



Final Recommendation Report

ConnectOregon V Final Review Committee

June 11, 2014

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1 Introduction

This report summarizes the *ConnectOregon V* (CO V) Program development and project selection process from August 2013 through June 11, 2014. Section 2 describes the development of the *ConnectOregon V* program, Section 3 explains and documents the application review by the modal and regional committees, and Section 4 documents the actions of the Final Review Committee (FRC).

2 *ConnectOregon V* Program Development

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

2.1 Policy Team Guidance

In August 2013, ODOT formed a *ConnectOregon V* Policy Team to provide executive level direction during the CO V program development and project selection. The CO V Policy Team was chaired by Jerri Bohard, Administrator, Transportation Development Division, and included the ODOT Assistant Director, Government Relations Manager, Rail & Transit Division Administrator, Public Transit Administrator, Communications Section Manager, and Freight Planning Program Manager.

2.2 Administrative Rule Development

The *ConnectOregon* program administrative rules (OAR 731, Division 35) were updated to reflect statutory changes made by the Legislature during the 2013 Oregon Legislative session. (<https://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx>) These changes include:

- Addition of provisions for inclusion of bicycle/pedestrian as an eligible mode for *ConnectOregon* projects;
- Clarification of rules around Oregon Department of Aviation's administrative responsibilities;
- Requirements for grant recipients to report on project performance measures;
- Addition of language pertaining to certain grant prohibitions for railroads that operate wholly within Linn and Benton counties;
- Slight modification to the disbursement of program funds paid on a reimbursement basis;
- Provision for five percent of awarded funds to be withheld from each recipient reimbursement request with standards for release as recipient conditions are met;
- Standards for releasing retained funds:
 - o Eighty percent of withheld funds will be released upon final project acceptance by ODOT.
 - o Twenty percent of withheld funds will be released upon receipt of a project report that describes project performance measures and jobs retained or created as a result of the project.

The aforementioned amended Administrative Rule was adopted by the Oregon Transportation Commission on December 18, 2013 and posted on the *ConnectOregon* website until updated for *ConnectOregon VI*.

2.3 Application Procedures Development

Based on stakeholder feedback, ODOT staff streamlined CO V applications and application instructions. Furthermore, staff redesigned certain questions to address the addition of bicycle/pedestrian as an eligible mode for *ConnectOregon* funding. Application material and instructions were posted on ODOT's website on October 7, 2013 at <https://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx>.

As part of the application materials, a sample grant agreement was included to allow all applicants to be aware of the grant terms and conditions. The sample grant agreement may be viewed at <https://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx> under Supporting Materials.

3 ConnectOregon V Review Prior to the Final Review Committee

This section summarizes the project review process prior to the final review committee. Project applications were due on November 25, 2013. By the application due date, ODOT had received 109 CO V project applications.

3.1 Completeness, Eligibility and Feasibility Review

Staff from three state agencies (ODOT, Oregon Business Development Department and Department of Aviation) reviewed all applications for completeness, administrative eligibility, and technical feasibility. During this period, staff communicated with applicants to clarify specific information contained in the applications. The completeness, eligibility, and feasibility reviews ended on December 20, 2013. Based on these assessments, the Policy Team examined the project applications deemed to be ineligible or that contained elements that did not qualify for program funding. Three applications were deemed ineligible and removed from consideration. None of the three ineligible applicants appealed the decision. A total of 106 projects moved on to modal and regional review. (Note: Two eligible applications were withdrawn by the applicants at a later date due to factors internal to the applicants, leaving 104 projects for consideration.)

3.1.1 Economic Benefit Review

ConnectOregon staff worked with ODOT economists to update economic benefit scoring methodology for review staff to capture the degree of economic benefit a proposed project may have to the state and address the addition of bicycle/pedestrian as an eligible *ConnectOregon* mode. The revised scoring template identified specific CO V application questions related to each economic benefit consideration and provided a consistent method of assessing the economic benefit of each project. The scoring and subsequent tiering information was contained in the

“Instructions to Reviewers” (See Section 3.2 below) made available to applicants to inform applicants how the economic benefit consideration would be assessed. Each application received two economic benefit evaluations: one from an ODOT economist and one from an Oregon Business Development Department (OBDD) Business Development Officer. Where ODOT and OBDD scores differed by one point, the higher of the two scores was awarded. Where they differed by two points, the average score was awarded. When OBDD and ODOT scores differed by more than two points, reviewers held conferences to discuss their differences and develop a joint score. Staff Statutory Consideration reviews were completed on January 10, 2014. The

economic benefit assessment and scores were included in the review materials provided to each review committee.

3.1.2 Statutory Consideration Review

OAR 731-035-0060 requires review committees and the Oregon Transportation Commission to consider a set of five (5) Statutory Considerations when prioritizing projects. The five considerations are as follow:

- a. Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;
- b. Whether a proposed transportation project results in an economic benefit to this state (see Section 3.1.1 above);
- c. Whether a proposed transportation project is a critical link connecting elements of Oregon’s transportation system that will measurably improve utilization and efficiency of the system;
- d. How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Funds; and
- e. Whether a proposed transportation project is ready for construction.

ODOT staff developed and utilized a set of scoring criteria to determine to what extent each proposed project met the five Statutory Considerations. *ConnectOregon* staff used the aforementioned scoring criteria to award points to each project based on the project’s ability to meet each consideration. Each application was reviewed by relevant modal staff including: Department of Aviation staff, ODOT Rail & Transit Division staff, OBDD Marine Port staff and ODOT Active Transportation staff. Scores were awarded from 0 to 10 based on how thoroughly a project met each consideration. To thoroughly meet a consideration, a project must have demonstrated through application responses and independent verification, that the project will accomplish the intent of the consideration. Staff Statutory Consideration reviews were completed on January 10, 2014. The Statutory Consideration assessment and scores were included in the review materials provided to each review committee.

3.1.3 Tiers

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

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

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

3.2 Instructions to Reviewers

A detailed set of “Instructions to Reviewers” was published on October 7, 2013 for review committee members and the staff supporting review committees. The instructions provided for a single phase review process where each committee prioritized projects based on tiering scores and their knowledge and expertise.

3.3 Committee Review

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

3.3.1 Conflict of Interest

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

3.3.2 Modal Committees Review

Six Modal Review Committees reviewed the projects between February 10, 2014 and March 21, 2014. Modal Review Committees included the Oregon Aviation Board (OAB), Oregon Freight Advisory Committee (OFAC), Marine Projects and Planning Advisory Committee, Public Transit Advisory Committee (PTAC), Rail Advisory Committee (RAC) and Oregon Bicycle and Pedestrian Advisory Committee (OBPAC). Committees were asked to prioritize projects in order of each project’s ability meet the five (5) Statutory Considerations. Where project priority did not correspond with tier scores (i.e. a top priority project received a tier 3 score), review committees were asked to document the reasons for the difference. Modal Review Committees provided ODOT staff with project reports and a prioritization matrix. Each project report and modal prioritization matrix was provided to the Regional Review Committees and the Final Review Committee. Modal prioritization matrices were also posted on the *ConnectOregon* website for applicants and interested stakeholders to view.

3.3.3 Regional Committees Review (“SuperACTs”)

Five Regional Review Committees were formed corresponding to each *ConnectOregon* region identified in OAR 731-035-0070. Regional Review Committees were primarily comprised of members of the ODOT Area Commissions on Transportation. Regional Review Committee

reviews occurred between March 31, 2014 and May 16, 2014. Committees were asked to prioritize projects in order of each project's ability to meet the five (5) Statutory Considerations. Where project priority did not correspond with tier scores (i.e. a top priority project received a tier 3 score), review committees were asked to document the reasons for the difference. Regional Review Committees provided ODOT staff with project reports and a prioritization matrix. Each project report and modal prioritization matrix was provided to regional review committees and the Final Review Committee. As with Modal matrices, Regional Committee matrices were also posted on the ConnectOregon website.

3.4 Staff Coordination for Final Review Committee

ODOT staff consolidated all project materials, along with modal and regional review project reports and prioritizations, and sent a CD to each Final Review Committee member two weeks prior to the meeting date. Several hard copy sets of all materials were available in binders during the meeting for members' easy reference. Further, based on modal and regional project reports and prioritizations, staff created a working draft matrix of blended project priorities as a starting point for project discussions. (See Section 4.5 Project Matrix) Prior to the meeting, members were provided with a "Memorandum of Collaboration" to review and agree to.

4 ConnectOregon V Final Review Committee

The *ConnectOregon V* Final Review Committee met on June 11, 2014. Through the process identified in Section 4.4, the FRC prioritized the 104 projects with the goal of selecting the best projects throughout the state that benefit air, marine, public transit, rail, freight and non-motorized (bicycle and pedestrian) transportation. This prioritization is recorded in Section 4.7. This report meets the requirements of a "Final Review Report" identified in ORS 731-035-0060. The Director's office will transmit the Final Recommendation Report to the Oregon Transportation Commission (OTC). The OTC will hold a public hearing on the recommended project list in July 2014 and make its project selection decision in August 2014.

4.1 Committee Membership

The FRC is comprised of 26 members (listed below), with representatives from each of the Modal and Regional Review Committees. The members of the FRC have served the State of Oregon in a variety of capacities including the *ConnectOregon I, II, III and IV* consensus committees. William Thorndike is the Chair of the FRC. Mr. Thorndike was quite familiar with the *ConnectOregon* process and goals as he also acted as Chair of the *ConnectOregon IV* Final Review Committee. Mr. Thorndike currently operates his family business, Medford Fabrication, a custom steel fabrication. Additionally, Mr. Thorndike currently serves on the boards of Oregon Business Council, Regence-Oregon BlueCross Blue Shield, Crater Lake National Park Trust, Southern Oregon Regional Economic Development, Inc., Oregon Economic Forum, Jackson County Economic Advisory Committee, Oregon Regional Solutions Advisory Committee – Southern Region, Northwest Health Foundation, Philanthropy Northwest, Jefferson Regional Health Alliance and the Northwest Area Foundation.

Committee Members

Chair

William Thorndike, Medford Fabrication, Inc.

Modal Representatives

Oregon Aviation Board

Larry Dalrymple

Mark Gardiner

Oregon Freight Advisory Committee

Martin Callery

Susie Lahsene

Marine Projects and Planning Advisory Committee

Paul Langner

Allan Rumbaugh

Oregon Bicycle and Pedestrian Advisory Committee

Susan Peithman

Jenna Stanke

Public Transit Advisory Committee

Julie Brown

Phil Warnock

Rail Advisory Committee

Bruce Carswell

Robert Eaton

Regional Representatives

Region 1

Dee Burch

Tony Hyde

Region 4

Gary Thompson

Alan Unger

Brad Winters

Region 2

George Grier

Doug Hunt

Shirley Kalkhoven

Ken Woods

Region 5

Boyd Britton

Mike Hayward

Region 3

Don Baglien

Michael Quilty

4.2 Meeting Facilitator

ODOT selected Jim Owens of Cogan Owens Cogan, LLC, to facilitate the FRC.

4.3 Memorandum of Collaboration

At the beginning of the Final Review process each member of the FRC verbally agreed to the terms of a “Memorandum of Collaboration”. The memorandum details the roles and responsibilities of the participants in the process. A copy of the “Memorandum of Collaboration” is included in Appendix 4.

4.4 Conflict of Interest

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

4.5 Final Review Process

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

Project Matrix

In order to simultaneously present all previous reviews to the Final Review Committee, a matrix was prepared that displayed the staff tiering and modal and regional review committees’ prioritizations (See Appendix 5). The working draft project matrix initially placed the projects in a blended prioritization order.

The order of project presentation was established by converting committee priorities into a ratio and then calculating the project’s average of all committees’ priorities. The highest average priority score (lowest number) was placed at the top of the list with subsequent projects listed in priority order. Color coding was used to indicate if the given project was in the top, middle, or lowest third of a given committee’s prioritization. In addition to prioritization color coding, the staff tier of each modal and regional committee was displayed in the matrix.

4.6 Committee Member Comments

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

4.7 Final Review Committee Prioritization

The Final Review Committee, with the exception of two abstaining members, unanimously supported the recommendation below. Following the recommendation is a table displaying the prioritized CO V Final Review Committee Recommendation list.

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

Fund the list as recommended in priority order up to \$42,369,189.63 with available resources from the Multimodal Transportation Fund, including but not limited to net bond proceeds, funds generated by loan repayment, and returned or unspent funds.

As part of this recommendation, the Final Review Committee recommended an award of \$2 million from the originally requested \$4.8 million for project number 2B0279 Benton County Public Works submission for Corvallis to Albany Trail: Manchester to Scenic. Staff was instructed to work with the applicant to ascertain a logical scope reduction point.

