants Pass Airport	Airport Improvement Triple Play - New runway non-precision instrument approach markings; Jet-A fuel storage tank; auto-power transfer switches for the Grants Pass Airport emergency power generator	This grant application Includes 3 Airport Improvement Projects: 1) Adding required non-precision instrument approach runway markings in support of the new IFP at the Grants Pass Airport; 2) Acquiring and integrating additional Jet-A fuel storage; 3) Purchase and integration of an automatic power transfer switch into the previously acquired emergency power generator located at Grants Pass Airport.	\$150,000.00	\$45,000.00	23.08%	\$195,000.00	180
C17-RBG-03-ORP	2	Southwest ACT		3	City of Roseburg	Roseburg Regional Airport	Roseburg Runway Justification Study	The purpose of the project is to demonstrate that the 5000' runway length identified in the OAP and constructed via a ConnectOregon 3 grant is justified to serve the aircraft using the Roseburg Regional Airport within the next five years. This process involves collecting data regarding existing use of the airfield, defining the critical design aircraft, and projecting the number of itinerant trips expected for that aircraft classification over the next five years.	\$54,000.00	\$6,000.00	10.00%	\$60,000.00	152
C17-555-01R-E	3	COACT		4	Lake Billy Chinook Airport Dev Corp	Lake Billy Chinook Airport	Runway chip seal Runway 16/34	Up lift an application of chip seal to existing runway surface 16/34	\$35,910.00	\$1,890.00	5.00%	\$37,800.00	132

**APPENDIX B**  
**Statewide Project Applications for 2016 COAR Grants**

C17-6K5-01R-E	3	COACT		Sisters Airport 4 Property, LLC	Sisters Eagle Airport	Infrastructure for Growth - Electrical & Sewer	Continue the off-site 480 electrical supply and city sewer infrastructure into the airport property to serve backup power systems, sewer pump stations, emergency response facilities, fuel supply and pumping, educational facilities, and economic development expansion.	\$150,000.00	\$20,000.00	11.76%	\$170,000.00	<b>137</b>
C17-6K5-02R-E	3	COACT		Sisters Airport 4 Property, LLC	Sisters Eagle Airport	Infrastructure for Growth - Water Project	The airport is currently served with 2 on-site water wells and will be required to connect to city water services before any expansion can be initiated. The 2 wells will be utilized only for irrigation or if there is an interruption in City service. This project will make the necessary connections to services that will enable the airport to increase its level of resiliency. In conjunction with the water project, an addition to an existing building will give the airport approximately 5,000 square feet of additional space adjacent to the ramp area which will house the Emergency Command Center.	\$150,000.00	\$205,000.00	57.75%	\$355,000.00	<b>158</b>
C17-6K5-03R-E	3	COACT		Sisters Airport 4 Property, LLC	Sisters Eagle Airport	Infrastructure for Growth - GPS Approach & Maintenance Equipment	To make the airport more functional as a base for emergency resources and air response, Sisters Eagle Airport needs to add a GPS approach and maintenance equipment to keep the runway, taxiway, and ramp areas clear and clean.	\$150,000.00	\$20,000.00	11.76%	\$170,000.00	<b>132</b>
C17-6K5-04R-E	3	COACT		Sisters Airport 4 Property, LLC	Sisters Eagle Airport	Infrastructure for Growth - Jet A Fuel Tank	There has been high demand for Jet A fuel at the Sisters Eagle Airport from EMS, firefighting, wildlife counts and other commercial aircraft operations. There has also been a significant increase in charter traffic and general aviation aircraft with engines requiring Jet A. A Jet A fuel tank needs to be installed to service these aircraft.	\$150,000.00	\$60,000.00	28.57%	\$210,000.00	<b>159</b>
C17-6K5-05R-E	3	COACT		Sisters Airport 4 Property, LLC	Sisters Eagle Airport	Infrastructure for Growth - Hangar Space	There is high demand for aviation expansion at 6K5. There are currently 12 hangars on the property and a waiting list that is more than 20 names long. There are at least two aviation related companies that are willing to move their operations and their living wage jobs to Sisters Eagle Airport when hangar space becomes available.	\$150,000.00	\$1,700,000.00	91.89%	\$1,850,000.00	<b>154</b>
C17-RDM-01-E	3	COACT		Redmond Municipal 4 Airport	Redmond Municipal Airport	Airport Airfield Combination Sweeper/Blower	The project consists of the acquisition of an airport sweeper/blower to remove debris and snow from airport runways, taxiways, and aprons.	\$150,000.00	\$455,000.00	75.21%	\$605,000.00	<b>111</b>
C17-S21-01-E	3	COACT		Sunriver Resort 4 Airport	Sunriver Airport	Taxiway Reconstruction	Reconstruct 3/4 of the primary taxiway, parallel to runway 18-36. Taxiway will be crushed, new base established and new taxiway constructed in existing location. Dimensions are 30 feet wide by 4400 feet in length. Pilots have no confidence in the runway at present, and any and all that fly in to Sunriver will benefit from the new taxiway which will provide a safer environment for aircraft operations.	\$150,000.00	\$100,000.00	40.00%	\$250,000.00	<b>201</b>
C17-EUG-02R-E	3	Lane County ACT		City of Eugene	Mahlon Sweet Field Airport (Eugene)	Access Control Upgrades	EUG is required by federal regulations to have and maintain an access control system. The current system is at the end of its useful life. The project will upgrade the current security system and include airport wide replacement of existing card readers, upgrade cameras to new IP based camera system, upgrade access control and CCTV head end equipment to current technology, and improvements required to the associated infrastructure.	\$150,000.00	\$688,000.00	82.10%	\$838,000.00	<b>150</b>
C17-1S8-01-E	3	Lower John Day ACT		City of Arlington	Arlington Municipal Airport	Runway 6-24 Paving and Parking Apron - Phase I	This phase of the project will provide much needed updates to previously completed airport planning work. The updates will recommend improvements in support of current and future operations and continued development at the Arlington Municipal Airport, therefore ensuring compatibility with development opportunities at the City of Arlington owned adjacent industrial site. In addition to the planning work, this project includes environmental analysis and engineering predesign support to evaluate and if justified, prepare for future paving of the existing gravel runway and aircraft parking apron at the Arlington Municipal Airport.	\$120,650.00	\$6,350.00	5.00%	\$127,000.00	<b>168</b>
C17-UA0-01-E	3	Mid Willamette Valley ACT		City of Aurora	Aurora State Airport	UGB Analysis	UGB Studies for a 20 year land supply for the Aurora State Airport and through the fence operations	\$37,500.00	\$12,500.00	25.00%	\$50,000.00	<b>93</b>

