Final Recommendation Report

*Connect*Oregon VI Final Review Committee

June 14, 2016

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1 Introduction

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

2 *Connect*Oregon VI Program Development

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

2.1 Policy Team Guidance

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

2.2 Administrative Rule Development

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

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

The aforementioned amended Administrative Rule was adopted by the Oregon Transportation Commission on December 17, 2015 and posted on the *Connect*Oregon website at https://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx.

2.3 Application Procedures Development

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

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

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

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

3.1 Completeness, Eligibility and Feasibility Review

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

3.1.1 Economic Benefit Review

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

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

3.1.2 Statutory Consideration Review

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

a. Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;

b. Whether a proposed transportation project results in an economic benefit to this state (see Section 3.1.1 above);

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

d. How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Connect Oregon Funds;

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

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

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

3.1.3 Tiers

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

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

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

3.2 Instructions to Reviewers

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

3.3 Committee Review

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

3.3.1 Conflict of Interest

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

3.3.2 Modal Committees Review

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

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

3.3.3 Regional Committees Review ("SuperACTs")

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

3.3.4 Regional Solutions Teams Review

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

3.4 Staff Coordination for Final Review Committee

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

4 *Connect*Oregon VI Final Review Committee

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

4.1 Committee Membership

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

Committee Members

Chair
Lynn Schoessler

Modal Representatives

Oregon Aviation Board
Martha Meeker
Mark Gardiner

Oregon Freight Advisory Committee
Martin Callery
Jana Jarvis

Marine Projects and Planning Advisory Committee
Carole Knapel
Allan Rumbaugh

Oregon Bicycle and Pedestrian Advisory Committee
Wayne Baum

Public Transit Advisory Committee
Aaron Deas
Phil Warnock

Rail Advisory Committee
Craig Levie
Robert Eaton

Regional Representatives

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

4.2 Meeting Facilitator

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

4.3 Memorandum of Collaboration

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

4.4 Conflict of Interest

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

4.5 Final Review Process

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

Project Matrix

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

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

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

4.6 Committee Member Comments

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

4.7 Final Review Committee Prioritization

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

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

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

Transmittal and Signatures

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

June 14, 2016

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

Dear Director Garrett:

*Connect*Oregon VI Final Review Committee Project Recommendations

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

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

Sincerely,

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

Bob Andrews

(Signature) Date 6/14/16

Wayne Baum

(Signature) Date 6/14/16

Jim Bellet

(Signature) Date 6/14/16

Chris Boice

(Signature) Date 6/14/16

(Signature) Date

Jana Jarvis

(Signature) Date 6/14/16

Carole Knapel

(Signature) Date 6/14/16

Sid Leiken

(Signature) Date 6/14/16

Craig Levie

(Signature) Date June 14, 2016

Martha Meeker

(Signature) Date 6/14/16

Jeff Monson

(Signature) Date 6/14/16

Mike Quilty

(Signature) Date June 14, 2016

Allan Rumbaugh

(Signature) Date 6/14/2016

Paul Savas

(Signature) Date 6-14-2016

Boyd Britton

(Signature) Date 6/14/2016

Martin Callery

(Signature) Date 06-14-2016

Aaron Deas

(Signature) Date 06/14/2016

Rob Eaton

(Signature) Date 6/14/16

Tom Fellows

(Signature) Date 6/14/16

Mark Gardiner

(Signature) Date 6/14/16

Henry Heimuller

(Signature) Date 6-14-16

Annabelle Jaramillo

(Signature) Date 6-14-2016

Lynn Schoessler

(Signature) 6-14-16 Date

Michele Spatz

(Signature) 6-14-16 Date

Phil Warnock

(Signature) 6/14/16 Date

Connect Oregon VI
Final Review Committee Prioritized Funding Recommendation

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

Connect Oregon VI
Final Review Committee Prioritized Funding Recommendation

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

Connect Oregon VI
Final Review Committee Prioritized Funding Recommendation

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

Appendix 1: Committee Member Comments

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

Bob Andrews

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

Wayne Baum

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

Boyd Britton

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

Martin Callery

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

Aaron Deas

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

Rob Eaton

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

Tom Fellows

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

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

Mark Gardiner

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

Henry Heimuller

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

Jana Jarvis

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

Carole Knapel

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

Craig Levie

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

Martha Meeker

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

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

Jeff Monson

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

Allan Rumbaugh

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

Phil Warnock

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

Unsigned Comments

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

Appendix 2: Modal Committee Matrices

ConnectOregon VI Application Log - Aviation

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

ConnectOregon VI Application Log - Aviation

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

ConnectOregon VI Application Log - Bicycle/Pedestrian

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

ConnectOregon VI Application Log - Bicycle/Pedestrian

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

ConnectOregon VI Application Log - Marine

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

ConnectOregon VI Application Log - Oregon Freight Advisory Committee

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

ConnectOregon VI Application Log - Oregon Freight Advisory Committee

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

ConnectOregon VI Application Log - Rail

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

ConnectOregon VI Application Log - Transit

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

Appendix 3: Regional Committee Matrices

ConnectOregon VI Application Log - Region 1

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

ConnectOregon VI Application Log - Region 1

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

ConnectOregon VI Application Log - Region 2

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

ConnectOregon VI Application Log - Region 2

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

ConnectOregon VI Application Log - Region 3

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

ConnectOregon VI Application Log - Region 4

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

ConnectOregon VI Application Log - Region 4

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

ConnectOregon VI Application Log - Region 5

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

ConnectOregon VI Application Log - Region 5

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

Appendix 4: Memorandum of Collaboration

Oregon
Department of Transportation

*Connect*Oregon VI Final Review Committee

MEMORANDUM OF COLLABORATION

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

I. FRC PURPOSE AND ROLE

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

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

A. Duties and Responsibilities

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

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

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

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

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

B. Use of Work Products

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

C. Membership Composition and Term

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

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

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

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

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

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

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

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

II. ODOT ROLE

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

III. FACILITATOR ROLE

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

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

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

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

IV. FRC OPERATING PROCEDURES

A. Ground Rules

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

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

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

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

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

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

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

B. Development of Recommendations

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

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

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

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

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

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

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

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

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

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

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

Public Status of FRC Meetings and Records

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

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

C. Communication with the Media

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

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

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

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

V. LEGAL ADVICE.

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

VI. INTERPRETATION OF THE MEMORANDUM OF COLLABORATION.

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

Connect Oregon VI
Final Review Committee Roster

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

Updated June 7, 2016

*CONNECT*OREGON VI FINAL REVIEW COMMITTEE

MEMORANDUM OF COLLABORATON

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

(Members listed alphabetically)

Bob Andrews

(Signature) Date 6/14/16

Wayne Baum

(Signature) Date 6/14/16

Jim Bellet

(Signature) Date 6/14/16

Chris Boice

(Signature) Date 6/14/16

Boyd Britton

(Signature) Date 6/14/2016

Martin Callery

(Signature) Date 06-14-2016

Aaron Deas

(Signature) Date 06/14/2016

Rob Eaton

(Signature) Date 6/14/16

Tom Fellows

(Signature) Date 6/14/16

Mark Gardiner

(Signature) Date 6/14/16

Henry Heimuller

(Signature) 6-14-16 Date

Annabelle Jaramillo

(Signature) 6/14/2016 Date

Jana Jarvis

(Signature) 6/14/16 Date

Carole Knapel

(Signature) 6/14/16 Date

Sid Leiken

(Signature) 6/14/2016 Date

Craig Levie

(Signature) June 14, 2016 Date

Martha Meeker

(Signature) Date 6/14/2016

Jeff Monson

(Signature) Date 6/14/16

Mike Quilty

(Signature) Date June 14, 2016

Paul Savas

(Signature) Date 6-14-16

Allan Rumbaugh

(Signature) Date 6/14/2016

Michele Spatz

(Signature) Date 6-14-16

Phil Warnock

(Signature) Date 6/14/16

Lynn Schoessler

(Signature) Date 6-14-16

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

6 - 14 - 16
Date

Christian Watchie, Principal
Cogito, LLC

6·14·16
Date

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

RANKING MATRIX DESCRIPTION & APPLICATIONS SUMMARY

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

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

Summary of Applications by Mode and Region

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

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

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

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

Ranking Matrix Description: Comparing Rankings from each Committee

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

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

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

Comparing Committee Rankings

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

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

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

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

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

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

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

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

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

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4B0372	City of The Dalles	The Dalles Gorge Hub		3						20	14
2M0388	City of Harrisburg	Harrisburg Boat Landing		3					8		20
3M0434	Oregon International Port of Coos Bay	Charleston Boatyard Capacity Expansion Development Plan		3		25			9		9
4A0433	City of The Dalles	Airport Taxiway A Rehabilitation		4	22						15
5B0369	City of Stanfield	Stanfield Multi-Use Pathways		3						21	12
2R0419	City of Dallas	Dallas Industrial Area Rail Improvement Project		4		26		14			16
1B0422	Mt. Hood Bicycle/Pedestrian Coalition	Mt. Hood Villages Bike Hub Project		3						22	16
5B0408	City of Hermiston	Hermiston Multimodal Loop Trail		2						13	13