Transmittal and Signatures

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

June 12, 2014

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

Dear Director Garrett:

ConnectOregon V Final Review Committee Project Recommendations

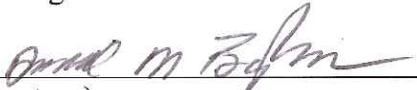
On June 12, 2014, the *ConnectOregon V* Final Review Committee completed a prioritized list of our project recommendations. This Final Recommendation Report documents the review of projects by this committee, and provides background regarding the development of the *ConnectOregon V* program and project selection prior to the meeting of this committee.

The *ConnectOregon V* Final Review Recommendation List included in this report records our recommendation to the Oregon Transportation Commission for consideration at the Commission's public hearing in Salem on July 17, 2014.

Sincerely,

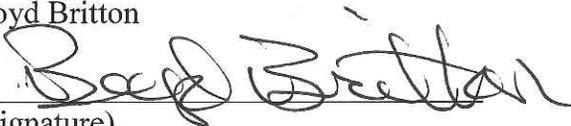
The *ConnectOregon V* Final Review Committee
(Members listed alphabetically)

Don Baglien


(Signature)

6-11-2014
Date

Boyd Britton


(Signature)

Date

Julie Brown


(Signature)

6/11/2014
Date

Dee Burch *VOTE# No*

Dee Burch
(Signature)

6/11/14
Date

Martin Callery

Martin Callery
(Signature)

JUNE 11, 2014
Date

Bruce Carswell

B Carswell
(Signature)

6/11/2014
Date

Larry Dalrymple

Larry Dalrymple
(Signature)

6/11/2014
Date

Rob Eaton

Rob Eaton
(Signature)

6/11/2014
Date

Mark Gardner

Mark Gardner
(Signature)

6/11/14
Date

George Grier

George Grier
(Signature)

6/11/14
Date

Mike Hayward

Mike Hayward
(Signature)

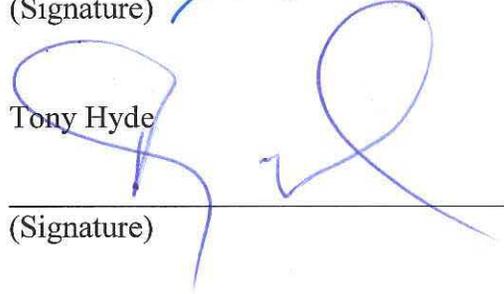
6/11/14
Date

Doug Hunt


(Signature)

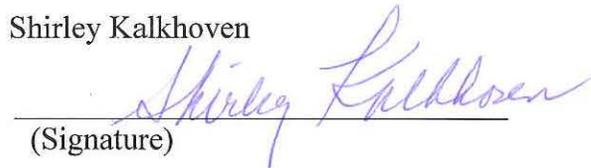
6-11-14
Date

Tony Hyde


(Signature)

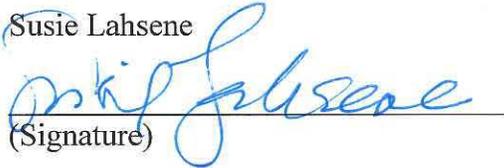
June 11 - 2014
Date

Shirley Kalkhoven


(Signature)

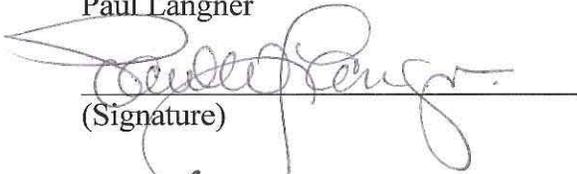
6/11/14
Date

Susie Lahsene


(Signature)

6-11-2014
Date

Paul Langner


(Signature)

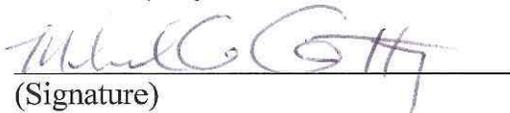
June 11, 2014
Date

Susan Peithman


(Signature)

6/11/14
Date

Michael Quilty

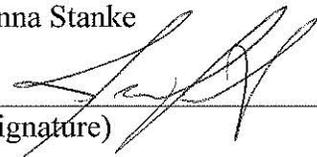

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June 11, 2014
Date

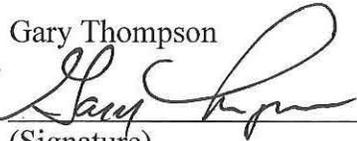
Allan Rumbaugh


(Signature)

6/11/2014
Date

Jenna Stanke

(Signature)

6.11.14
Date

Gary Thompson

(Signature)

6/10/14
Date

William Thorndike

William Thorndike
(Signature)

6/11/2014
Date

Alan Unger

Alan Unger
(Signature)

6-11-14
Date

Phil Warnock

Phil Warnock
(Signature)

6/11/14
Date

Brad Winters

Brad Winters
(Signature)

6-11-14
Date

Ken Woods

Ken Woods
(Signature)

6/11/2014
Date

APP. #	APPLICANT	PROJECT NAME	PROJECT CO FUNDS REQUESTED	TOTAL MATCH	TOTAL PROJECT COST	FINAL COMMITTEE RANK	RECOMMENDED FUNDING
	ODOT	Project Selection, Administration, and Debt Service	\$ 500,000.00				\$500,000.00
4A0285	City of Redmond - Redmond Municipal Airport	Runway 4-22 Rehabilitation	\$1,225,812.00	\$ 18,387,188.00	\$ 19,613,000.00	1	\$1,225,812.00
2B0319	Lane Transit District	W 11th Bicycle-Pedestrian Bridge Connections	\$2,866,644.80	\$ 2,972,387.20	\$ 5,839,032.00	2	\$2,866,644.80
3R0321	Oregon International Port of Coos Bay	Coos Bay Rail Tunnel Rehabilitation 2014-2016	\$2,000,000.00	\$ 500,000.00	\$ 2,500,000.00	3	\$2,000,000.00
4A0301	City of Madras	Madras Municipal Airport Improvement	\$792,000.00	\$ 3,709,500.00	\$ 4,501,500.00	4	\$792,000.00
1B0318	City of Tualatin	Tualatin River Greenway Trail Gap Completion	\$1,585,800.00	\$ 1,516,500.00	\$ 3,102,300.00	5	\$1,585,800.00
1M0352	Port of St. Helens	Berth 1 - Beaver Dock Extension	\$2,000,000.00	\$ 4,623,000.00	\$ 6,623,000.00	6	\$2,000,000.00
1M0294	Port of St. Helens	Berth 2 - Beaver Dock Reconstruction	\$2,000,000.00	\$ 3,000,000.00	\$ 5,000,000.00	7	\$2,000,000.00
2A0320	Port of Astoria	Runway 13-31 Rehabilitation	\$480,000.00	\$ 4,615,450.00	\$ 5,095,450.00	8	\$480,000.00
5A0250	City of Burns	Taxiway Reconstruction	\$216,600.00	\$ 1,949,400.00	\$ 2,166,000.00	9	\$216,600.00
2T0283	Lane Transit District	Franklin Boulevard Phase 1 Transit Stations	\$648,000.00	\$ 287,000.00	\$ 935,000.00	10	\$648,000.00
4A0286	City of Bend - Bend Municipal Airport	Bend Airport Helicopter Operations Area (HOA)	\$326,700.00	\$ 3,100,304.00	\$ 3,427,004.00	11	\$326,700.00
1M0299	Columbia River Pilots	Columbia River Underkeel Clearance	\$949,608.00	\$ 369,292.00	\$ 1,318,900.00	12	\$949,608.00
4R0334	LRY, LLC	Lakeview Cust. Spurs: Expansion, Safety, Efficiency	\$783,680.00	\$ 195,920.00	\$ 979,600.00	13	\$783,680.00
2R0256	White's Hauling and Farm LLC	White's Transloading Rail Siding	\$841,320.00	\$ 543,803.00	\$ 1,385,123.00	14	\$841,320.00
3B0284	City of Medford	Larson Creek Segment II	\$868,000.00	\$ 217,000.00	\$ 1,085,000.00	15	\$868,000.00
3A0252	City of Brookings	Runway Safety Areas	\$400,000.00	\$ 15,600,000.00	\$ 16,000,000.00	16	\$400,000.00
5T0266	Grant County Transportation District	Facility Enhancement	\$120,000.00	\$ 30,000.00	\$ 150,000.00	17	\$120,000.00
2B0279	Benton County Public Works	Corvallis to Albany Trail: Manchester to Scenic	\$4,800,000.00	\$ 1,200,000.00	\$ 6,000,000.00	18	\$2,000,000.00
2M0327	Port of Toledo	Yaquina Boatyard Haul-Out Expansion	\$4,673,000.00	\$ 1,500,000.00	\$ 6,173,000.00	19	\$4,673,000.00
2A0262	City of McMinnville	Runway 4-22 Rehabilitation	\$786,083.20	\$ 7,074,749.80	\$ 7,860,833.00	20	\$786,083.20
4T0248	Basin Transit Service	Bus Purchase	\$640,000.00	\$ 160,000.00	\$ 800,000.00	21	\$640,000.00
1R0342	Peninsula Terminal Co.	Transload Warehouse	\$311,642.50	\$ 94,097.50	\$ 405,740.00	22	\$311,642.50
1R0350	City of Rainier	A-Street Safety Corridor Rail Improvement	\$2,996,264.00	\$ 2,294,566.00	\$ 5,290,830.00	23	\$2,996,264.00
5A0251	City of Hermiston	Airport Taxiway Realignment and Rehabilitation	\$300,000.00	\$ 2,644,444.00	\$ 2,944,444.00	24	\$300,000.00
4A0287	Lake County	Runway Repaving and Improvments	\$590,973.60	\$ 2,704,608.00	\$ 3,295,581.60	25	\$590,973.60
3A0325	Josephine County Airports Department	AWOS-IIIT for Grants Pass Airport	\$204,000.00	\$ 51,000.00	\$ 255,000.00	26	\$204,000.00
5A0289	Morrow County	Morrow County Lexington Airport ** Includes \$2,000 Loan	\$17,926.40	\$ 3,981.60	\$ 21,908.00	27	\$17,926.40
1M0308	Port of Portland	Terminal 6 Crane Drive Electronics	\$1,440,000.00	\$ 560,000.00	\$ 2,000,000.00	28	\$1,440,000.00
5T0309	Community Connection of Northeast Oregon	Wallowa County Bus Barn	\$282,470.24	\$ 75,117.56	\$ 357,587.80	29	\$282,470.24
1T0302	Tri-County Metropolitan Transportation (TriMet)	TriMet Westside Bike & Rides: Access to Jobs	\$1,510,948.97	\$ 404,623.03	\$ 1,915,572.00	30	\$1,510,948.97
4A0249	Christmas Valley Park & Rec Dist.	Parallel Taxiway Construction, Apron Rehab.	\$659,100.00	\$ 1,000,000.00	\$ 1,659,100.00	31	\$659,100.00
5R0311	Port of Morrow	Cold Storage Rail Transload Facility	\$6,000,000.00	\$ 6,100,000.00	\$ 12,100,000.00	32	\$6,000,000.00
5A0255	Grant County Regional Airport	Airport Master Plan	\$16,000.00	\$ 154,000.00	\$ 170,000.00	33	\$16,000.00
5T0354	Malheur Council on Aging & Community Services	Ontario Multi-Modal Facility Remodel	\$140,000.00	\$ 35,000.00	\$ 175,000.00	34	\$140,000.00
3A0271	Jackson County/Rogue Valley Int'l-Medford	MFR Snow Removal Equipment Storage Bldg	\$500,000.00	\$ 4,600,000.00	\$ 5,100,000.00	35	\$500,000.00
5A0275	Union County	La Grande/Union County Airport Master Plan	\$52,000.00	\$ 273,000.00	\$ 325,000.00	36	\$52,000.00
3R0303	Combined Transport Logistics Group, Inc.	Combined Transport Transload Expansion	\$644,615.92	\$ 182,708.98	\$ 827,324.90	37	\$644,615.92
				Total Recommended Funding			\$42,369,189.63