**APPENDIX B**  
**Statewide Project Applications for 2016 COAR Grants**

C17-8S4-01-E	3	North East ACT	5	City of Enterprise	Enterprise Municipal Airport	Enterprise Municipal Airport Runway Light Replacement	The purpose of this project is to provide an improved lighting system at the Enterprise Municipal Airport, which is essential for the safe and efficient movement of aircraft during periods of darkness and/or poor visibility.	\$133,000.00	\$7,000.00	5.00%	\$140,000.00	176
C17-LGD-03-E	3	North East ACT	5	Union County	La Grande/Union County Airport	Union County Airport Sewer Rehabilitation	Union County is constructing additional facilities at the airport and needs to provide reliable sewer service	\$150,000.00	\$520,000.00	77.61%	\$670,000.00	250
C17-AST-01-E	3	North West Oregon ACT	2	Port of Astoria	Astoria Regional Airport	Airport Maintenance Equipment	Acquisition and use of dedicated airport maintenance equipment	\$28,875.00	\$9,625.00	25.00%	\$38,500.00	136
C17-TMK-02-E	3	North West Oregon ACT	2	Port of Tillamook Bay Airport and Industrial Park	Tillamook Airport	Equipment Match/Equipment	Purchase of Airport equipment	\$29,893.00	\$78,375.00	72.39%	\$108,268.00	223
C17-TMK-03-E	3	North West Oregon ACT	2	Port of Tillamook Bay Airport and Industrial Park	Tillamook Airport	Preliminary Hangar Development	Preliminary purchasing plan, costing, engineering for future hangar development at Tillamook Airport	\$54,000.00	\$6,000.00	10.00%	\$60,000.00	168
C17-7S3-01R-E	3	Region ACT 1	1	Twin Oaks Airpark, Inc.	Stark's Twin Oaks Airpark	Back up electrical generator	Install a permanent back up generator at Twin Oaks Airpark.	\$51,000.00	\$4,000.00	7.27%	\$55,000.00	143
C17-7S3-02-E	3	Region ACT 1	1	Twin Oaks Airpark, Inc.	Stark's Twin Oaks Airpark	Taxiway rehabilitation	Replace failing section of main parallel taxiway and airport access taxiway.	\$112,682.00	\$39,590.00	26.00%	\$152,272.00	177
C17-3S4-04-E	3	Rogue Valley ACT	3	Josephine County Airports	Illinois Valley Airport	Airport Equipment/Maintenance Building Upgrades	Work includes installation of a new electrical service, wiring, electrical power drops, and replacement of existing lighting in the airport's maintenance and maintenance equipment building. This work is required because the existing infrastructure has reached the end of its useful life and presents a safety hazard. These upgrades are necessary in support of continued airport maintenance activities and equipment storage at the Illinois Valley Airport.	\$90,000.00	\$10,000.00	10.00%	\$100,000.00	166
C17-2S2-01-E	3	South Central Oregon ACT	4	Beaver Marsh Airport	Beaver Marsh Airport	Safety widening and lengthening	Widen the runway from the current existing 40 ft to 330 feet and add 500 ft to the length of the runway for a total length of 5000 feet. Clear trees from the north and south approach. Provide for safety in a currently hazardous strip. This will benefit all pilots and crews providing medical emergency care; fire fighting access; commuter plane emergency landing for vector airway traffic; emergency landing space for military traffic from Klamath air base.	\$23,750.00	\$1,250.00	5.00%	\$25,000.00	98
C17-4S7-01-E	3	South Central Oregon ACT	4	City of Malin	Malin Airport	Malin Airport secure fencing and chip seal project	Fence entire perimeter around airport and chip seal and paint runway. Pilots flying in and out of the airport and others that use the airport will benefit from this project.	\$142,500.00	\$7,500.00	5.00%	\$150,000.00	111
C17-LKV-01-E	3	South Central Oregon ACT	3	Lake County Airport	Lake County Airport	Emergency generator installation	This project will install an emergency power generator at the Lake County Airport.	\$150,000.00	\$16,666.00	10.00%	\$166,666.00	171
C17-LMT-01-E	3	South Central Oregon ACT	4	City of Klamath Falls Airport Department	Crater Lake - Klamath Regional Airport	Airport Wayfinding/Signs Update	Refurbish/Update wayfinding roadway signs near the Airport Terminal Building and state, county and city road signs (approx. 55) directing the public to and around the Airport. The eight Airport wayfinding signs are 15-18 years old and out of date, hard to read, and in need of repair, or missing altogether. In addition, refurbish/update the moniker (water fall) sign to reflect the new Airport name from "Klamath Falls Airport" to the "Crater Lake - Klamath Regional Airport." See attached sample photos (Exhibit 1) and sketch of new moniker sign (Exhibit 2).	\$80,000.00	\$43,250.00	35.09%	\$123,250.00	171
C17-GCD-01-E	3	South East ACT	5	Grant County	Grant County Regional Airport/Ogilvie Field	Helicopter Concrete Parking Pads	A request for funds to improve current helicopter gravel and grass parking pads	\$45,000.00	\$5,000.00	10.00%	\$50,000.00	158
C17-S49-01-E	3	South East ACT	5	City of Vale	Miller Memorial Park	Miller Memorial Airpark Parking Area and Taxi Way Phase 1	Miller Memorial Airpark Parking Area and Taxi Way Phase I consists of Grading, Paving of the Tie Down/Parking area, General Aviation Apron and General Aviation Ramp areas south of the current hanger as well as installing new tie down cable and anchors.	\$142,500.00	\$7,500.00	5.00%	\$150,000.00	173
C17-16S-01-E	3	Southwest ACT	3	City of Myrtle Creek	Myrtle Creek Municipal Airport	2016 Hangar and Sweeper Project	Construction of two hangars and purchase of sweeper and tractor for airport	\$84,015.00	\$9,335.00	10.00%	\$93,350.00	138
C17-4S1-02-E	3	Southwest ACT	3	Port of Gold Beach	Gold Beach Municipal Airport	Fuel Tank Replacement	This project will replace the existing combined 100LL AvGas and Jet A fuel tank at the Airport. The Jet A portion of the tank is no longer functional, preventing the Airport from selling this grade of fuel.	\$150,000.00	\$52,500.00	25.93%	\$202,500.00	166

# **APPENDIX C**

## **ACT Statutory Review Forms**



**A-1 STATUTORY CONSIDERATION REVIEW FORM**  
**ACTs Statutory Review Form 2016**

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**Reviewer Name / ACT:** Cascades West Area Commission on Transportation  
**Applicant Name:** City of Albany **Application Number:** C17-S12-01R-FAA  
**Project Name:** Taxi-way extension/connectors, Apron rehab., AGIS

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Applicant missed an opportunity to express benefits: Application will result in a construction project improving access for small aircraft (jets, freight). <span style="float: right;">+</span>
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Increased visitation options will be a result of the related construction project, having a positive effect on tourism.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This project supports a construction project that will directly increase linkages with the transportation system.

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
 City of Albany staff did not participate in this evaluation; it was reviewed by full Technical Committee.





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**Reviewer Name / ACT:** Cascades West Area Commission on Transportation  
**Applicant Name:** City of Newport **Application Number:** C17-ONP-01-ORP  
**Project Name:** Resiliency Study for Cascadia Subduction Zone event

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Reviewers think the applicant missed an opportunity to express indirect / future benefits, i.e. leveraging development of a list of related resiliency efforts.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project is relevant to economic resilience for businesses on the coast; a resiliency plan is an attractor to business relocation to coast.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project has the potential to address linkages.

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**



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Reviewer Name / ACT: COACT  
 Applicant Name: Sisters Airport Property, LLC/Sisters Eagle Airport      Application Number: C17-6K5-01R-E  
 Project Name: Infrastructure for Growth - Electrical & Sewer

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Project Allows for future growth of airport.</li> </ul>
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Long-term possibilities. Infrastructure must be in place for future business on field.</li> </ul>
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Yes. Sisters airport is a future link to Central Oregon.</li> </ul>

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:

- This project supports the Oregon Resilience Plan; back up power would be critical in the case of natural disaster events



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Reviewer Name / ACT: COACT  
 Applicant Name: Sisters Airport Property, LLC/Sisters Eagle Airport Application Number: C17-6K5-02R-E  
 Project Name: Infrastructure for Growth - Water Project

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



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**Reviewer Name / ACT:** COACT  
**Applicant Name:** Sisters Airport Property, LLC/Sisters Eagle Airport      **Application Number:** C17-6K5-03R-E  
**Project Name:** Infrastructure for Growth - GPS Approach & Maintenance Equipment

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Project Allows for future growth of airport in emergencies, bad weather, etc. Only airport that does not currently have such an approach.</li> </ul>
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Long-term possibilities. Infrastructure must be in place for future business on field.</li> </ul>
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Yes. Sisters airport is a future link to Central Oregon.</li> </ul>

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**

- This project supports the Oregon Resiliency Plan; this technology would be used in emergency situations



**A-1 STATUTORY CONSIDERATION REVIEW FORM**  
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**Reviewer Name / ACT:** COACT

**Applicant Name:** Sisters Airport Property, LLC/Sisters Eagle Airport      **Application Number:** C17-6K5-04R-E

**Project Name:** Infrastructure for Growth - Jet A Fuel Tank

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Project Allows for future growth of airport to include further GA use. Jet A fuel is crucial to growth and transportation abilities.</li> </ul>
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Long-term possibilities. Infrastructure must be in place for future business on field. Added Jet A tank would greatly help.</li> </ul>
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Yes. Sisters airport is a future link to Central Oregon. Jet A is crucial.</li> </ul>

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**



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Reviewer Name / ACT: COACT  
 Applicant Name: Sisters Airport Property, LLC/Sisters Eagle Airport Application Number: C17-6K5-05R-E  
 Project Name: Infrastructure for Growth - Hangar Space

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• #1 Project for Sisters Airport.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Long-term possibilities. Infrastructure must be in place for future business on field. A need is already there and 75% rented already <span style="float: right;">+</span>
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Yes. Sisters airport is a future link to Central Oregon.

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:

- This project has positive impacts on the economic viability of the airport.
- Demand for hangar space is high with 75% of tenants already in place



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Reviewer Name / ACT: COACT  
 Applicant Name: Redmond/ Redmond Municipal Airport Application Number: C17-RDM-03-E  
 Project Name: Airport Airfield Combination Sweeper/Blower

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



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Reviewer Name / ACT: COACT  
 Applicant Name: Redmond/ Redmond Municipal Airport Application Number: C17-RDM-01-FAA  
 Project Name: Master Plan Study

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:  
 • This project is critical in eligibility for future FAA funds.





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Reviewer Name / ACT: COACT  
 Applicant Name: Redmond/ Redmond Municipal Airport Application Number: C17-RDM-02-ORP  
 Project Name: Aviation Fuel System - Phase II

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:

- This project supports the Oregon Resilience Plan.



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Reviewer Name / ACT: COACT  
 Applicant Name: Sunriver Resort/ Sunriver Airport Application Number: C17-S21-01-E  
 Project Name: Taxiway Reconstruction

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Current taxiway hampers transportation into and out of Sunriver Resort.</li> </ul>
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Long-term possibilities. Infrastructure must be in place for future business on field.</li> </ul>
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Yes. Sunriver airport is a future link to Central Oregon.</li> </ul>

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:

- This project is recommended for funding by the COACT due to safety implications.
- Sunriver Airport's designation as an AIP airport combined with its inability to qualify for federal funds out

**Reviewer Name / ACT:** COACT  
**Applicant Name:** Sunriver Resort/ Sunriver Airport  
**Application Number:** C17-S21-01-E  
**Project Name:** Taxiway Reconstruction

**ACT Comments:**

- This project is recommended for funding by the COACT due to safety implications.
- Sunriver Airport's designation as an AIP airport combined with its inability to qualify for federal funds put this airport at a disadvantage.
- A regional airport manager recently landed at this airport and noted that the taxiway is in need of reconstruction.



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**Reviewer Name / ACT:** COACT

**Applicant Name:** City of Madras/ Madras Municipal Airport      **Application Number:** C17-S33-01-FAA

**Project Name:** Madras Parallel Taxiway Reconstruction - Design

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• With increase in larger planes, taxiway rehab is needed. Increased abilities at Madras will lead to local jobs, etc.</li> </ul>
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Long-term possibilities. Infrastructure must be in place for future business on field.</li> </ul>
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Yes. Madras and the function it performs in the aviation links is critical.</li> </ul>

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**

• Project is part of Aviation Link.



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**Reviewer Name / ACT:** COACT  
**Applicant Name:** City of Prineville / Prineville Airport      **Application Number:** C17-S39-01-FAA  
**Project Name:** FAA Match for Prineville Airport Run-up Apron, Tie-Down Apron, & Airport Beacon Replacement

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Aprons needed with increase in larger planes. Increased abilities at Prineville will lead to local jobs, etc.</li> <li>• Safety, functionality, viability of airport</li> </ul>
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Long-term possibilities. Infrastructure must be in place for future business on field.</li> </ul>
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Yes. Prineville and the function it performs in the aviation links is critical.</li> </ul>

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**

- A good project for COAR, Great leverage of Federal dollars.



**A-1 STATUTORY CONSIDERATION REVIEW FORM**  
**ACTs Statutory Review Form 2016**

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**Reviewer Name / ACT:** COACT

**Applicant Name:** City of Prineville / Prineville Airport      **Application Number:** C17-S39-02-FAA

**Project Name:** Match 2017 FAA AIP \$300,000 Grant for construction of a public use aircraft parking apron, connector taxiways, fencing, and public helipads

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• With increase in larger planes, Aprons are needed, including a SEAT. Increased construction at Prineville will lead to local jobs, etc.</li> </ul>
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Long-term possibilities. Infrastructure must be in place for future business on field. Leveraging FAA funds locally.</li> </ul>
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Yes. Prineville and the function it performs in the aviation links is critical.</li> </ul>

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
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If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**

- Great leverage of Federal Dollars, Project is in work and ready to proceed.
- Leveraging opportunities include: (1) complementary to heli-tech operation between Prineville and

**Reviewer Name / ACT:** COACT  
**Applicant Name:** City of Prineville / Prineville Airport  
**Application Number:** C17-S39-02-FAA  
**Project Name:** Match 2017 FAA AIP \$300,000 Grant for construction of a public use aircraft parking apron, connector taxiways, fencing, and public helipads

**ACT Comments:**

- Great leverage of Federal Dollars, Project is in work and ready to proceed.
- Leveraging opportunities include: (1) complementary to heli-tech operation between Prineville and USFS, and (2) complementary to an airbase project to put all emergency services on one side of airport.