APP. #	APPLICANT	PROJECT NAME	PROJECT CO FUNDS REQUESTED	TOTAL MATCH	TOTAL PROJECT COST	FINAL COMMITTEE RANK	RECOMMENDED FUNDING
2B0269	City of Eugene Transportation Planning	Eugene Bike Share	\$ 909,066.40	\$ 227,266.60	\$ 1,136,333.00	38	\$0.00
1B0288	City of Tigard	Tigard Street Trail - A Path to Employment	\$ 1,200,000.00	\$ 336,000.00	\$ 1,536,000.00	39	\$0.00
2B0298	City of Garibaldi	Salmonberry Corridor: Garibaldi to Barview	\$ 2,000,000.00	\$ 500,000.00	\$ 2,500,000.00	40	\$0.00
4B0264	City of Redmond	Homestead Canal Trail, Phase II	\$ 560,000.00	\$ 751,436.90	\$ 1,311,436.90	41	\$0.00
3B0345	City of Brookings	Brookings Oregon Coast Bike Network, South Leg	\$ 180,000.00	\$ 45,000.00	\$ 225,000.00	42	\$0.00
1R0267	Teevin Bros Land & Timber Co, LLC	Rail Intermodal Consolidation Facility	\$ 2,673,249.25	\$ 668,312.31	\$ 3,341,561.56	43	\$0.00
1M0329	Sause Bros., Inc.	Heavy Lift Equipment Acquisition	\$ 1,113,632.00	\$ 371,211.00	\$ 1,484,843.00	44	\$0.00
4A0278	Sisters Airport Property, LLC	Sisters Airport Capital Improvement	\$ 733,259.18	\$ 916,573.78	\$ 1,649,832.96	45	\$0.00
4B0280	City of Prineville	Prineville Rails-to-Trails	\$ 463,143.20	\$ 115,785.80	\$ 578,929.00	46	\$0.00
2M0263	Port of Newport	Hoist Dock Replacement	\$ 478,414.40	\$ 119,603.60	\$ 598,018.00	47	\$0.00
1T0295	Columbia County Rider Transportation	Rainier Transit Center	\$ 542,645.60	\$ 135,661.40	\$ 678,307.00	48	\$0.00
2B0310	City of Astoria	Astoria Waterfront Multimodal Corridor	\$ 800,000.00	\$ 438,991.00	\$ 1,238,991.00	49	\$0.00
2T0270	Salem Area Mass Transit District	South Salem Transit Center	\$ 1,000,000.00	\$ 4,035,000.00	\$ 5,035,000.00	50	\$0.00
3T0282	Curry County	Replacement Buses Purchase	\$ 137,600.00	\$ 34,400.00	\$ 172,000.00	51	\$0.00
1B0347	Tualatin Hills Park & Recreation District / THPRD	Waterhouse Trail No 4	\$ 600,000.00	\$ 400,000.00	\$ 1,000,000.00	52	\$0.00
3B0316	Jackson County	Jackson County Airport Path Connection	\$ 790,325.60	\$ 197,581.40	\$ 987,907.00	53	\$0.00
2B0276	Chehalem Park and Recreation District	Newberg-Dundee Bypass Parallel Trail	\$ 1,433,760.00	\$ 358,440.00	\$ 1,792,200.00	54	\$0.00
2B0291	City of Salem	Claggett Creek - Kroc Center Connector Path	\$ 1,216,000.00	\$ 350,000.00	\$ 1,566,000.00	55	\$0.00
2B0300	City of Dallas	Rickreall Creek Trail, Phase 5	\$ 673,699.40	\$ 476,500.00	\$ 1,150,199.40	56	\$0.00
4R0326	Gilliam County	Shutler Station Crossover Track	\$ 279,020.38	\$ 69,755.10	\$ 348,775.48	57	\$0.00
2B0351	Yamhill County	Yamhelas Westsider Trail	\$ 4,507,365.60	\$ 1,212,604.40	\$ 5,719,970.00	58	\$0.00
2B0274	City of Lebanon	Canal Trail	\$ 457,404.96	\$ 185,463.04	\$ 642,868.00	59	\$0.00
3A0330	Josephine County Airports Department	Aeronautical Obstruction Survey for 3S8	\$ 60,000.00	\$ 15,000.00	\$ 75,000.00	60	\$0.00
2A0322	City of Creswell Airport	Airport Taxi-lane/water/sewer line improvements	\$ 1,197,000.00	\$ 746,772.00	\$ 1,943,772.00	61	\$0.00
4A0317	City of Prineville	Prineville Airport Aircraft Apron and Fuel Tanks	\$ 792,048.00	\$ 300,000.00	\$ 1,092,048.00	62	\$0.00
1T0336	Portland Bureau of Transportation	Streetcar Safety and Jobs Access Enhancements	\$ 1,600,000.00	\$ 3,420,319.20	\$ 5,020,319.20	63	\$0.00
4B0346	Oregon Parks and Recreation Department	OC&E State Trail: Safety Improvements	\$ 832,000.00	\$ 431,200.00	\$ 1,263,200.00	64	\$0.00
1B0324	Port of Hood River	Hood River Waterfront Trail Completion	\$ 379,488.00	\$ 94,872.00	\$ 474,360.00	65	\$0.00
1R0340	BNSF Railway Company	Portland Intermodal Facility Improvements	\$ 3,927,200.00	\$ 981,800.00	\$ 4,909,000.00	66	\$0.00
1M0307	Port of Portland	Terminal 2 Redevelopment	\$ 3,200,000.00	\$ 1,300,000.00	\$ 4,500,000.00	67	\$0.00
2R0328	Portland & Western Railroad	Capital City Rail	\$ 2,992,000.00	\$ 1,258,000.00	\$ 4,250,000.00	68	\$0.00
1R0341	International Raw Materials Ltd.	DGT Rail Expansion	\$ 562,500.00	\$ 187,500.00	\$ 750,000.00	69	\$0.00
5R0293	Boise Cascade Corporation	Elgin Complex Rail Spur Repair	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00	70	\$0.00
2R0290	Willamette Valley Railway Co.	Track/Bridges/ Transload Improvements	\$ 640,000.00	\$ 160,000.00	\$ 800,000.00	71	\$0.00
4B0277	Sisters Runway Inc + Sisters Airport Property LLC	Sisters Bike/Ped Path and Bike Share Program	\$ 287,720.00	\$ 609,000.00	\$ 896,720.00	72	\$0.00
1A0306	Port of Portland	PDX Northside Redevelopment Phase 1	\$ 3,400,000.00	\$ 2,400,000.00	\$ 5,800,000.00	73	\$0.00
2R0292	Roseburg Forest Products	UP Rail Expansion	\$ 3,200,000.00	\$ 800,000.00	\$ 4,000,000.00	74	\$0.00
4T0257	Basin Transit Service	Bus Replacement	\$ 320,000.00	\$ 80,000.00	\$ 400,000.00	75	\$0.00
2B0339	Oregon Parks and Recreation Department	Bike Pods of Oregon	\$ 348,000.00	\$ 87,000.00	\$ 435,000.00	76	\$0.00
5A0253	City of Vale	Miller Memorial Airpark Phase 2	\$ 260,000.00	\$ 85,000.00	\$ 345,000.00	77	\$0.00

APP. #	APPLICANT	PROJECT NAME	PROJECT CO FUNDS REQUESTED	TOTAL MATCH	TOTAL PROJECT COST	FINAL COMMITTEE RANK	RECOMMENDED FUNDING
2A0265	City of Corvallis	Corvallis Air Freight Facility	\$ 658,000.00	\$ 525,000.00	\$ 1,183,000.00	78	\$0.00
1B0323	Oregon Parks and Recreation Department	Cazadero Trail - Deep Creek Crossings	\$ 3,200,000.00	\$ 800,000.00	\$ 4,000,000.00	79	\$0.00
2B0338	City of Corvallis	Tunison Avenue - Allen Avenue Multiuse Path	\$ 474,600.00	\$ 118,650.00	\$ 593,250.00	80	\$0.00
1R0315	Northwest Container Services	NWCS Rail Car Modification and Upgrade	\$ 1,506,062.40	\$ 386,515.60	\$ 1,892,578.00	81	\$0.00
5M0348	Port of Morrow	Terminal 1 Improvement	\$ 1,024,000.00	\$ 380,000.00	\$ 1,404,000.00	82	\$0.00
2B0304	McKenzie River Ranger District, USFS	McKenzie River Trail Restoration	\$ 152,988.00	\$ 91,130.00	\$ 244,118.00	83	\$0.00
2T0332	City of Corvallis	Transit Maintenance Facility	\$ 3,227,389.60	\$ 806,847.40	\$ 4,034,237.00	84	\$0.00
3A0261	Jackson County/Rogue Valley Int'l-Medford	Passenger & Safety Lighting	\$ 716,057.60	\$ 179,014.40	\$ 895,072.00	85	\$0.00
3R0349	Central Oregon & Pacific Railroad	Winchester Heavy Repair Locomotive Facility	\$ 3,920,000.00	\$ 1,470,000.00	\$ 5,390,000.00	86	\$0.00
5B0343	City of Island City, Oregon	Grande Ronde River Greenway - Phase II	\$ 1,214,000.00	\$ 332,000.00	\$ 1,546,000.00	87	\$0.00
1B0314	Metro	St. Johns Rivergate Access Project	\$ 2,294,996.80	\$ 573,749.20	\$ 2,868,746.00	88	\$0.00
2B0268	Port of Siuslaw	Siuslaw Bulkhead Restoration & Estuary Trail	\$ 1,669,823.20	\$ 417,455.80	\$ 2,087,279.00	89	\$0.00
1R0281	Northwest Container Services	NWCS Equipment Improvement	\$ 1,320,000.00	\$ 341,502.00	\$ 1,661,502.00	90	\$0.00
4A0259	Crater Lake - Klamath Regional Airport	MOGAS Aircraft Fueling Facility	\$ 57,792.00	\$ 22,208.00	\$ 80,000.00	91	\$0.00
2B0344	City of Silverton	West Bank Trail and Stairs	\$ 493,200.00	\$ 123,300.00	\$ 616,500.00	92	\$0.00
5M0272	Tidewater Terminal Company	Umatilla Diesel Expansion	\$ 300,960.00	\$ 75,240.00	\$ 376,200.00	93	\$0.00
3A0260	Port of Coquille River	Powers Airport	\$ 138,312.00	\$ 34,578.00	\$ 172,890.00	94	\$0.00
3B0356	City of Sutherlin	Sutherlin Way-Finding Billboard	\$ 32,000.00	\$ 8,000.00	\$ 40,000.00	95	\$0.00
1B0312	City of Wilsonville	I-5 Bike/Ped Bridge - Town Center to Barber St.	\$ 6,400,000.00	\$ 1,600,000.00	\$ 8,000,000.00	96	\$0.00
4B0355	Jefferson County	Willow Creek Trail - Madras to Deschutes River	\$ 178,312.80	\$ 44,578.20	\$ 222,891.00	97	\$0.00
3A0337	Curry County	Brookings Airport	\$ 876,800.00	\$ 219,200.00	\$ 1,096,000.00	98	\$0.00
4T0258	Basin Transit Service	Bus Replacement	\$ 320,000.00	\$ 80,000.00	\$ 400,000.00	99	\$0.00
2B0254	City of Sweet Home	Foster Lake South Shore Multi-Use Path	\$ 1,061,781.60	\$ 265,445.40	\$ 1,327,227.00	100	\$0.00
5M0273	Tidewater Terminal Company	Umatilla B100 Storage	\$ 1,160,920.00	\$ 290,230.00	\$ 1,451,150.00	101	\$0.00
2B0305	McKenzie River Ranger District, USFS	O'Leary Trail Complex Restoration	\$ 81,200.00	\$ 25,269.00	\$ 106,469.00	102	\$0.00
4A0353	City of Malin	Malin Municipal Airport Fencing	\$ 24,000.00	\$ 6,000.00	\$ 30,000.00	103	\$0.00
1B0296	Villages at Mt. Hood Board of Directors	Villages at Mt. Hood Bike/Ped Master Plan	\$ 68,000.00	\$ 17,000.00	\$ 85,000.00	104	\$0.00

Appendix 1 Committee Member Comments

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

Boyd Britton

- Good job ODOT. The availability of a printer would be good.
- Should separate bike/ped for *ConnectOregon* process.
- Limit size of proposed projects. No more than 3 or 4 million.
- The regions priorities should remain as presented.

Julie Brown

- Process went well. All projects recommended for funding were discussed and comments considered.
- If rolling stock for transit is going to be considered in the future, then it should stipulate that the vehicle type be “heavy duty” “mass transit” type.
- If the application identifies another mode then that mode should review it and make comments or rank. Example: Bike/Ped – Transit. Possible higher ranking for multi-modal.

Larry Dalrymple

- Max amount of project request (10% of total maybe).
- Consider eliminating rolling stock as eligible for funding.

Mark Gardiner

- It would probably help folks if the spreadsheet projected could be set up so that the region and mode totals are always visible.

George Grier

- Thank you Roseann.
- Helpful to have printer and laptop available.
- Kudos to Holiday Inn
- Mike Q. – smaller projects

Susie Lahsene

- Concerned that the program is becoming too diffuse, focused less on strategic projects and more on meeting basic transportation needs.
- Staff evaluations of projects have a big influence on the outcome. We need to have better guidance from them for application of the criteria and definitions of what constitutes strategic projects of statewide interest.

Paul Langner

- The program remains a great example of good government. Please keep it going.
- The scoring of “statewide significance” is sorely stretched when a program to build a bike/ped overpass outscores a project that connects Oregon businesses employing over 10,000 Oregonians in all five ODOT regions. Seriously. A project that will take 5000 trucks off the highways is not funded, however a project to give bicycles away is scored high.
- I sincerely question the ODOT economists determination of what is statewide significance.
- Bluntly stated/asked: How does a bike/ped project displace a project that benefits multiple regions and benefits numerous businesses? Bike/Ped does not belong.

Michael Quilty

- Projects of statewide importance.
- Do not use bonding authority for rolling stock.
- Limit project size to a set percentage of total *ConnectOregon* amount.
- Define what statewide significance is for each mode.
- Return to focus on connecting Oregon’s economy to the rest of the US and the world.
- Equipment should have a minimum lifespan.
- Not be removable from state.
- Do we want out of state projects considered for funding?
- Need to focus on job retention and creation.

Phil Warnock

- Applicants should be encouraged to state if their project can be phased and prepare budgets accordingly.
- Overall, a very transparent and robust process with the multiple layers of review and discussion.

Ken Woods

- Limit the amount of the request to either a percentage of the total, or some dollar amount.
- More paper copies as changes are made. Too hard to follow at times.
- Delete Tier 4 projects (for application review)

Unsigned Comments

- Provide a list of participants.
- Coordinate facilitation better: scribe was great; facilitator did not always track where we were.
- Figure out how bike/ped qualifies as “Statewide Significance”. We dwelled on this ad nauseum.
- Cap project requests.
- As I predicted this becomes a struggle for scarce dollars between bike/ped and the other modes. While the conversation was contained, there is real concern about spending scarce transportation dollars on bike paths. This is a conversation that needs to be take place before *ConnectOregon VI* occurs.
- Add a column to spread sheet for jobs creation.
- Distribute the spreadsheet before meeting.
- Match the file name to include the project number.
- Consider a project cap.
- Authorize regions to modify the dollar amount with region members vote, not the whole FRC.
- Improve definition of “statewide”.
- Higher points for job creation.
- Policy discussion goal/purpose – more definition and guidance.
- Statewide significance by mode – guidance.
- The inclusion of bike/ped in the program was unfortunate as it diminishes the “statewide” transportation system focus that was originally part and parcel of the original goal.
- The inclusion of bike/ped mode in CO made it very difficult to review projects.
- Need for ability to scale projects down or to set a minimum and maximum dollar for applicants.
- Remove bike/ped as a mode.

Appendix 2 Modal Committee Review Matrices

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ConnectOregon V Aviation Ranking Log

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
4A0285	City of Redmond - Redmond Municipal Airport	Runway 4-22 Rehabilitation	\$ 1,225,812.00		\$ 306,453.00	\$ 18,080,735.00	\$ 19,613,000.00	48	1	1
4A0301	City of Madras	Madras Municipal Airport Improvement	\$ 792,000.00		\$ 198,000.00	\$ 3,511,500.00	\$ 4,501,500.00	47	1	2
4A0286	City of Bend - Bend Municipal Airport	Bend Airport Helicopter Operations Area (HOA)	\$ 326,700.00		\$ 81,675.00	\$ 3,018,629.00	\$ 3,427,004.00	45	1	3
2A0262	City of McMinnville	Runway 4-22 Rehabilitation	\$ 786,083.20		\$ 196,520.80	\$ 6,878,229.00	\$ 7,860,833.00	43	1	4
2A0320	Port of Astoria	Runway 13-31 Rehabilitation	\$ 480,000.00		\$ 120,000.00	\$ 4,495,450.00	\$ 5,095,450.00	43	1	5
5A0250	City of Burns	Taxiway Reconstruction	\$ 216,600.00		\$ 54,150.00	\$ 1,895,250.00	\$ 2,166,000.00	43	1	6
4A0287	Lake County	Runway Repaving and Improvments	\$ 590,973.60		\$ 147,743.40	\$ 2,556,864.60	\$ 3,295,581.60	42	1	7
3A0252	City of Brookings	Runway Safety Areas	\$ 400,000.00		\$ 100,000.00	\$ 15,500,000.00	\$ 16,000,000.00	46	1	8
4A0249	Christmas Valley Park & Rec Dist.	Parallel Taxiway Construction, Apron Rehab.	\$ 659,100.00		\$ 164,775.00	\$ 835,225.00	\$ 1,659,100.00	41	1	9
5A0251	City of Hermiston	Airport Taxiway Realignment and Rehabilitation	\$ 300,000.00		\$ 75,000.00	\$ 2,569,444.00	\$ 2,944,444.00	42	1	10
4A0278	Sisters Airport Property, LLC	Sisters Airport Capital Improvement	\$ 733,259.18		\$ 183,314.80	\$ 733,258.98	\$ 1,649,832.96	42	1	11
3A0325	Josephine County Airports Department	AWOS-IIIIT for Grants Pass Airport	\$ 204,000.00		\$ 51,000.00		\$ 255,000.00	38	2	12
3A0330	Josephine County Airports Department	Aeronautical Obstruction Survey for 3S8	\$ 60,000.00		\$ 15,000.00		\$ 75,000.00	32	2	13
5A0289	Morrow County	Morrow County Lexington Airport	\$ 15,926.40	\$ 2,000.00	\$ 3,981.60		\$ 21,908.00	29	3	14
3A0271	Jackson County/Rogue Valley Int'l-Medford	MFR Snow Removal Equipment Storage Bldg	\$ 500,000.00		\$ 125,000.00	\$ 4,475,000.00	\$ 5,100,000.00	39	2	15

ConnectOregon V Aviation Ranking Log

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
4A0317	City of Prineville	Prineville Airport Aircraft Apron and Fuel Tanks	\$ 792,048.00		\$ 198,012.00	\$ 101,988.00	\$ 1,092,048.00	36	2	16
1A0306	Port of Portland	PDX Northside Redevelopment Phase 1	\$ 3,400,000.00		\$ 850,000.00	\$ 1,550,000.00	\$ 5,800,000.00	30	3	17
2A0322	City of Creswell Airport	Airport Taxi-lane/water/sewer line improvements	\$ 1,197,000.00		\$ 299,250.00	\$ 447,522.00	\$ 1,943,772.00	33	2	18
5A0255	Grant County Regional Airport	Airport Master Plan	\$ 16,000.00		\$ 4,000.00	\$ 150,000.00	\$ 170,000.00	30	3	19
2A0265	City of Corvallis	Corvallis Air Freight Facility	\$ 658,000.00		\$ 164,500.00	\$ 360,500.00	\$ 1,183,000.00	30	3	20
5A0275	Union County	La Grande/Union County Airport Master Plan	\$ 52,000.00		\$ 13,000.00	\$ 260,000.00	\$ 325,000.00	27	3	21
5A0253	City of Vale	Miller Memorial Airpark Phase 2	\$ 260,000.00		\$ 65,000.00	\$ 20,000.00	\$ 345,000.00	24	3	22
3A0261	Jackson County/Rogue Valley Int'l-Medford	Passenger & Safety Lighting	\$ 716,057.60		\$ 179,014.40		\$ 895,072.00	26	3	23
4A0259	Crater Lake - Klamath Regional Airport	MOGAS Aircraft Fueling Facility	\$ 57,792.00		\$ 14,448.00	\$ 7,760.00	\$ 80,000.00	26	3	24
3A0337	Curry County	Brookings Airport	\$ 876,800.00		\$ 219,200.00		\$ 1,096,000.00	22	3	25
3A0260	Port of Coquille River	Powers Airport	\$ 138,312.00		\$ 34,578.00		\$ 172,890.00	24	3	26
4A0353	City of Malin	Malin Municipal Airport Fencing	\$ 24,000.00		\$ 6,000.00		\$ 30,000.00	21	3	27

ConnectOregon V Bicycle/Pedestrian Ranking Log

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
2B0319	Lane Transit District	W 11th Bicycle-Pedestrian Bridge Connections	\$ 2,866,644.80		\$ 716,661.20	\$ 2,255,726.00	\$ 5,839,032.00	45	1	1
1B0318	City of Tualatin	Tualatin River Greenway Trail Gap Completion	\$ 1,585,800.00		\$ 396,450.00	\$ 1,120,050.00	\$ 3,102,300.00	44	1	2
4B0264	City of Redmond	Homestead Canal Trail, Phase II	\$ 560,000.00		\$ 140,000.00	\$ 611,436.90	\$ 1,311,436.90	44	1	3
1B0335	City of Portland Bureau of Transportation	Bike Share Phase 2: Jobs, Training & Transit	\$ 2,000,000.00		\$ 500,000.00	\$ 2,200,000.00	\$ 4,700,000.00	34	2	4
3B0284	City of Medford	Larson Creek Segment II	\$ 868,000.00		\$ 217,000.00		\$ 1,085,000.00	35	2	5
2B0279	Benton County Public Works	Corvallis to Albany Trail: Manchester to Scenic	\$ 4,800,000.00		\$ 1,200,000.00		\$ 6,000,000.00	32	2	6
1B0288	City of Tigard	Tigard Street Trail - A Path to Employment	\$ 1,200,000.00		\$ 300,000.00	\$ 36,000.00	\$ 1,536,000.00	34	2	7
2B0269	City of Eugene Transportation Planning	Eugene Bike Share	\$ 909,066.40		\$ 227,266.60		\$ 1,136,333.00	32	2	8
4B0280	City of Prineville	Prineville Rails-to-Trails	\$ 463,143.20		\$ 115,785.80		\$ 578,929.00	34	2	9
3B0345	City of Brookings	Brookings Oregon Coast Bike Network, South Leg	\$ 180,000.00		\$ 45,000.00		\$ 225,000.00	34	2	10
3B0316	Jackson County	Jackson County Airport Path Connection	\$ 790,325.60		\$ 197,581.40		\$ 987,907.00	31	2	11
2B0298	City of Garibaldi	Salmonberry Corridor: Garibaldi to Barview	\$ 2,000,000.00		\$ 500,000.00		\$ 2,500,000.00	29	3	12
2B0274	City of Lebanon	Canal Trail	\$ 457,404.96		\$ 114,351.24	\$ 71,111.80	\$ 642,868.00	33	2	13
2B0351	Yamhill County	Yamhelas Westsider Trail	\$ 4,507,365.60		\$ 1,126,841.40	\$ 85,763.00	\$ 5,719,970.00	32	2	14
2B0291	City of Salem	Claggett Creek - Kroc Center Connector Path	\$ 1,216,000.00		\$ 304,000.00	\$ 46,000.00	\$ 1,566,000.00	32	2	15

ConnectOregon V Bicycle/Pedestrian Ranking Log

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
2B0276	Chehalem Park and Recreation District	Newberg-Dundee Bypass Parallel Trail	\$ 1,433,760.00		\$ 358,440.00		\$ 1,792,200.00	32	2	16
1B0347	Tualatin Hills Park & Recreation District / THPRD	Waterhouse Trail No 4	\$ 600,000.00		\$ 150,000.00	\$ 250,000.00	\$ 1,000,000.00	42	1	17
4B0346	Oregon Parks and Recreation Department	OC&E State Trail: Safety Improvements	\$ 832,000.00		\$ 208,000.00	\$ 223,200.00	\$ 1,263,200.00	34	2	18
2B0310	City of Astoria	Astoria Waterfront Multimodal Corridor	\$ 800,000.00		\$ 200,000.00	\$ 238,991.00	\$ 1,238,991.00	33	2	19
2B0300	City of Dallas	Rickreall Creek Trail, Phase 5	\$ 673,699.40		\$ 168,424.85	\$ 308,075.15	\$ 1,150,199.40	31	2	20
1B0323	Oregon Parks and Recreation Department	Cazadero Trail - Deep Creek Crossings	\$ 3,200,000.00		\$ 800,000.00		\$ 4,000,000.00	21	3	21
4B0277	Sisters Runway Inc + Sisters Airport Property LLC	Sisters Bike/Ped Path and Bike Share Program	\$ 287,720.00		\$ 71,930.00	\$ 537,070.00	\$ 896,720.00	29	3	22
2B0339	Oregon Parks and Recreation Department	Bike Pods of Oregon	\$ 348,000.00		\$ 87,000.00		\$ 435,000.00	27	3	23
2B0338	City of Corvallis	Tunison Avenue - Allen Avenue Multiuse Path	\$ 474,600.00		\$ 118,650.00		\$ 593,250.00	25	3	24
2B0304	McKenzie River Ranger District, USFS	McKenzie River Trail Restoration	\$ 152,988.00		\$ 38,247.00	\$ 52,883.00	\$ 244,118.00	24	3	25
1B0314	Metro	St. Johns Rivergate Access Project	\$ 2,294,996.80		\$ 573,749.20		\$ 2,868,746.00	23	3	26
2B0268	Port of Siuslaw	Siuslaw Bulkhead Restoration & Estuary Trail	\$ 1,669,823.20		\$ 417,455.80		\$ 2,087,279.00	22	3	27
1B0324	Port of Hood River	Hood River Waterfront Trail Completion	\$ 379,488.00		\$ 94,872.00		\$ 474,360.00	29	3	28