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**Reviewer Name / ACT:** COACT

**Applicant Name:** Lake Billy Chinook Airport Dev Corp/ Lake Billy Chinook Airport      **Application Number:** C17-5S5-01R-E

**Project Name:** Runway chip seal Runway 16/34

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Potential to increase future fixed-base operations, hangars, etc.</li> </ul>
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Allows for another well-maintained link in the aviation economic spoke.</li> <li>• Has potential to get more planes flying</li> <li>• Recreation</li> </ul>
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Increased Fixed wing and Rotor Wing Operations occurring.</li> </ul>

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**

- This is a good project for a small underfunded airport with great potential for growth/increased use.
- This project is a good opportunity for use of funds if only a small amount of funding remains after



**Reviewer Name / ACT:** COACT  
**Applicant Name:** Lake Billy Chinook Airport Dev Corp/ Lake Billy Chinook Airport  
**Application Number:** C17-5S5-01R-E  
**Project Name:** Runway chip seal Runway 16/34

**Section 1, Question 14 – Economic Benefit**

- Allows for another well-maintained link in the aviation economic spoke.
- Has potential to get more planes flying
- Recreation

**ACT Comments:**

- This is a good project for a small underfunded airport with great potential for growth/increased use.
- This project is a good opportunity for use of funds if only a small amount of funding remains after priority category 1 and 2 projects.



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**Reviewer Name / ACT:** Shelley Humble, LaneACT  
**Applicant Name:** City of Eugene - Eugene Airport      **Application Number:** C17-EUG-01-FAA  
**Project Name:** Alpha Rehab Design

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The applicant responded no. The LaneACT thinks this is an important maintenance project but agrees it does not provide the benefits described here.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to the applicant's response on page 3 of the application. The Lane ACT agrees this is a beneficial project.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to the applicant's response. The LaneACT agrees this airport provides a critical link and that maintaining it's operation is essential.

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
 Question 16: The applicant will provide a 50% match for the COAR grant. Their contribution to the total project cost is 3% (\$12,518 / \$400,591)



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**Reviewer Name / ACT:** Shelley Humble, LaneACT  
**Applicant Name:** City of Eugene - Eugene Airport      **Application Number:** C17-EUG-02R-E  
**Project Name:** Access Control Upgrades

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The applicant responded no. The LaneACT thinks this is an important project but agrees it does not provide the benefits described here.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to the applicant's response on page 3 of the application. The Lane ACT agrees this is a beneficial project.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to the applicant's response. The LaneACT agrees this airport provides a critical link and that maintaining security is essential.

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

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 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
 No additional comments.



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**Reviewer Name / ACT:** Chuck Covert  
**Applicant Name:** City of Arlington **Application Number:** C-17-1S8-01-E  
**Project Name:** Runway 6-24 Paving and Parking Apron- Phase 1

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, the project will allow more planes to land at the airport that would otherwise divert to more distant location due to present runway conditions. see attach
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, increased business aviation access to the airport and adjacent industrial site will support business development.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, The airport is adjacent to the newly certified industrial park. Paving the runway will enhance access for anyone that requires runways and industrial land.

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
 The Arlington Airport will not continue to be usable without some type of maintenance in the near future.



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Reviewer Name / ACT: Craig Pope/ MWACT

Applicant Name: City of Aurora

Application Number: C17-UAO-01-E

Project Name: UGB Analysis- Aurora State Airport Section 1:

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Project is a study. No findings in the study can assure implementation of a plan or project.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Project is a study. No findings in the study can assure implementation of a plan or project.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Defined by applicant as unknown but expected.

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%	
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
Is the proposed transportation project ready for construction or ready for implementation?	0 - 6	7 - 12	13 - 18	19 - 24	over 24
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
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Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:  
 Question 18 is undefined by applicant because they answered "no".



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Reviewer Name / ACT: NEACT Ken Patterson  
 Applicant Name: City of Enterprise Application Number: C17-854-01-E  
 Project Name: Enterprise Municipal Airport Runway Light Replacement

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improves access to aviation related jobs
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	allows 24 hour service
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Provides nighttime usage

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5% cost match, but did not include value of applicant supplied materials. We suspect there is more value in their match than noted.

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



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Reviewer Name / ACT: NEACT Ken Patterson  
 Applicant Name: Morrow County Application Number: C17-959-01-FAM  
 Project Name: Apron Construction

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Accommodate large aircraft
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Increase diversity of aircraft types.

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe.  
 If the project does not involve construction, whether the project is ready for implementation.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



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Reviewer Name / ACT: NEXACT Ken Pattison  
 Applicant Name: City of Hermiston Application Number: C17-HR1-01-FAA  
 Project Name: Master Plan Update 2017

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:





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Reviewer Name / ACT: NEACT Ken Patterson  
 Applicant Name: Union County Application Number: C17-L6D-01-FAA  
 Project Name: Airport Beacon and Beacon Tower Replacement

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	critical for 24 Hr. operation
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L6D is an airport of regional significance. This improves this link of the statewide network of airports.

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe.  
 If the project does not involve construction, whether the project is ready for implementation.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



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Reviewer Name / ACT: NEACT Ken Patterson  
 Applicant Name: Union County Application Number: C17-160-02-FAA  
 Project Name: RW 16-34 & TW D Rehab Plan Design - Enviro (EA) + 30% Design in support of the EA

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	reduce with diversions a main runway. Important for airfreight / medical.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (In months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe.  
 If the project does not involve construction, whether the project is ready for implementation.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.



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Reviewer Name / ACT: NEACT Ken Patterson  
 Applicant Name: La Grande/Union County Application Number: C1746D-E  
 Project Name: Union County Airport Severe Rehabilitation

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improves infrastructure @ airport & associated aviation related development
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	jobs creation @ airport
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Makes more activity @ LGD possible. Is regional hub in aviation network

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe.  
 If the project does not involve construction, whether the project is ready for implementation.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



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Reviewer Name / ACT: NEACT Ken Patterson  
 Applicant Name: Eastern Oregon Regional Airport Application Number: C17-PDT-02-FAA  
 Project Name: Runway Hot Spot: Environmental & Design

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>Eliminates FAA Hotspot Increases efficiency/utilization</u>

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 Whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe.  
 If the project does not involve construction, whether the project is ready for implementation.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



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Reviewer Name / ACT: NWACT (Composite of Bradley/Knight/Miranda Reviews)  
 Applicant Name: Port of Astoria Application Number: C17-AST-01-E  
 Project Name: Airport Maintenance Equipment

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Existing equipment is failing. Owning maintenance equipment reduces operational costs.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Equipment is critical to maintaining airport operational capacity and business/job retention/expansion.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Maintaining operational capability is critical for North Coast regional services, particularly emergency response.