ConnectOregon V Bicycle/Pedestrian Ranking Log

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
2B0344	City of Silverton	West Bank Trail and Stairs	\$ 493,200.00		\$ 123,300.00		\$ 616,500.00	21	3	29
3B0356	City of Sutherlin	Sutherlin Way-Finding Billboard	\$ 32,000.00		\$ 8,000.00		\$ 40,000.00	21	3	30
1B0312	City of Wilsonville	I-5 Bike/Ped Bridge - Town Center to Barber St.	\$ 6,400,000.00		\$ 1,600,000.00		\$ 8,000,000.00	20	4	31
2B0254	City of Sweet Home	Foster Lake South Shore Multi-Use Path	\$ 1,061,781.60		\$ 265,445.40		\$ 1,327,227.00	20	4	32
5B0343	City of Island City, Oregon	Grande Ronde River Greenway - Phase II	\$ 1,214,000.00		\$ 303,500.00	\$ 28,500.00	\$ 1,546,000.00	19	4	33
4B0355	Jefferson County	Willow Creek Trail - Madras to Deschutes River	\$ 178,312.80		\$ 44,578.20		\$ 222,891.00	17	4	34
2B0305	McKenzie River Ranger District, USFS	O'Leary Trail Complex Restoration	\$ 81,200.00		\$ 20,300.00	\$ 4,969.00	\$ 106,469.00	16	4	35
1B0296	Villages at Mt. Hood Board of Directors	Villages at Mt. Hood Bike/Ped Master Plan	\$ 68,000.00		\$ 17,000.00		\$ 85,000.00	13	4	36

ConnectOregon V Marine Ranking Log

Sequential By App #

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
1M0294	Port of St. Helens	Berth 2 - Beaver Dock Reconstruction	\$ 2,000,000.00		\$ 500,000.00	\$ 2,500,000.00	\$ 5,000,000.00	49	1	1
1M0352	Port of St. Helens	Berth 1 - Beaver Dock Extension	\$ 2,000,000.00		\$ 500,000.00	\$ 4,123,000.00	\$ 6,623,000.00	46	1	2
2M0327	Port of Toledo	Yaquina Boatyard Haul-Out Expansion	\$ 4,673,000.00		\$ 1,168,250.00	\$ 331,750.00	\$ 6,173,000.00	40	2	3
1M0329	Sause Bros., Inc.	Heavy Lift Equipment Acquisition	\$ 1,113,632.00		\$ 278,408.00	\$ 92,803.00	\$ 1,484,843.00	35	2	4
1M0299	Columbia River Pilots	Columbia River Underkeel Clearance	\$ 949,608.00		\$ 237,402.00	\$ 131,890.00	\$ 1,318,900.00	40	2	5
1M0308	Port of Portland	Terminal 6 Crane Drive Electronics	\$ 1,440,000.00		\$ 360,000.00	\$ 200,000.00	\$ 2,000,000.00	35	2	6
2M0263	Port of Newport	Hoist Dock Replacement	\$ 478,414.40		\$ 119,603.60		\$ 598,018.00	39	2	7
5M0348	Port of Morrow	Terminal 1 Improvement	\$ 1,024,000.00		\$ 256,000.00	\$ 124,000.00	\$ 1,404,000.00	34	2	8
1M0307	Port of Portland	Terminal 2 Redevelopment	\$ 3,200,000.00		\$ 800,000.00	\$ 500,000.00	\$ 4,500,000.00	27	3	9
5M0272	Tidewater Terminal Company	Umatilla Diesel Expansion	\$ 300,960.00		\$ 75,240.00		\$ 376,200.00	32	2	10
5M0273	Tidewater Terminal Company	Umatilla B100 Storage	\$ 1,160,920.00		\$ 290,230.00		\$ 1,451,150.00	32	2	11

ConnectOregon V OFAC Ranking Log

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
1M0294	Port of St. Helens	Berth 2 - Beaver Dock Reconstruction	\$ 2,000,000.00		\$ 500,000.00	\$ 2,500,000.00	\$ 5,000,000.00	49	1	1
1M0299	Columbia River Pilots	Columbia River Underkeel Clearance	\$ 949,608.00		\$ 237,402.00	\$ 131,890.00	\$ 1,318,900.00	40	2	2
2R0256	White's Hauling and Farm LLC	White's Transloading Rail Siding	\$ 841,320.00		\$ 210,330.00	\$ 333,473.00	\$ 1,385,123.00	43	1	3
3R0321	Oregon International Port of Coos Bay	Coos Bay Rail Tunnel Rehabilitation 2014-2016	\$ 2,000,000.00		\$ 500,000.00		\$ 2,500,000.00	36	2	4
5R0311	Port of Morrow	Cold Storage Rail Transload Facility	\$ 6,000,000.00		\$ 1,500,000.00	\$ 4,600,000.00	\$ 12,100,000.00	43	1	5
1M0352	Port of St. Helens	Berth 1 - Beaver Dock Extension	\$ 2,000,000.00		\$ 500,000.00	\$ 4,123,000.00	\$ 6,623,000.00	46	1	6
1M0308	Port of Portland	Terminal 6 Crane Drive Electronics	\$ 1,440,000.00		\$ 360,000.00	\$ 200,000.00	\$ 2,000,000.00	35	2	7
1R0342	Peninsula Terminal Co.	Transload Warehouse	\$ 311,642.50		\$ 77,910.62	\$ 16,186.88	\$ 405,740.00	34	2	8
2M0327	Port of Toledo	Yaquina Boatyard Haul-Out Expansion	\$ 4,673,000.00		\$ 1,168,250.00	\$ 331,750.00	\$ 6,173,000.00	40	2	9
4R0334	LRY, LLC	Lakeview Cust. Spurs: Expansion, Safety, Efficiency	\$ 783,680.00		\$ 195,920.00		\$ 979,600.00	38	2	10
1R0350	City of Rainier	A-Street Safety Corridor Rail Improvement	\$ 2,996,264.00		\$ 749,066.00	\$ 1,545,500.00	\$ 5,290,830.00	34	2	11
2M0263	Port of Newport	Hoist Dock Replacement	\$ 478,414.40		\$ 119,603.60		\$ 598,018.00	39	2	12
1M0329	Sause Bros., Inc.	Heavy Lift Equipment Acquisition	\$ 1,113,632.00		\$ 278,408.00	\$ 92,803.00	\$ 1,484,843.00	35	2	13
1M0307	Port of Portland	Terminal 2 Redevelopment	\$ 3,200,000.00		\$ 800,000.00	\$ 500,000.00	\$ 4,500,000.00	29	3	14
4R0326	Gilliam County	Shutler Station Crossover Track	\$ 279,020.38		\$ 69,755.10		\$ 348,775.48	31	2	15
1R0267	Teevin Bros Land & Timber Co, LLC	Rail Intermodal Consolidation Facility	\$ 2,673,249.25		\$ 668,312.31		\$ 3,341,561.56	37	2	16
1R0340	BNSF Railway Company	Portland Intermodal Facility Improvements	\$ 3,927,200.00		\$ 981,800.00		\$ 4,909,000.00	35	2	17
2R0292	Roseburg Forest Products	UP Rail Expansion	\$ 3,200,000.00		\$ 800,000.00		\$ 4,000,000.00	35	2	18
1R0315	Northwest Container Services	NWCS Rail Car Modification and Upgrade	\$ 1,506,062.40		\$ 376,515.60	\$ 10,000.00	\$ 1,892,578.00	22	3	19
2R0290	Willamette Valley Railway Co.	Track/Bridges/Transload Improvements	\$ 640,000.00		\$ 160,000.00		\$ 800,000.00	24	3	20

ConnectOregon V OFAC Ranking Log

Sequential By App #

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
1R0341	International Raw Materials Ltd.	DGT Rail Expansion	\$ 562,500.00		\$ 140,625.00	\$ 46,875.00	\$ 750,000.00	26	3	21
3R0303	Combined Transport Logistics Group, Inc.	Combined Transport Transload Expansion	\$ 644,615.92		\$ 161,153.98	\$ 21,555.00	\$ 827,324.90	34	2	22
5R0293	Boise Cascade Corporation	Elgin Complex Rail Spur Repair	\$ 400,000.00		\$ 100,000.00		\$ 500,000.00	37	2	23
2R0328	Portland & Western Railroad	Capital City Rail	\$ 2,992,000.00		\$ 748,000.00	\$ 510,000.00	\$ 4,250,000.00	29	3	24
1R0281	Northwest Container Services	NWCS Equipment Improvement	\$ 1,320,000.00		\$ 330,000.00	\$ 11,502.00	\$ 1,661,502.00	28	3	25
2A0265	City of Corvallis	Corvallis Air Freight Facility	\$ 658,000.00		\$ 164,500.00	\$ 360,500.00	\$ 1,183,000.00	30	3	26
5M0348	Port of Morrow	Terminal 1 Improvement	\$ 1,024,000.00		\$ 256,000.00	\$ 124,000.00	\$ 1,404,000.00	34	2	27
5M0272	Tidewater Terminal Company	Umatilla Diesel Expansion	\$ 300,960.00		\$ 75,240.00		\$ 376,200.00	32	2	28
5M0273	Tidewater Terminal Company	Umatilla B100 Storage	\$ 1,160,920.00		\$ 290,230.00		\$ 1,451,150.00	32	2	29
3R0349	Central Oregon & Pacific Railroad	Winchester Heavy Repair Locomotive Facility	\$ 3,920,000.00		\$ 980,000.00	\$ 490,000.00	\$ 5,390,000.00	20	4	30

ConnectOregon V Rail Ranking Log

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
3R0321	Oregon International Port of Coos Bay	Coos Bay Rail Tunnel Rehabilitation 2014-2016	\$ 2,000,000.00		\$ 500,000.00		\$ 2,500,000.00	36	2	1
4R0334	LRY, LLC	Lakeview Cust. Spurs: Expansion, Safety, Efficiency	\$ 783,680.00		\$ 195,920.00		\$ 979,600.00	38	2	2
1R0267	Teevin Bros Land & Timber Co, LLC	Rail Intermodal Consolidation Facility	\$ 2,673,249.25		\$ 668,312.31		\$ 3,341,561.56	37	2	3
5R0311	Port of Morrow	Cold Storage Rail Transload Facility	\$ 6,000,000.00		\$ 1,500,000.00	\$ 4,600,000.00	\$ 12,100,000.00	43	1	4
1R0350	City of Rainier	A-Street Safety Corridor Rail Improvement	\$ 2,996,264.00		\$ 749,066.00	\$ 1,545,500.00	\$ 5,290,830.00	34	2	5
2R0328	Portland & Western Railroad	Capital City Rail	\$ 2,992,000.00		\$ 748,000.00	\$ 510,000.00	\$ 4,250,000.00	29	3	6
2R0256	White's Hauling and Farm LLC	White's Transloading Rail Siding	\$ 841,320.00		\$ 210,330.00	\$ 333,473.00	\$ 1,385,123.00	43	1	7
1R0342	Peninsula Terminal Co.	Transload Warehouse	\$ 311,642.50		\$ 77,910.62	\$ 16,186.88	\$ 405,740.00	34	2	8
2R0290	Willamette Valley Railway Co.	Track/Bridges/Transload Improvements	\$ 640,000.00		\$ 160,000.00		\$ 800,000.00	24	3	9
1R0341	International Raw Materials Ltd.	DGT Rail Expansion	\$ 562,500.00		\$ 140,625.00	\$ 46,875.00	\$ 750,000.00	26	3	10
1R0340	BNSF Railway Company	Portland Intermodal Facility Improvements	\$ 3,927,200.00		\$ 981,800.00		\$ 4,909,000.00	35	2	11
5R0293	Boise Cascade Corporation	Elgin Complex Rail Spur Repair	\$ 400,000.00		\$ 100,000.00		\$ 500,000.00	37	2	12
3R0349	Central Oregon & Pacific Railroad	Winchester Heavy Repair Locomotive Facility	\$ 3,920,000.00		\$ 980,000.00	\$ 490,000.00	\$ 5,390,000.00	20	4	13
4R0326	Gilliam County	Shutler Station Crossover Track	\$ 279,020.38		\$ 69,755.10		\$ 348,775.48	31	2	14

ConnectOregon V Rail Ranking Log

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
3R0303	Combined Transport Logistics Group, Inc.	Combined Transport Transload Expansion	\$ 644,615.92		\$ 161,153.98	\$ 21,555.00	\$ 827,324.90	34	2	15
1R0315	Northwest Container Services	NWCS Rail Car Modification and Upgrade	\$ 1,506,062.40		\$ 376,515.60	\$ 10,000.00	\$ 1,892,578.00	22	3	16
1R0281	Northwest Container Services	NWCS Equipment Improvement	\$ 1,320,000.00		\$ 330,000.00	\$ 11,502.00	\$ 1,661,502.00	28	3	17
2R0292	Roseburg Forest Products	UP Rail Expansion	\$ 3,200,000.00		\$ 800,000.00		\$ 4,000,000.00	35	2	18

ConnectOregon V Transit Ranking Log

Sequential By App #

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
5T0266	Grant County Transportation District	Facility Enhancement	\$ 120,000.00		\$ 30,000.00		\$ 150,000.00	37	2	1
2T0283	Lane Transit District	Franklin Boulevard Phase 1 Transit Stations	\$ 648,000.00		\$ 162,000.00	\$ 125,000.00	\$ 935,000.00	41	1	2
1T0295	Columbia County Rider Transportation	Rainier Transit Center	\$ 542,645.60		\$ 135,661.40		\$ 678,307.00	38	2	3
5T0309	Community Connection of Northeast Oregon, Inc.	Wallowa County Bus Barn	\$ 282,470.24		\$ 70,617.56	\$ 4,500.00	\$ 357,587.80	38	2	4
4T0248	Basin Transit Service	Bus Purchase	\$ 640,000.00		\$ 160,000.00	\$ -	\$ 800,000.00	37	2	5
1T0302	Tri-County Metropolitan Transportation (TriMet)	TriMet Westside Bike & Rides: Access to Jobs	\$ 1,510,948.97		\$ 377,737.24	\$ 26,885.79	\$ 1,915,572.00	39	2	6
5T0354	Malheur Council on Aging & Community Services	Ontario Multi-Modal Facility Remodel	\$ 140,000.00		\$ 35,000.00		\$ 175,000.00	34	2	7
3T0282	Curry County	Replacement Buses Purchase	\$ 137,600.00		\$ 34,400.00		\$ 172,000.00	38	2	8
4T0257	Basin Transit Service	Bus Replacement	\$ 320,000.00		\$ 80,000.00		\$ 400,000.00	34	2	9
2T0270	Salem Area Mass Transit District	South Salem Transit Center	\$ 1,000,000.00		\$ 250,000.00	\$ 3,785,000.00	\$ 5,035,000.00	35	2	10
1T0336	Portland Bureau of Transportation	Streetcar Safety and Jobs Access Enhancements	\$ 1,600,000.00		\$ 400,000.00	\$ 3,020,319.20	\$ 5,020,319.20	49	1	11
2T0332	City of Corvallis	Transit Maintenance Facility	\$ 3,227,389.60		\$ 806,847.40		\$ 4,034,237.00	31	2	12
4T0258	Basin Transit Service	Bus Replacement	\$ 320,000.00		\$ 80,000.00		\$ 400,000.00	34	2	13

Appendix 2 Region Committee Review Matrices

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ConnectOregon V Application Log - Region 1

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
1M0352	Port of St. Helens	Berth 1 - Beaver Dock Extension	\$ 2,000,000.00		\$ 500,000.00	\$ 4,123,000.00	\$ 6,623,000.00	46	1	1
1M0299	Columbia River Pilots	Columbia River Underkeel Clearance	\$ 949,608.00		\$ 237,402.00	\$ 131,890.00	\$ 1,318,900.00	40	2	2
1B0318	City of Tualatin	Tualatin River Greenway Trail Gap Completion	\$ 1,585,800.00		\$ 396,450.00	\$ 1,120,050.00	\$ 3,102,300.00	44	1	3
1M0294	Port of St. Helens	Berth 2 - Beaver Dock Reconstruction	\$ 2,000,000.00		\$ 500,000.00	\$ 2,500,000.00	\$ 5,000,000.00	49	1	4
1R0342	Peninsula Terminal Co.	Transload Warehouse	\$ 311,642.50		\$ 77,910.62	\$ 16,186.88	\$ 405,740.00	34	2	5
1M0308	Port of Portland	Terminal 6 Crane Drive Electronics	\$ 1,440,000.00		\$ 360,000.00	\$ 200,000.00	\$ 2,000,000.00	35	2	6
1R0350	City of Rainier	A-Street Safety Corridor Rail Improvement	\$ 2,996,264.00		\$ 749,066.00	\$ 1,545,500.00	\$ 5,290,830.00	34	2	7
1T0302	Tri-County Metropolitan Transportation (TriMet)	TriMet Westside Bike & Rides: Access to Jobs	\$ 1,510,948.97		\$ 377,737.24	\$ 26,885.79	\$ 1,915,572.00	39	2	8
1B0288	City of Tigard	Tigard Street Trail - A Path to Employment	\$ 1,200,000.00		\$ 300,000.00	\$ 36,000.00	\$ 1,536,000.00	34	2	9
1T0336	Portland Bureau of Transportation	Streetcar Safety and Jobs Access Enhancements	\$ 1,600,000.00		\$ 400,000.00	\$ 3,020,319.20	\$ 5,020,319.20	49	1	10
1B0324	Port of Hood River	Hood River Waterfront Trail Completion	\$ 379,488.00		\$ 94,872.00		\$ 474,360.00	29	3	11
1B0347	Tualatin Hills Park & Recreation District / THPRD	Waterhouse Trail No 4	\$ 600,000.00		\$ 150,000.00	\$ 250,000.00	\$ 1,000,000.00	42	1	12
1R0267	Teevin Bros Land & Timber Co, LLC	Rail Intermodal Consolidation Facility	\$ 2,673,249.25		\$ 668,312.31		\$ 3,341,561.56	37	2	13
1M0329	Sause Bros., Inc.	Heavy Lift Equipment Acquisition	\$ 1,113,632.00		\$ 278,408.00	\$ 92,803.00	\$ 1,484,843.00	35	2	14
1B0335	City of Portland Bureau of Transportation	Bike Share Phase 2: Jobs, Training & Transit	\$ 2,000,000.00		\$ 500,000.00	\$ 2,200,000.00	\$ 4,700,000.00	34	2	15

ConnectOregon V Application Log - Region 1

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
1M0307	Port of Portland	Terminal 2 Redevelopment	\$ 3,200,000.00		\$ 800,000.00	\$ 500,000.00	\$ 4,500,000.00	29	3	16
1R0341	International Raw Materials Ltd.	DGT Rail Expansion	\$ 562,500.00		\$ 140,625.00	\$ 46,875.00	\$ 750,000.00	26	3	17
1R0340	BNSF Railway Company	Portland Intermodal Facility Improvements	\$ 3,927,200.00		\$ 981,800.00		\$ 4,909,000.00	35	2	18
1T0295	Columbia County Rider Transportation	Rainier Transit Center	\$ 542,645.60		\$ 135,661.40		\$ 678,307.00	38	2	19
1A0306	Port of Portland	PDX Northside Redevelopment Phase 1	\$ 3,400,000.00		\$ 850,000.00	\$ 1,550,000.00	\$ 5,800,000.00	30	3	20
1R0281	Northwest Container Services	NWCS Equipment Improvement	\$ 1,320,000.00		\$ 330,000.00	\$ 11,502.00	\$ 1,661,502.00	28	3	21
1R0315	Northwest Container Services	NWCS Rail Car Modification and Upgrade	\$ 1,506,062.40		\$ 376,515.60	\$ 10,000.00	\$ 1,892,578.00	22	3	22
1B0323	Oregon Parks and Recreation Department	Cazadero Trail - Deep Creek Crossings	\$ 3,200,000.00		\$ 800,000.00		\$ 4,000,000.00	21	3	23
1B0314	Metro	St. Johns Rivergate Access Project	\$ 2,294,996.80		\$ 573,749.20		\$ 2,868,746.00	23	3	24
1B0312	City of Wilsonville	I-5 Bike/Ped Bridge - Town Center to Barber St.	\$ 6,400,000.00		\$ 1,600,000.00		\$ 8,000,000.00	20	4	25
1B0296	Villages at Mt. Hood Board of Directors	Villages at Mt. Hood Bike/Ped Master Plan	\$ 68,000.00		\$ 17,000.00		\$ 85,000.00	13	4	26

ConnectOregon V Application Log - Region 2

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
2A0320	Port of Astoria	Runway 13-31 Rehabilitation	\$ 480,000.00		\$ 120,000.00	\$ 4,495,450.00	\$ 5,095,450.00	43	1	1
2B0319	Lane Transit District	W 11th Bicycle-Pedestrian Bridge Connections	\$ 2,866,644.80		\$ 716,661.20	\$ 2,255,726.00	\$ 5,839,032.00	45	1	2
2R0256	White's Hauling and Farm LLC	White's Transloading Rail Siding	\$ 841,320.00		\$ 210,330.00	\$ 333,473.00	\$ 1,385,123.00	43	1	3
2M0327	Port of Toledo	Yaquina Boatyard Haul- Out Expansion	\$ 4,673,000.00		\$ 1,168,250.00	\$ 331,750.00	\$ 6,173,000.00	40	2	4
2T0283	Lane Transit District	Franklin Boulevard Phase 1 Transit Stations	\$ 648,000.00		\$ 162,000.00	\$ 125,000.00	\$ 935,000.00	41	1	5
2T0270	Salem Area Mass Transit District	South Salem Transit Center	\$ 1,000,000.00		\$ 250,000.00	\$ 3,785,000.00	\$ 5,035,000.00	35	2	6
2B0279	Benton County Public Works	Corvallis to Albany Trail: Manchester to Scenic	\$ 4,800,000.00		\$ 1,200,000.00		\$ 6,000,000.00	32	2	7
2B0298	City of Garibaldi	Salmonberry Corridor: Garibaldi to Barview	\$ 2,000,000.00		\$ 500,000.00		\$ 2,500,000.00	29	3	8
2A0262	City of McMinnville	Runway 4-22 Rehabilitation	\$ 786,083.20		\$ 196,520.80	\$ 6,878,229.00	\$ 7,860,833.00	43	1	9
2M0263	Port of Newport	Hoist Dock Replacement	\$ 478,414.40		\$ 119,603.60		\$ 598,018.00	39	2	10
2B0310	City of Astoria	Astoria Waterfront Multimodal Corridor	\$ 800,000.00		\$ 200,000.00	\$ 238,991.00	\$ 1,238,991.00	33	2	11
2A0322	City of Creswell Airport	Airport Taxi- lane/water/sewer line improvements	\$ 1,197,000.00		\$ 299,250.00	\$ 447,522.00	\$ 1,943,772.00	33	2	12
2B0300	City of Dallas	Rickreall Creek Trail, Phase 5	\$ 673,699.40		\$ 168,424.85	\$ 308,075.15	\$ 1,150,199.40	31	2	13
2B0269	City of Eugene Transportation Planning	Eugene Bike Share	\$ 909,066.40		\$ 227,266.60		\$ 1,136,333.00	32	2	14
2B0276	Chehalem Park and Recreation District	Newberg-Dundee Bypass Parallel Trail	\$ 1,433,760.00		\$ 358,440.00		\$ 1,792,200.00	32	2	15