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe**.  
 If the project does not involve construction, whether the project is **ready for implementation**.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:

*Reviewer: Jim Knight 12/15/16*



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Reviewer Name / ACT: NWACT (Composite of Bradley/Knight/Miranda Reviews)
Applicant Name: Port of St Helens Application Number: C17-SPB-01R-FAA
Project Name: Future AIP 23 Match - Phase II Taxiway Relocation Design

Section 1:

Table with 4 columns: Agree, Somewhat Agree, Disagree, Comments. Contains questions 13, 14, and 15 regarding transportation costs, economic benefit, and critical link.

Section 2:

Question 16 - Project Funding table with columns for cost percentages: 0% - 25%, 26% - 50%, 51% - 75%, 76% - 100%.

Question 17 - Project Readiness\* table with columns for project's readiness to start in months: 0-6, 7-12, 13-18, 19-24, over 24.

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe. If the project does not involve construction, whether the project is ready for implementation.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy table with columns for expected useful life in years: 0-5, 6-10, 11-15, 16-20, over 20.

No Conflict of Interest Certification: I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:

Handwritten signature and date: Jim Knight - Reviewer, 12/15/16



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Reviewer Name / ACT: NWACT (Composite of Bradley/Knight/Miranda Reviews)  
 Applicant Name: Port of Tillamook Bay Application Number: C17-TMK-01-FAA  
 Project Name: FAA Apron Match

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$5,700 request leverages \$63,000 FAA \$. Adds capacity near UPS cargo area.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Additional parking will attract new transient aircraft stops/layovers.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Regain aircraft parking and add security/heliport area. Connects airport/industrial park to Hwys 101 & 6.

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:  
 Project is ranked #2 in importance of the 3 Tillamook applications. Q. 18, Phase I of a larger project with a long expected life

*Reviewer: [Signature] - Jim Knight 12/15/16*



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Reviewer Name / ACT: NWACT (Composite of Bradley/Knight/Miranda Reviews)  
 Applicant Name: Port of Tillamook Bay Application Number: C17-TMK-02-E  
 Project Name: Equipment Match

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Proper equipment is critical to operations. \$30K request leverages more than \$93,000 FAA \$. More efficient, safer airport helps retain clients/jobs.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improves self-reliance of airport
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Maintains operation capability for a critical regional airport. Equipment will improve airport efficiency and security.

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:  
 Project is ranked #1 in importance of the 3 Tillamook applications.

Reviewer *[Signature]* JIM KNIGHT 12/15/16





**A-1 STATUTORY CONSIDERATION REVIEW FORM**  
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Reviewer Name / ACT: NWACT (Composite of Bradley/Knight/Miranda Reviews)  
 Applicant Name: Port of Tillamook Bay Application Number: C17-TMK-03-E  
 Project Name: Preliminary Hangar Development Phase 1

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This grant will leverage \$6,000 of ODA funding for a future FAA hangar development. Adds (larger) hangar capacity.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Upon completion, the new hangars, including jets, will keep Tillamook FAA compliant. Accommodate client business expansion
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If FAA funds the development of the future hangars

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

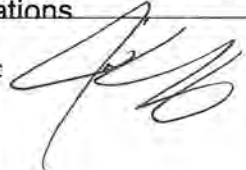
\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:  
**Q 18 -- If hangars are built, life expectancy is over 20 years. Project is ranked #3 in importance of the 3 Tillamook applications**

Reviewer:  **JIM KNIGHT** 12/15



## A-1 STATUTORY CONSIDERATION REVIEW FORM ACTs Statutory Review Form 2016

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**Reviewer Name / ACT:** Region 1 ACT

**Applicant Name:** Port of Hood River **Application Number:** C17-4S2-01-FAA

**Project Name:** South Taxiway & Apron Rehabilitation Construction

### Section 1:

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Would also improve wildland firefighting aviation efficiency.

### Section 2:

	0% - 25%	26% - 50%	51% - 75%	76% - 100%
<b>Question 16 - Project Funding</b> How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
<b>Question 17 - Project Readiness*</b> Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe**.  
 If the project does not involve construction, whether the project **is ready for implementation**.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
<b>Question 18 - Life Expectancy</b> Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
 This application is to assist with matching a Federal Aviation Administration grant. Because of the economic, public safety and emergency response roles played by this airport, this application should be

**Reviewer Name / ACT:** Region 1  
**Applicant Name:** Port of Hood River  
**Application Number:** C17-4S2-01-FAA  
**Project Name:** South Taxiway & Apron Rehabilitation Construction

**ACT Comments:**

This application is to assist with matching a Federal Aviation Administration grant. Because of the economic, public safety and emergency response roles played by this airport, this application should be prioritized over others in the same category.



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Reviewer Name / ACT: Region 1 ACT  
 Applicant Name: Twin Oaks Airpark Inc Application Number: C17-7S3-01R-E  
 Project Name: Back Up Electrical Generator

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will benefit the airpark during emergencies or disasters.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:  
 Having a backup generator could be critical in a disaster or emergency situation.



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Reviewer Name / ACT: Region 1 ACT
Applicant Name: Twin Oaks Airpark Inc
Project Name: Taxiway Rehabilitation
Application Number: C17-7S3-02-E

Section 1:

Table with 4 columns: Agree, Somewhat Agree, Disagree, Comments. Contains questions 13, 14, and 15 regarding transportation costs, economic benefit, and critical link.

Section 2:

Question 16 - Project Funding table with columns: 0% - 25%, 26% - 50%, 51% - 75%, 76% - 100%. Question: How much of the cost of the proposed transportation project can be borne by the applicant for the grant.

Question 17 - Project Readiness\* table with columns: 0 - 6, 7 - 12, 13 - 18, 19 - 24, over 24. Question: Is the proposed transportation project ready for construction or ready for implementation?

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe. If the project does not involve construction, whether the project is ready for implementation.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy table with columns: 0 - 5, 6 - 10, 11 - 15, 16 - 20, over 20. Question: Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

[X] No Conflict of Interest Certification: I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments: Replacing failing taxiways that are rated very poor will benefit the airpark and its users. Preventative maintenance will save costs later



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**Reviewer Name / ACT:** Bern Case, Rogue Valley ACT  
**Applicant Name:** City of Ashland **Application Number:** C17-S03-01-FAA  
**Project Name:** City of Ashland Airport Master Plan/ALP Update

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Indicates "N/A"
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Indicates "N/A"
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Indicates "N/A"

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
 No conflict



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**Reviewer Name / ACT:** Bern Case, Rogue Valley ACT

**Applicant Name:** Josephine County **Application Number:** C17-3S8-01-ORP

**Project Name:** Airport Improvement Triple Play - New runway non-precision instrument approach markings; Jet-A fuel storage tank; auto-power transfer switches for the Grants Pass Airport emergency power generator

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**

No conflict



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**Reviewer Name / ACT:** Bern Case, Rogue Valley ACT

**Applicant Name:** Josephine County **Application Number:** C17-3S8-02-FAA

**Project Name:** AIP-11 Match, East Side Parallel Taxiway, Grants Pass Airport

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
No conflict





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**Reviewer Name / ACT:** Bern Case, Rogue Valley ACT  
**Applicant Name:** Josephine County Airports **Application Number:** C17-3S8-01R-FAA  
**Project Name:** AIP-010 Match W. Hangar Access Taxilane for Grants Pass Airport

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
 No conflict



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**Reviewer Name / ACT:** Bern Case, Rogue Valley ACT  
**Applicant Name:** Josephine County Airports **Application Number:** C17-3S4-01-FAA  
**Project Name:** Airfield Lighting and Electrical Improvements and Apron Pavement Reconstruction - Phase 1 Design

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	"No"
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	During design and construction only
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Low use airport

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
 No conflict



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**Reviewer Name / ACT:** Bern Case, Rogue Valley ACT  
**Applicant Name:** Josephine County Airports **Application Number:** C17-3S4-02-FAA  
**Project Name:** Airfield Lighting and Electrical Improvements and Apron Pavement Reconstruction - Phase 2 Construction

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	"No"
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	During design and construction only
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Low use airport

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

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 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
 No conflict



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**Reviewer Name / ACT:** Bern Case, Rogue Valley ACT  
**Applicant Name:** Josephine County Airports **Application Number:** C17-3S4-04-E  
**Project Name:** Airport Equipment/Maintenance Building Upgrades

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	"No"
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	"No"
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	"No"

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:**  
 No conflict



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Reviewer Name / ACT: James Bellet / South Central Oregon ACT

Applicant Name: Beaver Marsh Airport

Application Number: C17-2S2-01-E

Project Name: Safety Widening and Lengthening

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project does not reduce transportation cost. The jobs created are only for a short duration.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The work will not benefit the state. It would increase benefit for emergency use only.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Beaver Marsh is not a critical link in the system.

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon fund?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**

If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments: **This project would help pilots flying on the east side of the Cascades as an emergency stop, but would not help the overall transportation system.**



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**Reviewer Name / ACT:** James Bellet  
**Applicant Name:** City of Klamath Falls – Airport Department      **Application Number:** C17-LMT-01-E  
**Project Name:** Airport Way Finding/Signs Update

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any decrease in time wasted by staff or the public in looking for directions improves the transportation system.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any improvement to signage around the state is a benefit especially to tourists or people unfamiliar with a new area.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Finding your way to an airport and moving around in the airport environment in a safe and efficient way is a critical link in the transportation system.

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon fund?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:** The airport has undergone a rebranding from the "Klamath Falls Airport" to the "Crater Lake-Klamath Regional Airport". The signs around Klamath Falls need to be changed, the rebranding was part of the South Central Oregon Economic Development District's Economic Development Strategy 2013-2018 Plan.



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Reviewer Name / ACT: James Bellet  
 Applicant Name: Lake County Airport Application Number: C17-LKV-01-E  
 Project Name: Emergency Generator Installation

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safely completing a flight at night to the airport is one of the main reasons for the project.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any increase in safety of a flight is an economic benefit to the state.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This is a critical link that needs to be improved. If the power is cut for any reason, an emergency flight could be in jeopardy.

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon fund?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:

Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**

If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments:** The generator will provide a critical service if power is lost at night. Emergency crews that use the airport are supporting this effort and expressed their concern about the future safety of flight into Lake County airport.



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Reviewer Name / ACT: James Bellet / South Central Oregon ACT  
 Applicant Name: City of Malin Application Number: C17-4S7-01-E  
 Project Name: Malin Airport Secure Fencing and Chip Seal Project

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project will improve security for the airport but is unrelated to the overall system for reduction of cost.
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The economic benefit would be only the labor and materials money spent at the time of construction.
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project will not improve the utilization of the system but will improve security and time extension of the runway.

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon fund?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

**Comments: This project is one that needs to be done, but maybe with funding from another source. There is local support for the project and it will help with the maintenance of the runway.**





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Reviewer Name / ACT: SEACT Summary  
 Applicant Name: Grant County Application Number: C17-GCD-01-E  
 Project Name: Helicopter Concrete Parking Pads

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

<b>Question 16 - Project Funding</b>	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Question 17 - Project Readiness*</b>	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe.  
 If the project does not involve construction, whether the project is ready for implementation.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

<b>Question 18 - Life Expectancy</b>	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:

Applicant Name: Grant County  
Application #: C17-GCD-O1-E  
Project Name: Helicopter Concrete Parking Pads

COMMENTS:

Question 13 - Reduced Transportation Costs or Improved Access to Jobs:

- Could help local jobs with more use.
- May stimulate increased helicopter traffic and improve airport self-sufficiency; unclear how much traffic is currently diverted because they lack pavement.
- Reduces risk of injury to helicopters & surrounding buildings-saving on repair cost.

Question 14 - Economic Benefit:

- This is a very nice facility and has received a number of grants. This will add value-but is not as critical as others.
- Important to the efforts of maintaining jobs through the Forest Service.
- Improving the local economy does improve the state.
- Project may indirectly stimulate Grant County economy by increasing revenues from lodging and other services.
- Reduces risk of damage which could be a potential cost.

Question 15 – Critical Link:

- Helicopters are a useful link to the transportation system.
- Will improve fire suppression efforts in the region and provides safer landing and parking for helicopter traffic currently using the site.
- It will improve utilization and be more efficient.

General Comments:

- I'm not sure \$50,000 is enough to complete this project.
- Project budget of \$50,000 is not sufficient.
- Project is not scoped or planned.
- This is a low cost project achievable on a short timeframe; fairly decent return on investment.
- Other than fire season and possibly Med-Air, it is uncertain if this will be used. However there is potential for more use and better connectivity.



**A-1 STATUTORY CONSIDERATION REVIEW FORM**  
**ACTs Statutory Review Form 2016**

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Reviewer Name / ACT: SEACT Summary  
 Applicant Name: City of Ontario Application Number: C17-ONO-01-FAA  
 Project Name: Ontario Municipal Airport Electrical Project AIP 13

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Wanted to include FAA funding as match (outside of COAR program)*

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
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 If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:

Applicant Name: City of Ontario  
Application #: C17-ONO-01-FAA  
Project Name: Ontario Municipal Airport Electrical Project AIP 13

COMMENTS:

Question 13 - Reduced Transportation Costs or Improved Access to Jobs:

- This is truly a many faceted airport and serves all industries & safety is paramount.
- Would improve use by providing safer night time use of the airport.
- Applicant states that taxiway lighting, signage and apron lighting allow planes to operate more cost effectively, but doesn't say how.
- Increases access by allowing night air traffic and makes it safer by adding the lighting and signage.

Question 14 - Economic Benefit:

- Improving the operation of night time use improves local business use.
- Applicant estimates night approaches "will increase greatly from the existing numbers" but doesn't say what current numbers are.
- Increases air traffic flow.

Question 15 – Critical Link:

- As this area is a transportation hub it is critical to all development.
- Improving night time use strengthens the transportation system.
- Unclear from applicant's narrative that improving nighttime instrument approaches will measurably improve utilization of the airfield; who are the customers?
- Potential to increase night approaches-with safety measures it will be more efficient.