ConnectOregon V Application Log - Region 2

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
2R0292	Roseburg Forest Products	UP Rail Expansion	\$ 3,200,000.00		\$ 800,000.00		\$ 4,000,000.00	35	2	16
2B0291	City of Salem	Claggett Creek - Kroc Center Connector Path	\$ 1,216,000.00		\$ 304,000.00	\$ 46,000.00	\$ 1,566,000.00	32	2	17
2A0265	City of Corvallis	Corvallis Air Freight Facility	\$ 658,000.00		\$ 164,500.00	\$ 360,500.00	\$ 1,183,000.00	30	3	18
2B0351	Yamhill County	Yamhelas Westsider Trail	\$ 4,507,365.60		\$ 1,126,841.40	\$ 85,763.00	\$ 5,719,970.00	32	2	19
2B0274	City of Lebanon	Canal Trail	\$ 457,404.96		\$ 114,351.24	\$ 71,111.80	\$ 642,868.00	33	2	20
2T0332	City of Corvallis	Transit Maintenance Facility	\$ 3,227,389.60		\$ 806,847.40		\$ 4,034,237.00	31	2	21
2R0328	Portland & Western Railroad	Capital City Rail	\$ 2,992,000.00		\$ 748,000.00	\$ 510,000.00	\$ 4,250,000.00	29	3	22
2B0339	Oregon Parks and Recreation Department	Bike Pods of Oregon	\$ 348,000.00		\$ 87,000.00		\$ 435,000.00	27	3	23
2B0338	City of Corvallis	Tunison Avenue - Allen Avenue Multiuse Path	\$ 474,600.00		\$ 118,650.00		\$ 593,250.00	25	3	24
2R0290	Willamette Valley Railway Co.	Track/Bridges/Transload Improvements	\$ 640,000.00		\$ 160,000.00		\$ 800,000.00	24	3	25
2B0304	McKenzie River Ranger District, USFS	McKenzie River Trail Restoration	\$ 152,988.00		\$ 38,247.00	\$ 52,883.00	\$ 244,118.00	24	3	26
2B0268	Port of Siuslaw	Siuslaw Bulkhead Restoration & Estuary Trail	\$ 1,669,823.20		\$ 417,455.80		\$ 2,087,279.00	22	3	27
2B0344	City of Silverton	West Bank Trail and Stairs	\$ 493,200.00		\$ 123,300.00		\$ 616,500.00	21	3	28
2B0254	City of Sweet Home	Foster Lake South Shore Multi-Use Path	\$ 1,061,781.60		\$ 265,445.40		\$ 1,327,227.00	20	4	29

ConnectOregon V Application Log - Region 2

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
2B0305	McKenzie River Ranger District, USFS	O'Leary Trail Complex Restoration	\$ 81,200.00		\$ 20,300.00	\$ 4,969.00	\$ 106,469.00	16	4	30

ConnectOregon V Application Log - Region 3

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Priority
3R0321	Oregon International Port of Coos Bay	Coos Bay Rail Tunnel Rehabilitation 2014-2016	\$ 2,000,000.00	\$ 500,000.00		\$ 2,500,000.00	36	2	1
3A0252	City of Brookings	Runway Safety Areas	\$ 400,000.00	\$ 100,000.00	\$15,500,000.00	\$16,000,000.00	46	1	2
3A0325	Josephine County Airports Department	AWOS-IIIIT for Grants Pass Airport	\$ 204,000.00	\$ 51,000.00		\$ 255,000.00	38	2	3
3B0284	City of Medford	Larson Creek Segment II	\$ 868,000.00	\$ 217,000.00		\$ 1,085,000.00	35	2	4
3R0303	Combined Transport Logistics Group, Inc.	Combined Transport Transload Expansion	\$ 644,615.92	\$ 161,153.98	\$ 21,555.00	\$ 827,324.90	34	2	5
3T0282	Curry County	Replacement Buses Purchase	\$ 137,600.00	\$ 34,400.00		\$ 172,000.00	38	2	6
3B0345	City of Brookings	Brookings Oregon Coast Bike Network, South Leg	\$ 180,000.00	\$ 45,000.00		\$ 225,000.00	34	2	7
3A0271	Jackson County/Rogue Valley Int'l-Medford	MFR Snow Removal Equipment Storage Bldg	\$ 500,000.00	\$ 125,000.00	\$ 4,475,000.00	\$ 5,100,000.00	39	2	8
3A0330	Josephine County Airports Department	Aeronautical Obstruction Survey for 3S8	\$ 60,000.00	\$ 15,000.00		\$ 75,000.00	32	2	9
3B0316	Jackson County	Jackson County Airport Path Connection	\$ 790,325.60	\$ 197,581.40		\$ 987,907.00	31	2	10
3A0261	Jackson County/Rogue Valley Int'l-Medford	Passenger & Safety Lighting	\$ 716,057.60	\$ 179,014.40		\$ 895,072.00	26	3	11
3R0349	Central Oregon & Pacific Railroad	Winchester Heavy Repair Locomotive Facility	\$ 3,920,000.00	\$ 980,000.00	\$ 490,000.00	\$ 5,390,000.00	20	4	12
3A0260	Port of Coquille River	Powers Airport	\$ 138,312.00	\$ 34,578.00		\$ 172,890.00	24	3	13
3A0337	Curry County	Brookings Airport	\$ 876,800.00	\$ 219,200.00		\$ 1,096,000.00	22	3	14
3B0356	City of Sutherlin	Sutherlin Way-Finding Billboard	\$ 32,000.00	\$ 8,000.00		\$ 40,000.00	21	3	15

ConnectOregon V Application Log - Region 4

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
4A0285	City of Redmond - Redmond Municipal Airport	Runway 4-22 Rehabilitation	\$ 1,225,812.00		\$ 306,453.00	\$18,080,735.00	\$19,613,000.00	48	1	1
4A0301	City of Madras	Madras Municipal Airport Improvement	\$ 792,000.00		\$ 198,000.00	\$ 3,511,500.00	\$ 4,501,500.00	47	1	2
4R0334	LRY, LLC	Lakeview Cust. Spurs: Expansion, Safety, Efficiency	\$ 783,680.00		\$ 195,920.00		\$ 979,600.00	38	2	3
4A0286	City of Bend - Bend Municipal Airport	Bend Airport Helicopter Operations Area (HOA)	\$ 326,700.00		\$ 81,675.00	\$ 3,018,629.00	\$ 3,427,004.00	45	1	4
4T0248	Basin Transit Service	Bus Purchase	\$ 640,000.00		\$ 160,000.00	\$ -	\$ 800,000.00	37	2	5
4R0326	Gilliam County	Shutler Station Crossover Track	\$ 279,020.38		\$ 69,755.10		\$ 348,775.48	31	2	6
4A0287	Lake County	Runway Repaving and Improvements	\$ 590,973.60		\$ 147,743.40	\$ 2,556,864.60	\$ 3,295,581.60	42	1	7
4A0249	Christmas Valley Park & Rec Dist.	Parallel Taxiway Construction, Apron Rehab.	\$ 659,100.00		\$ 164,775.00	\$ 835,225.00	\$ 1,659,100.00	41	1	8
4A0278	Sisters Airport Property, LLC	Sisters Airport Capital Improvement	\$ 733,259.18		\$ 183,314.80	\$ 733,258.98	\$ 1,649,832.96	42	1	9
4A0317	City of Prineville	Prineville Airport Aircraft Apron and Fuel Tanks	\$ 792,048.00		\$ 198,012.00	\$ 101,988.00	\$ 1,092,048.00	36	2	10
4B0264	City of Redmond	Homestead Canal Trail, Phase II	\$ 560,000.00		\$ 140,000.00	\$ 611,436.90	\$ 1,311,436.90	44	1	11
4B0280	City of Prineville	Prineville Rails-to- Trails	\$ 463,143.20		\$ 115,785.80		\$ 578,929.00	34	2	12
4B0346	Oregon Parks and Recreation Department	OC&E State Trail: Safety Improvements	\$ 832,000.00		\$ 208,000.00	\$ 223,200.00	\$ 1,263,200.00	34	2	13
4B0277	Sisters Runway Inc + Sisters Airport Property LLC	Sisters Bike/Ped Path and Bike Share Program	\$ 287,720.00		\$ 71,930.00	\$ 537,070.00	\$ 896,720.00	29	3	14
4T0257	Basin Transit Service	Bus Replacement	\$ 320,000.00		\$ 80,000.00		\$ 400,000.00	34	2	15

ConnectOregon V Application Log - Region 5

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
5A0250	City of Burns	Taxiway Reconstruction	\$ 216,600.00		\$ 54,150.00	\$ 1,895,250.00	\$ 2,166,000.00	43	1	1
5A0289	Morrow County	Morrow County Lexington Airport	\$ 15,926.40	\$ 2,000.00	\$ 3,981.60		\$ 21,908.00	29	3	2
5A0255	Grant County Regional Airport	Airport Master Plan	\$ 16,000.00		\$ 4,000.00	\$ 150,000.00	\$ 170,000.00	30	3	3
5A0251	City of Hermiston	Airport Taxiway Realignment and Rehabilitation	\$ 300,000.00		\$ 75,000.00	\$ 2,569,444.00	\$ 2,944,444.00	42	1	4
5A0275	Union County	La Grande/Union County Airport Master Plan	\$ 52,000.00		\$ 13,000.00	\$ 260,000.00	\$ 325,000.00	27	3	5
5T0266	Grant County Transportation District	Facility Enhancement	\$ 120,000.00		\$ 30,000.00		\$ 150,000.00	37	2	6
5T0309	Community Connection of Northeast Oregon, Inc.	Wallowa County Bus Barn	\$ 282,470.24		\$ 70,617.56	\$ 4,500.00	\$ 357,587.80	38	2	7
5T0354	Malheur Council on Aging & Community Services	Ontario Multi-Modal Facility Remodel	\$ 140,000.00		\$ 35,000.00		\$ 175,000.00	34	2	8
5R0293	Boise Cascade Corporation	Elgin Complex Rail Spur Repair	\$ 400,000.00		\$ 100,000.00		\$ 500,000.00	37	2	9
5A0253	City of Vale	Miller Memorial Airpark Phase 2	\$ 260,000.00		\$ 65,000.00	\$ 20,000.00	\$ 345,000.00	24	3	10
5B0343	City of Island City, Oregon	Grande Ronde River Greenway - Phase II	\$ 1,214,000.00		\$ 303,500.00	\$ 28,500.00	\$ 1,546,000.00	19	4	11
5M0348	Port of Morrow	Terminal 1 Improvement	\$ 1,024,000.00		\$ 256,000.00	\$ 124,000.00	\$ 1,404,000.00	34	2	12
5R0311	Port of Morrow	Cold Storage Rail Transload Facility	\$ 6,000,000.00		\$ 1,500,000.00	\$ 4,600,000.00	\$12,100,000.00	43	1	13
5M0272	Tidewater Terminal Company	Umatilla Diesel Expansion	\$ 300,960.00		\$ 75,240.00		\$ 376,200.00	32	2	14
5M0273	Tidewater Terminal Company	Umatilla B100 Storage	\$ 1,160,920.00		\$ 290,230.00		\$ 1,451,150.00	32	2	15

ConnectOregon V Application Log - Region 4

APP. #	APPLICANT	PROJECT NAME	CO GRANT Funds Requested	CO LOAN Funds Requested	Required Match Amount (20% of Grant)	Additional Applicant Match	Total Project Cost	STATUTORY & ECONOMIC BENEFIT REVIEW	Tier 1 - 41-50 Tier 2 - 31-40 Tier 3 - 21-30 Tier 4 - 1-20 Tier	Committee Ranking
4A0259	Crater Lake - Klamath Regional Airport	MOGAS Aircraft Fueling Facility	\$ 57,792.00		\$ 14,448.00	\$ 7,760.00	\$ 80,000.00	26	3	16
4B0355	Jefferson County	Willow Creek Trail - Madras to Deschutes River	\$ 178,312.80		\$ 44,578.20		\$ 222,891.00	17	4	17
4T0258	Basin Transit Service	Bus Replacement	\$ 320,000.00		\$ 80,000.00		\$ 400,000.00	34	2	18
4A0353	City of Malin	Malin Municipal Airport Fencing	\$ 24,000.00		\$ 6,000.00		\$ 30,000.00	21	3	19

Appendix 4 Memorandum of Collaboration

***ConnectOregon V* Final Review Committee**

MEMORANDUM OF COLLABORATION

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

FRC PURPOSE AND ROLE

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

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

A. Duties and Responsibilities

Members of FRC agree to fulfill their responsibilities through attending and participating in committee meetings, studying the available information, and participating in the development of recommendations. Members of FRC agree to participate in good faith and to act in the best interests of the committee and its charge. To this end, members agree to consider the state transportation system as a whole, and to place the interests of the entire state above any particular political, modal, and regional affiliations or other interests in order to bring the selection process to a successful conclusion. Members of FRC accept the responsibility to collaborate in developing recommendations that are fair and constructive for the entire state.

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

To attend committee meetings and work sessions;

To study the available information relevant to the charge;

To participate in developing sound, written recommendations to the OTC.

Except as otherwise provided in Section IV(A)(4) below, to inform, and to make a good faith effort to seek support from and gain the ratification of their represented groups for the work and the work product of FRC;

To promptly advise the Director of any information that would affect the work of the committee; and

At the start of each meeting session, declare any "actual conflict of interest," ORS 244.020(1), or any "potential conflict of interest," ORS 244.020(12). Members declaring such actual or

potential conflict of interest shall comply with the requirements of ORS Chapter 244 concerning conflicts of interest, including ORS 244.120¹.

Use of Work Products

The Director and the OTC acknowledge and appreciate the time, effort and resources expended by FRC members in this collaborative process. Although ODOT is not required to implement FRC recommendations verbatim, the Director acknowledges that the recommendations from the committee will be forwarded to the OTC for final voting.