General Comments:

- The multi-dimensional use of this airport is critical to all areas of business (ag, government) private industry, etc.
- Project is ready-FAA funding appears approved.
- I support the Ontario application largely due to the FAA AIP matching funds available to the state. Any time we can take advantage of federal funding we should. However, if the application is awarded, I would make it contingent on the receipt of the FAA funds. The applicant has not demonstrated a clear need for the lighting project as an Economic Development initiative or provided evidence of local support beyond Rep. Bentz, and it is unclear if nighttime air traffic would actually increase as a result of the improved lighting.

The runway 14 PAPI appears to be the only FAA-mandated component of the application. The rest is ancillary to the operation and the statement that it will save money by increasing efficiency may be true but is not supported by evidence in the application.

- This project has merit in increasing safety, access and efficiency.
- The requested funds in the COAR application are being used for leverage on a separate grant, which is 10% of the whole project.



**A-1 STATUTORY CONSIDERATION REVIEW FORM**  
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Reviewer Name / ACT: SEACT Summary  
 Applicant Name: City of Vale Application Number: C17-S49-01-E  
 Project Name: Miller Memorial Airport Parking Area & Taxi Way - Phase 1

**Section 1:**

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Section 2:**

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe.  
 If the project does not involve construction, whether the project is ready for implementation.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

*CHANGED  
 During  
 WITH  
 PROJECT CANI COSTA.  
 During Peak Use SEVERAL  
 SPRING - SUMMER*

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:

Applicant Name: City of Vale  
Application #: C17-S49-01-E  
Project Name: Miller Memorial Airport Parking Area & Taxi Way – Phase 1

COMMENTS:

Question 13 - Reduced Transportation Costs or Improved Access to Jobs:

- Would improve use by private aircraft which improves access to jobs. Retains BLM jobs.
- The Park appears to have broad community support from businesses and external stakeholders.
- It will provide more direct commute for BLM, U.S.Gov employees and local aircraft.

Question 14 - Economic Benefit:

- Improving the operation of the BLM saves state forest dollars.
- May improve access to additional opportunities, but more likely will keep existing businesses in place.
- Increase air traffic, potential for private hanger investment increase , potential for increased commerce in Vale.

Question 15 – Critical Link:

- The number of jobs in this small town are for reaching BLM & firefighting staff
- N/A
- Airport improvements always improve Oregon’s transportation system.
- Utilization should increase with the paving, may open up opportunities for growth but applicant did not address this question (put N/A).
- I would argue it is with the potential for growth in the area if proper resources are available.
- When Boise, Nampa and Ontario airports get fogged in the next airport is Vale. Currently the planes with low props have to park on the runway to avoid prop damage. The next closest airport is Burns and that could be out of fuel range.

General Comments:

- I do not believe that \$150,000 is sufficient budget to complete the work described.
- This phased project is strongly supported by airport users – economically viable.
- If we are going to have two airports within 16 miles of each other, one should at least get pavement.
- This is a worthy project that would increase safety and usability of the Vale Airport. Potentially increasing economic growth in the area.
- This project is time sensitive. Construction can only be done in the fall as the airport is used for agricultural purposes and fire suppression in the spring and summer. The project is ready to go.



RANK # 4

A-1 STATUTORY CONSIDERATION REVIEW FORM  
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Reviewer Name / ACT: Robb Paul  
 Applicant Name: CURRY COUNTY Application Number: C17-BOK-OIR-FAA  
 Project Name: AGIS OBSTRUCTION SURVEY

Section 1:

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	INCREASES SAFETY TO IMPROVE USE OF THE AIRPORT
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SUPPORTS AVIATION USE OF THE FACILITY
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	IMPROVES THIS FACILITY TO INCREASE THE ABILITY OF STATEWIDE USE

Section 2:

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
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 If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



RANK # 3

A-1 STATUTORY CONSIDERATION REVIEW FORM  
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Reviewer Name / ACT: Robb Paul  
 Applicant Name: PORT OF GOLD BEACH Application Number: C17-451-01-FAA  
 Project Name: MASTER PLAN / BEACON / AGIS SURVEY

Section 1:

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	INCREASES TOURISM INDUSTRY IN THE AREA
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	INCREASE ACCESS TO THE AIRPORT AND SURROUNDING BUSINESSES
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	IMPROVES SAFETY AND ACCESS TO THE GOLD BEACH AIRPORT

Section 2:

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
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Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:





RANK # 6

A-1 STATUTORY CONSIDERATION REVIEW FORM  
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Reviewer Name / ACT: Robb Paul  
 Applicant Name: PORT OF GOLD BEACH Application Number: C17-451-02-E  
 Project Name: FUEL TANK REPLACEMENT

Section 1:

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ALLOWS AIRCRAFT TO MAKE LESS STOPS AND REDUCE INBOUND FUEL LOAD ON AIRCRAFT
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SUPPORTS ADDITIONAL AVIATION USE OF THE FACILITY
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	FUEL AT THE SITE WILL IMPROVE THE SITE FOR STATEWIDE USE

Section 2:

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
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Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



RANK #7

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Reviewer Name / ACT: Robb Paul  
 Applicant Name: CITY OF MYRTLE CREEK  
 Project Name: HANGAR AND SWEEPER

Application Number: C17-165-01-E

Section 1:

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	POTENTIAL FOR ADDITIONAL AIRPORT RELATED BUSINESS
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	POTENTIAL FOR ADDITIONAL JOB CREATION
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EQUIPMENT ON SITE ALLOWS FOR BETTER MAINTENANCE AT AIRPORT

Section 2:

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



RANK # 2

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Reviewer Name / ACT: Robb Paul  
 Applicant Name: CITY OF ROSEBURG Application Number: C17-RBG-01-FAA  
 Project Name: ROSEBURG MASTER PLAN/ALP UPDATE

Section 1:

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PROJECT WILL IMPROVE FACILITIES AT THE AIRPORT INCLUDING SAFETY
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	IMPROVED FACILITIES WILL INCREASE BUSINESS USE OF THE AIRPORT
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE AIRPORT COULD BECOME A MORE ESSENTIAL LINK IN THE STATEWIDE SYSTEM

Section 2:

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:



RANK #1

A-1 STATUTORY CONSIDERATION REVIEW FORM
ACTs Statutory Review Form 2016

- Please read the Aviation Project Funding Request - Instructions to Reviewers prior to completing this form.
The Instructions to Reviewers and ACTs Statutory Review Form are available on the Oregon Department of Aviation website.
Comment areas are provided to note information critical to your evaluation: How you arrived at your decision.
Save a completed electronic version of this document for each application you evaluate.
Email completed evaluation forms to ASAP@aviation.state.or.us no later than December 23, 2016.

Reviewer Name / ACT: Robb Paul
Applicant Name: CITY OF ROSEBURG
Project Name: OBSTRUCTION REMOVAL/LIGHTING
Application Number: C17-RB6-02-FAA

Section 1:

Table with 4 columns: Agree, Somewhat Agree, Disagree, Comments. Contains questions 13, 14, and 15 regarding transportation costs, economic benefit, and critical link.