Membership and Term

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

The work of FRC will commence prior to the first meeting on June 11, 2014 and will conclude following submission of its recommendations to the Director, or at such time ODOT determines it is not reasonable to expect that the committee will be able to fulfill its charge.

ODOT ROLE

ODOT will provide technical support, substantive expertise, logistical assistance, administrative assistance, and advice to the FRC, but will not have a vote at committee meetings.

Although ODOT will not be a voting member, it may comment or make suggestions on relevant decision points. ODOT's comments and suggestions will be given the same consideration as those of other committee members.

FACILITATOR ROLE

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

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

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

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

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

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

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

Offer recommendations to ODOT relating to the FRC process.

Work collaboratively with all ODOT staff and executive team members to assist the FRC in its work. COC and ODOT designees may contact individual FRC members to develop understanding of issues, resolve questions or apparent conflicts, or as otherwise needed to assist FRC in fulfilling its charge.

Provide procedures to help guide the committee in its work.

Advise ODOT if it appears that the FRC will be unable to fulfill its charge.

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

FRC OPERATING PROCEDURES

Ground Rules

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

Voting: During the consensus decision-making process, each member of the FRC, except for the non-voting representative of ODOT, will have one equal vote.

Decision Rules: The committee will discuss decision rules prior to beginning the formulation of recommendations. Decision rules include the consensus decision-making procedure and the single-text process. Questions relating to the process will be assessed by COC, and the recommendation submitted by COC to the committee will be decided by majority vote of those committee members present if a quorum is in attendance.

Protocols. FRC members agree to:

Participate fully and in good faith;

Comment constructively and specifically, making points concisely to ensure sufficient opportunities for all members to be heard;

Allow one person to speak at a time;

Address the issues in neutral terms without personal criticism of individual;

Explore all options; and

Keep an open mind.

Each member of FRC agrees to participate in good faith. For purposes of the FRC, “good faith” means honesty in fact and conduct. This does not preclude FRC members from taking inconsistent or opposing positions with or from those taken by FRC, and does not preclude the participation of members or their constituents in other forums, such as a legislative session, administrative hearing, or judicial proceeding. Members of FRC undertake a commitment to act

in the best interests of the committee, and to refrain from activity that would undermine its ability to fulfill its charge.

Development of Recommendations

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

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

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

“One” indicates full support for the proposal as stated.

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

“Three” indicates rejection of the proposal as stated.

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

The consensus voting process will be repeated as necessary to assist the group in achieving consensus regarding a particular recommendation or proposal. Consensus is defined as all participants voting “one” or “two.”

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

(2) **Single Text Process.** The committee will use a Single Text Process to accomplish its work. A Single Text Process provides an opportunity for many parties to collaborate in drafting a single document. The process will allow the committee to evaluate an existing draft of recommendations and propose changes to satisfy the concerns of committee members.

COC will facilitate a committee discussion to assist in the preliminary phases of formulating recommendations, and in determining the format of recommendations. Throughout the work sessions, committee members will have the opportunity to respond to the Discussion Draft with the goal of achieving consensus on proposed recommendations. At the last committee meeting, COC will provide the opportunity for final voting on each recommendation and on whether the recommendations accurately reflect the work of the committee.

Should it appear to COC that the committee will require additional work sessions beyond the sessions scheduled in order to complete its work, COC will communicate this to ODOT prior to the conclusion of the last scheduled meeting.

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

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

Public Status of FRC Meetings and Records

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

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

Communication with the Media.

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

Generally defer to the FRC chair and ODOT staff for all media communications related to the FRC process and its recommendations;

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

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

Committee Vacancy.

Should a vacancy occur on the FRC during its term, the OTC may appoint a replacement member(s). The votes of any replacement members will be effective from the day of their appointment, and replacement members will not be able to vote retroactively.

Removal of the Neutral Facilitator.

FRC members may recommend to ODOT that COC be removed at the neutral facilitator by a majority vote of all voting members present at a properly noticed meeting. The ultimate decision on the removal and replacement of the facilitator will rest with the Director.

LEGAL ADVICE.

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

INTERPRETATION OF THE MEMORANDUM OF COLLABORATION.

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

Final Review Committee Review Matrix

This matrix brings forward the work of the previous committees, demonstrates agreement between committees, and places the projects in approximately rank order.

KEY

To provide for a common comparison between previous committees, projects are represented by a color code based on a given committee's prioritization number. Agreement in committee priority is demonstrated by comparing the priority colors across a row.

	Projects in the top third of the respective review committee's prioritization
	Projects in the middle third of the respective review committee's prioritization
	Projects in the bottom third of the respective review committee's prioritization

For each committee project that fall on the boundary between classifications are paced in the next higher category.

Tier #

In addition to the color key, staff assigned Tier scores based on how a project met statutory considerations to provide reference to the final review committee.

Full project details, including review committee summary sheets, are contained in the application binders.

ORDER

The order of project presentation is established by converting committee priorities to a ratio, and then calculating the project's average of all committees' ratio priorities. The highest average priority score (lowest number) is placed at the top of the list, and subsequent projects are listed in rank order.

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APP. #	APPLICANT	PROJECT NAME	Fund? (Y/N)	TIER	Aviation Priority	OFAC Priority	Transit Priority	Rail Priority	Marine Priority	Bike/Ped Priority	Region Priority
	ODOT	Project Selection, Administration, and Debt Service	Y								
4A0285	City of Redmond - Redmond Municipal Airport	Runway 4-22 Rehabilitation		1	1						1
2B0319	Lane Transit District	W 11th Bicycle-Pedestrian Bridge Connections		1						1	2
3R0321	Oregon International Port of Coos Bay	Coos Bay Rail Tunnel Rehabilitation 2014-2016		2		4		1			1
4A0301	City of Madras	Madras Municipal Airport Improvement		1	2						2
1B0318	City of Tualatin	Tualatin River Greenway Trail Gap Completion		1						2	3
1M0352	Port of St. Helens	Berth 1 - Beaver Dock Extension		1		6			1		1
1M0294	Port of St. Helens	Berth 2 - Beaver Dock Reconstruction		1		1			2		4
2A0320	Port of Astoria	Runway 13-31 Rehabilitation		1	5						1
5A0250	City of Burns	Taxiway Reconstruction		1	6						1
2T0283	Lane Transit District	Franklin Boulevard Phase 1 Transit Stations		1			2				5
4A0286	City of Bend - Bend Municipal Airport	Bend Airport Helicopter Operations Area (HOA)		1	3						4
1M0299	Columbia River Pilots	Columbia River Underkeel Clearance		2		2			5		2
4R0334	LRV, LLC	Lakeview Cust. Spurs: Expansion, Safety, Efficiency		2		10		2			3
2R0256	White's Hauling and Farm LLC	White's Transloading Rail Siding		1		3		7			3
3B0284	City of Medford	Larson Creek Segment II		2						5	4
3A0252	City of Brookings	Runway Safety Areas		1	8						2
5T0266	Grant County Transportation District	Facility Enhancement		2			1				6
2B0279	Benton County Public Works	Corvallis to Albany Trail: Manchester to Scenic		2						6	7
2M0327	Port of Toledo	Yaquina Boatyard Haul-Out Expansion		2		9			3		4
2A0262	City of McMinnville	Runway 4-22 Rehabilitation		1	4						9
1B0288	City of Tigard	Tigard Street Trail - A Path to Employment		2						7	9
4T0248	Basin Transit Service	Bus Purchase		2			5				5
1R0342	Peninsula Terminal Co.	Transload Warehouse		2		8		8			5
1R0350	City of Rainier	A-Street Safety Corridor Rail Improvement		2		11		5			7
5A0251	City of Hermiston	Airport Taxiway Realignment and Rehabilitation		1	10						4
4A0287	Lake County	Runway Repaving and Improvements		1	7						7
3A0325	Josephine County Airports Department	AWOS-IIIIT for Grants Pass Airport		2	12						3
5A0289	Morrow County	Morrow County Lexington Airport ** Includes \$2,000 Loan		3	14						2
2B0298	City of Garibaldi	Salmonberry Corridor: Garibaldi to Barview		3						12	8
1M0308	Port of Portland	Terminal 6 Crane Drive Electronics		2		7			6		6
4B0264	City of Redmond	Homestead Canal Trail, Phase II		1						3	11
5T0309	Community Connection of Northeast Oregon	Wallowa County Bus Barn		2			4				7
2B0269	City of Eugene Transportation Planning	Eugene Bike Share		2						8	14
1T0302	Tri-County Metropolitan Transportation (TriMet)	TriMet Westside Bike & Rides: Access to Jobs		2			6				8
3B0345	City of Brookings	Brookings Oregon Coast Bike Network, South Leg		2						10	7
4A0249	Christmas Valley Park & Rec Dist.	Parallel Taxiway Construction, Apron Rehab.		1	9						8
1R0267	Teevin Bros Land & Timber Co, LLC	Rail Intermodal Consolidation Facility		2		16		3			13

APP. #	APPLICANT	PROJECT NAME	Fund? (Y/N)	TIER	Aviation Priority	OFAC Priority	Transit Priority	Rail Priority	Marine Priority	Bike/Ped Priority	Region Priority
5R0311	Port of Morrow	Cold Storage Rail Transload Facility		1		5		4			13
1M0329	Sause Bros., Inc.	Heavy Lift Equipment Acquisition		2		13			4		14
4A0278	Sisters Airport Property, LLC	Sisters Airport Capital Improvement		1	11						9
5A0255	Grant County Regional Airport	Airport Master Plan		3	19						3
4B0280	City of Prineville	Prineville Rails-to-Trails		2						9	12
2M0263	Port of Newport	Hoist Dock Replacement		2		12			7		10
1T0295	Columbia County Rider Transportation	Rainier Transit Center		2			3				19
2B0310	City of Astoria	Astoria Waterfront Multimodal Corridor		2						19	11
2T0270	Salem Area Mass Transit District	South Salem Transit Center		2			10				6
3T0282	Curry County	Replacement Buses Purchase		2			8				6
1B0347	Tualatin Hills Park & Recreation District / THPRD	Waterhouse Trail No 4		1						17	12
3B0316	Jackson County	Jackson County Airport Path Connection		2						11	10
2B0276	Chehalem Park and Recreation District	Newberg-Dundee Bypass Parallel Trail		2						16	15
5T0354	Malheur Council on Aging & Community Services	Ontario Multi-Modal Facility Remodel		2			7				8
2B0291	City of Salem	Claggett Creek - Kroc Center Connector Path		2						15	17
2B0300	City of Dallas	Rickreall Creek Trail, Phase 5		2						20	13
4R0326	Gilliam County	Shutler Station Crossover Track		2		15		14			6
2B0351	Yamhill County	Yamhelas Westsider Trail		2						14	19
2B0274	City of Lebanon	Canal Trail		2						13	20
3A0330	Josephine County Airports Department	Aeronautical Obstruction Survey for 3S8		2	13						9
3A0271	Jackson County/Rogue Valley Int'l-Medford	MFR Snow Removal Equipment Storage Bldg		2	15						8
2A0322	City of Creswell Airport	Airport Taxi-lane/water/sewer line improvements		2	18						12
5A0275	Union County	La Grande/Union County Airport Master Plan		3	21						5
4A0317	City of Prineville	Prineville Airport Aircraft Apron and Fuel Tanks		2	16						10
1T0336	Portland Bureau of Transportation	Streetcar Safety and Jobs Access Enhancements		1			11				10
4B0346	Oregon Parks and Recreation Department	OC&E State Trail: Safety Improvements		2						18	13
1B0324	Port of Hood River	Hood River Waterfront Trail Completion		3						28	11
1R0340	BNSF Railway Company	Portland Intermodal Facility Improvements		2		17		11			18
1M0307	Port of Portland	Terminal 2 Redevelopment		3		14			9		16
3R0303	Combined Transport Logistics Group, Inc.	Combined Transport Transload Expansion		2		22		15			5
2R0328	Portland & Western Railroad	Capital City Rail		3		24		6			22
1R0341	International Raw Materials Ltd.	DGT Rail Expansion		3		21		10			17
5R0293	Boise Cascade Corporation	Elgin Complex Rail Spur Repair		2		23		12			9
2R0290	Willamette Valley Railway Co.	Track/Bridges/ Transload Improvements		3		20		9			25
4B0277	Sisters Runway Inc + Sisters Airport Property LLC	Sisters Bike/Ped Path and Bike Share Program		3						22	14
1A0306	Port of Portland	PDX Northside Redevelopment Phase 1		3	17						20
2R0292	Roseburg Forest Products	UP Rail Expansion		2		18		18			16
4T0257	Basin Transit Service	Bus Replacement		2			9				15