Section 2:

Question 16 - Project Funding table with columns for cost percentages: 0% - 25%, 26% - 50%, 51% - 75%, 76% - 100%.

Question 17 - Project Readiness\* table with columns for Project's Readiness to Start (in months): 0 - 6, 7 - 12, 13 - 18, 19 - 24, over 24.

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready to begin elements of work necessary to commence with construction in a reasonable timeframe.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy table with columns for Expected Useful Life (in years): 0 - 5, 6 - 10, 11 - 15, 16 - 20, over 20.

No Conflict of Interest Certification: I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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.

Comments:



RANK # 5

A-1 STATUTORY CONSIDERATION REVIEW FORM  
ACTs Statutory Review Form 2016

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- The *Instructions to Reviewers* and *ACTs Statutory Review Form* are available on the [Oregon Department of Aviation website](#).
- **Comment areas are provided to note information critical to your evaluation: How you arrived at your decision.**
- Save a completed electronic version of this document for each application you evaluate.
- Email completed evaluation forms to [ASAP@aviation.state.or.us](mailto:ASAP@aviation.state.or.us) **no later than December 23, 2016.**

Reviewer Name / ACT: Robb Paul  
 Applicant Name: CITY OF ROSEBURG  
 Project Name: RUNWAY JUSTIFICATION

Application Number: C17-RBG-03-ORP

Section 1:

	Agree	Somewhat Agree	Disagree	Comments
<b>Question 13 - Reduced Transportation Costs or Improved Access to Jobs</b> Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE INCREASED RUNWAY LENGTH SAVED BUSINESS MONEY BY ALLOWING ADDITIONAL OPERATIONS
<b>Question 14 - Economic Benefit</b> Does the proposed transportation project result in an economic benefit to the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	THE FAA WOULD FUND MAINTENANCE ON THE INCREASED RUNWAY
<b>Question 15 - Critical Link</b> Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	OREGON RESILIANCY PLAN TIER 1 OPERATION MOVING GOODS TO COASTAL AREA

Section 2:

Question 16 - Project Funding	0% - 25%	26% - 50%	51% - 75%	76% - 100%
How much of the cost of the proposed transportation project can be borne by the applicant for the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 17 - Project Readiness*	Project's Readiness to Start (in months)				
	0 - 6	7 - 12	13 - 18	19 - 24	over 24
Is the proposed transportation project ready for construction or ready for implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:  
 Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**  
 If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Question 18 - Life Expectancy	Expected Useful Life (in years)				
	0 - 5	6 - 10	11 - 15	16 - 20	over 20
Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Conflict of Interest Certification:** I do not have any conflict of interest with the proposer submitting this project application. A conflict of interest means the member is 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 conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

Comments:

# **APPENDIX D**

## ARC Meeting Minutes

**Aviation Review Committee Review of COAR Grant Applications**  
**Minutes**



Pursuant to ORS 319.020(3)(a) on February 2, 2017, the Oregon Department of Aviation convened the Aviation Review Committee (ARC). The ARC is comprised of a member of each of the state's 12 Area Commissions on Transportation.

**Date:** February 2, 2017

**Location:** **Salem Municipal Airport (McNary Field)**  
 2990 25<sup>th</sup> Street SE  
 Salem, OR 97302  
 (Located in the terminal holding room)

**Teleconference:** Toll-Free Number: 1-866-423-8755  
 Participant Code: 172240

Call to Order: The meeting was called to order at 10:00 a.m. by Director Swecker.

Roll Call: Jim Knight, Northwest Oregon ACT; Doug Daoust, Region 1 ACT; Craig Pope, Mid-Willamette Valley ACT; Chris Bailey, Cascades West ACT; Shelley Humble, Lane County ACT; Jennifer Groth, South West ACT; Bern Case, Rogue Valley ACT; Chuck Covert, Lower John Day ACT; Doug Wright, North East ACT; Gary Judd, Central Oregon ACT; Jim Bellet, South Central ACT; Haley Walker, South East ACT were in attendance for the Aviation Review Committee (ARC)

Director Mitch Swecker, Heather Peck, Nohemi Ramos and Matt Lawyer were in attendance for the Oregon Department of Aviation.

**INFORMATION & REVIEW ITEMS\***

**Item 1:** ODA Director Mitch Swecker provided brief comments followed by ARC, Staff and participant introductions.

Matt Lawyer, Oregon Department of Aviation, was the facilitator and discussed housekeeping items. Mr. Lawyer also recommended that the vote be a majority vote for recommendation to the State Aviation Board. Mr. Lawyer suggested that the ARC follow Robert's rules with an open motion and a second followed by discussion and then a vote. Mr. Lawyer stated that, staff will call roll and request your aye or nay on the action. There are 12 votes, a tie will result in a failed vote and be sent back for discussion.

The ARC approved via a straw poll.

Mr. Lawyer also identified the need to appoint a Chair for the ARC that will assist staff as the representative for the ARC at the State Aviation Board.

**Item 2:** Nohemi Ramos, Oregon Department of Aviation, provided a presentation of the projects to the ARC.

**Action:** A motion was made by Bern Case and Seconded by Jennifer Groth that the Aviation Review Committee recommend approval of the Priority I and Priority II as presented by staff.  
**Some discussion followed.**

**Vote:** Motion passed unanimously.

Following a short recess, Ms. Ramos continued the conversation on priority III.

Discussion on how to break the ties in priority III occurred. The ARC members discussed a variety of alternative criteria for breaking the priority III ties.

**Action:** A motion was made by Doug Daoust and Seconded by Bern Case that the ARC use two criteria for breaking ties for the Priority III projects. 1<sup>st</sup> priority would be percent of grant match (the higher the grant-match the better); 2<sup>nd</sup> criteria would be equity criteria considering how many grants have already been funded to that particular airport in priorities I and II. Use safety as third criteria, if required.

**Some discussion followed.**

**Vote:** Motion passed 11 ayes to 1 nay

**Item 3.** Staff and the ARC recessed to re-order the list according to the criteria.

**Item 4:** The ARC reconvened and was provided with the new list according to the criteria the ARC set forth in the motion.

Ms. Ramos and Mr. Lawyer described how each of the ties was broken with the new criteria and no additional criteria was required if the ARC wanted to move forward as presented.

**Action:** A motion was made by Doug Daoust and Seconded by Shelley Humble that the ARC recommend the list of priority III as presented with the new criteria.

**Some discussion followed.**

**Vote:** Motion passed unanimously

There was a round robin discussion where staff and members of the ARC discussed things that worked as well as ways to improve or expand upon aspects of the program.

A motion was made by Doug Daoust and Seconded by Bern Case to appoint Jim Knight as the Aviation Review Committee Chair for the next year.

No Discussion.

Action: Motion passed unanimously

The meeting adjourned at 1:15 p.m.

Full audio of the Aviation Review Committee may be found:

[http://www.oregon.gov/aviation/Pages/COAR\\_Critical\\_Oregon\\_Airport\\_Relief\\_Program.aspx](http://www.oregon.gov/aviation/Pages/COAR_Critical_Oregon_Airport_Relief_Program.aspx)